

Appendix 13A - 2: Oral Testimony (Public Hearing - November 19, 2020)

PUBLIC HEARING

THE GLASSBORO-CAMDEN LINE (GCL) PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT OR EIS

VIDEO CONFERENCE VIA ZOOM

November 19, 2020

3:00 p.m. - 5:00 p.m.

Reported by: Susan Petty

LEX#159560



REPORTING SERVICE, INC.

PROFESSIONAL REPORTING SINCE 1980

TOLL FREE 800.608.6085

A p p e a r a n c e s :

JOHN MANZONI
Regional Planning Manager STV, and Moderator

JEFF NASH
DRPA Vice Chair - Delaware River Port Authority
Camden County Freeholder to the Camden County
Commissioner

JOHN HANSON
CEO of Delaware River Port Authority and PATCO

MIKE VENUTO
DRPA's and PATCO's Chief engineer

ANGELO APRILE
Senior Program Manager - NJ Transit

KIRAN PATEL
Chief, Project Management - NJ Transit

KEVIN BECICA
Chief Engineer For Camden County

BILL SHANAHAN
Director, Government Relations - DRPA

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

LIST OF SPEAKERS

NAME	PAGE
Benjamin She	24
Brian McCollum	25
Ryan Linhart	25
Larry DiVietro	27
Nick Whiteway	29
Stuart Merrian	32
Anna Janda	34/78/88
Kaylyn Roger	37
Dr. Peter Speth	39/75/84
Allison Lucci	41
Jerry Keenan	42
Scott Barnes	44
Diane Kae	47
William Ritzler	49
Angelina Phelan	53
Anna Pappas	56
John Legge	59
Marlene Asselta	61
Carol Rhodes	66
Jennifer Duffy	71
Michele Tobin	73
Vincent Gattinella	82
Matthew Galbraith	83
Emily Crowley	85

1
2 MR. NASH: Good evening. My name is
3 Jeff Nash. I am the Vice Chairman of the
4 Delaware Port Authority, and I've been
5 actively involved in the GCL Project
6 working with John Hanson who is our CEO,
7 along with Mike Venuto, our Chief
8 Engineer, our friends at New Jersey
9 Transit, and others.

10 On behalf of the DRPA I would like
11 to welcome everyone to the GCL public
12 hearing.

13 The panelists for this hearing who
14 will be listening to your comments are
15 Mike Howard, the Project Manager for the
16 Delaware River Port Authority. Hi Mike.
17 Thanks for joining us.

18 Angelo Aprile, New Jersey Transit
19 Agency, along with Kiran Patel of New
20 Jersey Transit.

21 Additional panelists include Mike
22 Venuto, Chief Engineer, and Bill Shanahan
23 of the DRPA. Kevin Besica, who is Chief
24 Engineer at Camden County.

25 The purpose of this hearing is to

1
2 receive public comments on the draft
3 environmental impact study. That study
4 can be found online at the website which
5 you'll hear about.

6 It's also available in hard form in
7 20 municipalities, many of the libraries,
8 and municipal buildings.

9 We will be showing a brief
10 presentation that provides an overview of
11 the GCL project.

12 Following the presentation, John
13 Manzoni, who is the Senior Project Manager
14 for STV -- John has been with this project
15 for over 16 years. He will be going
16 through some of the ground rules for
17 leaving oral comment, and then we will
18 begin calling on speakers who have
19 registered to leave an oral comment on the
20 presentation and the project generally.

21 There are several elected officials
22 who have joined us. You will be hearing
23 from some of them.

24 And with that, it gives me great
25 pleasure to introduce you to John Manzoni.

1
2 MR. MANZONI: Thank you, Mr. Nash.
3 Good afternoon, everyone. Thank you for
4 joining the public hearing for the
5 Glassboro-Camden Line Draft Environmental
6 Impact Statement or EIS, as it's also
7 known.

8 The meeting has now begun at sharp
9 3:00 p.m. today Thursday, November 19,
10 2020.

11 Please note this meeting is being
12 recorded. Again, my name is John Manzoni.
13 I am the moderator for today's public
14 hearing on the draft EIS for the GCL line.

15 My role is to ensure that this
16 hearing is conducted in an orderly manner
17 which maximizes the public's opportunity
18 to comment on the draft EIS. The draft
19 EIS for the proposed project was published
20 on November 2nd. This started a 45-day
21 public comment period that will end at
22 11:59 p.m. Eastern Standard Time on
23 December 17, 2020.

24 Now, we're going to show a brief
25 presentation which gives an overview of

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

the GCL project, and then after that video concludes, I'll get into the ground rules for leaving your oral comment. Thank you.

(The following is the video footage.)

Welcome to the Glassboro-Camden Line's public hearing for the Draft Environmental Impact Statement also known as draft EIS.

The public hearings are taking place on Tuesday, November 17, 2020 between 3:00 p.m. and 6:00 p.m., Eastern Standard Time.

And Thursday, November, 19, 2020 between 6:00 p.m. and 8:00 p.m. Eastern Standard Time.

A 45-day public comment period on the draft EIS began on November 2, 2020 and will end on December 17, 2020.

All comments must be received by 11:59 p.m. Eastern Standard Time on Thursday, December 17, 2020.

Members of the public who registered for these meetings can provide and listen

1
2 to oral comments concerning the proposed
3 action and information contained in the
4 draft EIS.

5 Public hearings are official
6 proceedings held to provide the public
7 with an opportunity to submit oral
8 comments about the Glassboro-Camden Line
9 Project and the EIS.

10 Comments submitted during the
11 hearings will become part of the project's
12 record, which the project team will review
13 and address during the final EIS phase.

14 It should be noted that the hearing
15 panel will not respond to questions asked
16 during oral comments.

17 During the virtual public hearings,
18 a brief summary of the project and public
19 comment process will be provided, followed
20 by oral comments for the project record.
21 Comments will be accepted from registered
22 participants via the Zoom virtual meeting
23 platform as time permits.

24 However, the public may also submit
25 formal comments to the project team

1
2 through the project website, through
3 e-mail, U.S. Mail, and the project
4 information hotline as outlined on the
5 project sites How to Comment page. Again,
6 all comments will be recorded and
7 addressed in the final EIS.

8 The Glassboro-Camden Line is
9 proposed as a diesel light rail system
10 similar to New Jersey Transit's current
11 River Line service.

12 The Glassboro-Camden Line would
13 operate within the 18-mile corridor most
14 of which is owned and operated by Conrail.
15 The GCL service would coexist with
16 Conrail's existing freight service. The
17 GCL would pass through eleven communities.

18 Starting from north to south they
19 are: The City of Camden, Gloucester City,
20 Brooklawn, Westville, the City of
21 Woodbury, Woodbury Heights, Wenonah,
22 Deptford, Mantua, Pittman, and Glassboro.

23 There are 14 proposed stations; 13
24 new and one existing shared station at the
25 Walter Rand Transportation Center in

1
2 Camden where transfers can be made to
3 PATCO Speedline, New Jersey Transit River
4 Line, and multiple New Jersey bus routes.

5 The GCL System is proposed to carry,
6 approximately, 16,000 riders a day by the
7 year 2040.

8 There will be two maintenance and
9 yard facilities located at Woodbury
10 Heights and Glassboro.

11 The GCL would operate on one track,
12 and Conrail would operate on one track
13 between Woodbury and Camden with a maximum
14 footprint of 77 feet and a minimum
15 footprint of 63 feet.

16 There will be 39 feet between the
17 center of track of GCL and the center of
18 track of Conrail.

19 Space between the two systems was
20 preserved for a future Conrail second
21 track.

22 The GCL would operate on two tracks
23 between Woodbury and Glassboro with a
24 maximum footprint of 63 feet and a minimum
25 footprint of 49 feet.

1
2 There would be 25 feet between the
3 center of the two GCL tracks.

4 Conrail would operate on the second
5 track during late evenings and after the
6 GCL ceases operations for the night.

7 The GCL will operate similar to New
8 Jersey Transit's River Line using
9 low-floor diesel electric vehicles. The
10 GCL will operate with two car sets that
11 can carry up to 300 passengers per train
12 set.

13 It would operate during the hours of
14 5:00 a.m. to 12:00 a.m. daily, seven days
15 a week.

16 The GCL would operate every
17 15 minutes during the peak and off-peak
18 period, and operate every 30 minutes late
19 night.

20 Stations are spaced every one- to
21 two miles, and would have low-level
22 platforms for easy boarding. Two
23 different station configurations are
24 proposed for the GCL; a center platform
25 and a side platform station configuration.

1
2 The center platform station would be
3 typical in the southern half of the
4 alignment, and the side platform would be
5 typical in the northern half of the
6 alignment.

7 The GCL's light rail vehicle would
8 be similar to the New Jersey Transit's
9 River Line vehicle with low floors and
10 diesel electric propulsion. There would
11 be 18 vehicles needed to operate the
12 system.

13 Vehicle maintenance and yard storage
14 will take place at two locations along the
15 alignment, in Woodbury Heights and in
16 Glassboro.

17 The Woodbury Heights vehicle
18 maintenance and storage yard would be
19 located just south of the proposed
20 Woodbury Heights Station off of Elm Avenue
21 on the former Anderson Door Factory site.

22 This facility would store vehicles
23 for easy deployment in the morning and
24 conduct light maintenance activities like
25 cleaning the vehicles.

1
2 This facility will have storage for
3 up to 24 vehicles. The Glassboro vehicle
4 maintenance facility and storage yard
5 would be located just south of Ellis
6 Street. This facility would store
7 vehicles and perform heavy maintenance
8 activities like vehicle overhauls. This
9 facility would have storage for up to 36
10 vehicles.

11 The GCL project followed the
12 guidelines set forth in the State of New
13 Jersey's Executive Order 215 for
14 conducting an environmental review.

15 The draft EIS available to the
16 public is a disclosure document that
17 documents all potential impacts this
18 project has on the built environment.

19 The project team took a conservative
20 look at all potential impacts. These
21 impacts will have to be avoided,
22 minimized, or mitigated through the design
23 phase of the GCL.

24 As a result of this project, there
25 will be no unmitigated impacts. Measures

1
2 to avoid impacts will be considered during
3 preliminary engineering and incorporated
4 into the project's design as appropriate
5 to offset potential adverse project
6 effects, and best practices to be
7 incorporated throughout construction and
8 operation of the GCL.

9 In addition, mitigation measures
10 will be in place throughout the
11 construction phase of the GCL.

12 All information contained in the
13 draft EIS document, including estimated
14 limits of disturbance that could result
15 within construction or operation of the
16 proposed GCL, is based on conceptual
17 design parameters that represent a
18 reasonable, conservative basis for
19 conducting environmental analysis.

20 As the proposed GCL is advanced
21 through preliminary engineering and
22 construction, efforts will continue to be
23 made to further refine the design and
24 minimize the project's footprint.

25 These refinements may result in the

1
2 potential to avoid and further reduce the
3 adverse effects as described within this
4 EIS.

5 The following are high-level
6 corridor wide potential impacts identified
7 by the project team.

8 Impact to air quality is a potential
9 impact which may be expected during
10 construction.

11 The dust from building the GCL has
12 the potential to affect air quality.

13 Hazardous materials within the
14 existing rail corridor may be disturbed
15 during construction.

16 Any identified sites will either be
17 avoided or mitigated through soil
18 remediation.

19 Natural resources such as trees and
20 animal habitat may be disturbed as a
21 result of construction.

22 Less than four acres of wetlands are
23 projected to be disturbed as part of
24 construction.

25 Potential wetland impacts occur near

1
2 water crossing where new track bridges
3 need to be built.

4 Noise and vibration impacts will be
5 caused during construction from the heavy
6 equipment needed to construct the train
7 line.

8 Again, all efforts will continue to
9 be made to further refine the design of
10 the GCL and minimize the project footprint
11 as the project advances through
12 preliminary engineering and construction.

13 These refinements may result in the
14 potential to avoid and further reduce the
15 adverse effects as described within this
16 draft EIS.

17 The next steps for the GCL project
18 include hosting the current public
19 hearings on Tuesday November 17, 2020 and
20 Thursday, November 19, 2020.

21 The project team will collect all
22 formal comments received during the 45-day
23 comment period that began on Monday,
24 November 2, 2020, and will end on
25 Thursday, December 17, 2020 at 11:59 p.m.

1
2 Eastern Standard Time.

3 The project team will address all
4 comments received and finalize the
5 environmental impact statement report by
6 the end of December, 2020.

7 At this point the EIS will be
8 considered complete.

9 For additional information on the
10 project or to leave a formal comment,
11 please visit the GCL project website at
12 www.glassborocamdenline.com.

13 Thank you for your participation in
14 the Glassboro-Camden Line public hearings
15 on the Draft Environmental Impact
16 Statement.

17 (End of Video.)

18 MR. MANZONI: Thank you for sitting
19 through that overview presentation on the
20 Glassboro-Camden Line. I'm going to go
21 through some ground rules for this public
22 hearing and leaving your oral comment.

23 Today's hearing is scheduled to
24 conclude at 5:00 p.m. Comments regarding
25 the draft EIS can be made one of five

1
2 ways.

3 One way is by making a formal public
4 statement during today's hearing.
5 Additional methods include an online
6 comment form accessible from the project
7 website. Again, that website is
8 www.glassborocamdenline.com.

9 You can leave your comment over the
10 phone where you can leave a verbal comment
11 by calling the project information
12 hotline. And that number is (855)
13 343-0130.

14 You can comment by mail by sending
15 your written comments to Ms. Victoria
16 Malaszecki. She is the Public Involvement
17 Liaison, and that address is P.O. Box 536,
18 Mullica Hill, New Jersey, 08062.

19 This address is listed on the
20 project website for those of you who
21 didn't have a chance to write it down if I
22 spoke too fast.

23 And all of this information is also
24 on the project website on how you can
25 leave your comments. Other ways include a

1
2 downloadable comment form, again on, the
3 project website.

4 For those without printer access,
5 hardcopy comment forms have been provided
6 to area libraries and municipal buildings
7 throughout the study area.

8 Those exact locations, addresses,
9 and phone numbers, again, are listed on
10 the project website. And your comment
11 forms can be dropped off, and there are
12 project comment boxes that are clearly
13 labeled as GCL project comment boxes.

14 And there's people there at both
15 facilities to guide you into the correct
16 location to leave these forms.

17 Draft EIS copies, the hardcopy
18 versions of the draft EIS were also left
19 at all these libraries and municipalities
20 located on the website.

21 Finally, formal comments can be
22 submitted via e-mail to
23 publicinvolvement@glassborocamdenline.com.

24 All comments, no matter how they are
25 provided, will be incorporated with

1
2 responses by the project team in the final
3 EIS.

4 As stated previously, all formal
5 comments will be accepted until 11:59 p.m.
6 Eastern Standard Time December 17, 2020.

7 During tonight's hearing, speakers
8 who had indicated they wanted to leave an
9 oral comment will be called in the order
10 they registered.

11 When your name is called, your line
12 will be un-muted by the project team. You
13 can begin your comment, and once your line
14 is un-muted, we will verify that we can,
15 in fact, hear you.

16 Please clearly state and spell your
17 full name for the stenographer, and then
18 proceed with your comments.

19 Please note that project specific
20 questions will not be answered tonight by
21 the moderator, DRPA, New Jersey Transit,
22 or any of the panelists.

23 In the interest of time and so all
24 speakers can have the opportunity to leave
25 a formal comment on record, your comment

1
2 will be limited to three minutes.

3 A message will appear on the screen
4 30 seconds before the three-minute mark as
5 an indication to wrap up your comments.

6 All comments made here today will be
7 recorded by a certified stenographer and
8 will be included in the final EIS.

9 Additionally, an American sign
10 language interpreter will be signing
11 throughout the hearing.

12 If you wish to provide testimony in
13 American sign language and did not
14 indicate this when you registered, please
15 type your request in the Q&A box.

16 You will be provided with
17 instructions on how to provide your
18 comment through ASL.

19 Attendees providing comments in
20 languages other than English are
21 encouraged to submit their comments in
22 writing as described on that how-to
23 comment page of the project website to
24 ensure the accuracy of the translation.

25 However, a Spanish interpreter is

1
2 available during this hearing and will
3 verbally translate your Spanish comment
4 into English.

5 During this public hearing, we ask
6 that speakers refrain from demonstrating
7 aggressive behaviors. This includes using
8 discriminatory language, personal insults,
9 and obscenities.

10 The event organizer reserves the
11 right to mute or remove speakers who
12 violate these standards of conduct.

13 If you want to make a public
14 statement during this hearing and you did
15 not indicate this during registration,
16 please indicate so on the Q&A tab in the
17 Zoom window.

18 If there's time remaining at the end
19 of the meeting, we will call on you to
20 speak. If you are attending this meeting
21 on your phone and wish to provide an oral
22 comment, you can do so by pressing star 9
23 to raise your hand indicating you would
24 like provide a comment.

25 When your name is called, you can

1
2 press star 6 to un-mute yourself. And
3 I'll periodically remind everybody how to
4 do these steps during this public hearing.

5 And with that, we will start with
6 the first person who registered to speak
7 and leave an oral comment.

8 So the first speaker will be David
9 Siller

10 (No verbal response.)

11 MR. MANZONI: Okay. I don't see a
12 David Siller.

13 Pappas Pappas.

14 (No verbal response.)

15 MR. MANZONI: If you're on the
16 phone, please hit star 6 to un-mute.

17 Again, if we missed you before and
18 you were on mute, we will call your name
19 at the end to give you another opportunity
20 to speak. It does help if you raise your
21 hand when your name is called. It helps
22 us to identify you and un-mute you. That
23 would help the project team out greatly.

24 Next up is Grace Kiehlmeier.

25 (No verbal response.)

1
2 MR. MANZONI: Moving on, Peter
3 Slack.

4 (No verbal response.)

5 MR. MANZONI: Next up is Benjamin
6 She.

7 MR. SHE: My name is Ben She. I'm
8 not sure if I remember if I wanted to say
9 anything comment-wise. I do support the
10 project for the Glassboro-Camden Line. I
11 was wondering will fares be integrated
12 with the New Jersey Transit or PATCO as
13 relevant? That's all the comments I have.

14 MR. MANZONI: Are those all the
15 comments you have?

16 MR. SHE: It is.

17 MR. MANZONI: It will be answered in
18 the final EIS. We are not answering any
19 questions. But Benjamin can you do me a
20 favor and spell your complete name, first
21 name and last name, please?

22 MR. SHE: Sure. First name is
23 B-E-N-J-A-M-I-N. Last name is S-H-E.

24 MR. MANZONI: Thank you, Benjamin.
25 Appreciate the comment.

1
2 Next up is John Legge.

3 (No verbal response.)

4 MR. MANZONI: Brian McCollum is
5 next.

6 MR. MCCOLLUM: My name is Brian
7 McCollum, M-C-C-O-L-L-U-M. My comment is
8 I just support the Gloucester-Camden Line.

9 MR. MANZONI: Okay. Thanks, Brian.
10 Next is Carol Olenschneider.

11 (No verbal response.)

12 MR. MANZONI: Ryan Linhart.

13 MR. LINHART: This is Ryan Linhart,
14 L-I-N-H-A-R-T.

15 Overall I support this project. I
16 do have a few questions regarding, I
17 guess, the (inaudible) area. Obviously
18 using preexisting rail makes sense.
19 However, you know, looking at the overall
20 map on Page 12 of Report Three, it looks
21 like to be that most of the area is low
22 density, and I don't know the specifics to
23 that.

24 But if the purpose is to, I guess,
25 address the need of high density areas, I

1
2 don't know if according to this map that
3 the rail is going to be hitting the
4 target.

5 I also did want to point out some
6 issues with diesel. I know it's diesel
7 electric, and yes, that's an improvement.
8 But I'm just curious if it includes the
9 option to explore fully electric rail.

10 The third is, I guess, the
11 coexisting shared use with Conrail,
12 specifically with using a privately-owned
13 rail for a public service. And the
14 implications that it could have down the
15 line, possibly increasing costs and
16 relying on a private entity to manage
17 those rail lines, or at least the portion
18 owned.

19 And then the fourth is really just,
20 I guess, understanding the -- and I have
21 not gone through the full document on the
22 website, but just understanding how the NJ
23 Transit bus route would, I guess, interact
24 with the station.

25 I suppose the maps would be updated,

1
2 and it seems to be a comprehensive
3 undertaking. But overall I'm supportive
4 of the rail. I think it's essential for
5 the community, and, you know, South New
6 Jersey to have this improved mobility
7 around. And that's it. Thanks.

8 MR. MANZONI: Thanks Ryan. Next up
9 is Darrell Blood.

10 (No verbal response.)

11 MR. MANZONI: Lawrence DiVietro.

12 MR. DIVIETRO: Good afternoon,
13 everyone. And thank you. It is Larry. I
14 go by Larry. And DiVietro is
15 D-I-V-I-E-T-R-O. My comments are all in
16 support. I have two particular areas I
17 wanted to discuss. First the positive and
18 then a question.

19 I am a resident of Wenonah in New
20 Jersey. I've been a resident in
21 Gloucester County for the last 45 years.

22 My offices are in downtown
23 Glassboro. I'm a professional land use
24 planner, so I have been following with
25 anticipation the Light Rail for the last

1
2 close to 20 years since it was introduced.

3 Historically the towns all along the
4 rail leading from Camden down to Glassboro
5 were all established as a result of the
6 rail service.

7 So all of those communities exist in
8 essence or were developed around the rail
9 service, and it makes sense that that rail
10 service is reactivated.

11 The county has grown and remains at
12 a disadvantage with the rest of the State
13 by not having an alternative mode of
14 transportation. It's long overdue that
15 this would happen.

16 It serves as an environmentally
17 sound investment for our future, and will
18 allow the Southern New Jersey region to
19 enhance our economic competitiveness.

20 In the EIS it states it provides for
21 a station in the Borough of Wenonah. I do
22 recall with the initial hearings that they
23 had there was opposition by Wenonah from
24 the Wenonah residents. I thought that
25 there was some consideration to not have a

1 station in Wenonah back at that time.

2 It is now shown on the mapping, so
3 hopefully the design for the Wenonah
4 station will be the case.
5

6 I unequivocally support the rail and
7 look forward to the reality of it being
8 implemented, so thank you.

9 MR. MANZONI: Thanks. Next up is
10 Nick Whiteway.

11 MR. WHITEWAY: My name is Nick
12 Whiteway, W-H-I-T-E-W-A-Y. I actually
13 left some comments on the previous hearing
14 couple of days ago. There are a couple
15 more that I've actually got.

16 So my first question, I guess, that
17 should be brought up in this meeting as
18 well is, why is it not going to be
19 entirely an electric rail, instead of a
20 diesel electric hybrid?

21 A lot of the houses along that line
22 are extremely old, myself included. They
23 have open attics. What is going to be
24 done to mitigate the pollution of the
25 diesel line that is coming through into

1
2 the houses which are extremely close to
3 the line?

4 Again, looking at the tables that
5 were presented on the presentation at the
6 beginning here, the sheer volume of trains
7 passing through every single day is going
8 to have a severe impact on these houses
9 and the people who occupy them. So that
10 needs to be properly addressed.

11 My other concern is as a resident of
12 Pitman, we have four crossings here in
13 Pitman. I did the math. A number of
14 trains are going to be potentially going
15 through every single day.

16 That means that for, approximately,
17 19 minutes in total throughout the course
18 of the day from 5:00 a.m. until midnight,
19 trains are going to be running. There is
20 going to be no access from one side of
21 Pitman to the other for police, fire,
22 ambulance, or all of the school children
23 in our town who only walk to school.

24 That is too much. It is
25 unacceptable. So what is going to be done

1
2 to mitigate those issues?

3 Lastly, from my understanding, and I
4 could be wrong here, when they did the
5 environmental review, I believe that
6 people living up and down on the tracks
7 were supposed to be contacted and
8 consulted. I've lived in Pitman for six
9 years now. At no point was I contacted or
10 consulted, neither were any of my
11 neighbors about this train line.

12 If it was done before six years ago,
13 I would suggest possibly maybe it would be
14 the right thing to do to actually consult
15 people currently living next to the train
16 tracks on what is going to happen and what
17 can be done.

18 I made the comment the other day,
19 and I'm going to make it again. The
20 people living along the train tracks are
21 going to see a significant decrease in
22 their property value.

23 As yet, nothing is going to be done
24 in the way of compensation to mitigate
25 that. That is totally unacceptable. I

1
2 couldn't care less how many people think
3 this is a great idea. I think it is a
4 good idea as long as proper compensation
5 is provided to the people who live on the
6 tracks, who live right next to it.

7 Again, I am 40 feet away from the
8 tracks, 90 trains coming by every single
9 day. No thank you.

10 MR. MANZONI: Thank you. Margaret
11 Whiteway. Margaret Whiteway. If you're
12 on the phone, star 6 to un-mute.

13 (No verbal response.)

14 MR. MANZONI: We will get back to
15 Margaret. Next up Carol Rhodes.

16 (No verbal response.)

17 MR. MANZONI: We will call her name
18 again at the end. Stuart Merrian.

19 MR. MERRIAN: My biggest concern is,
20 with that many trains going by. I also
21 live next to the train tracks at the
22 Pitman Mantua Station, and I was concerned
23 about blowing the horn every time they go
24 by crossing Tylers-Mill Road, which is
25 where the station is located and my house.

1
2 Are they going to be blowing a horn
3 every 15 minutes, or are they going to be
4 using the red lights and the bar that
5 comes down? That's my biggest concern,
6 the noise pollution.

7 MR. MANZONI: We're not answering
8 questions during this forum, but that will
9 be recorded and answered in the EIS. Do
10 you have any more comments you would like
11 to leave?

12 MR. MERRIAN: We're the closest
13 station to Route 55, so if a lot of people
14 start coming up 55 to park their car and
15 then take a train into the City, either
16 Camden or to Philadelphia, you're going to
17 need parking, quite a bit of parking,
18 possibly a traffic light over there on
19 Tylers-Mill Road. That's all.

20 JOHN MANZONI: Thank you. Next up
21 is Sean Mohen.

22 (No verbal response.)

23 JOHN MANZONI: If you're on the
24 phone, star 6 to un-mute yourself.

25 (No verbal response.)

1
2 JOHN MANZONI: Okay. Emily Crowley.

3 (No verbal response.)

4 MR. MANZONI: Anna Janda.

5 MS. JANDA: My name is Anna Janda,
6 J-A-N-D-A. I do live adjacent to the
7 tracks in Mantua, and I'm very concerned
8 with the impact on our lives. It is
9 extremely quiet here. We do have the one
10 train that goes by, not every day, but at
11 night. You know, and that's fine. We
12 expected that.

13 I've lived in Gloucester County my
14 whole, entire life, and the way these
15 tracks are running, it will create a big
16 disturbance to residential life here. I
17 mean, we sit outside and we enjoy it
18 because of the quiet.

19 I do invite any one of you to come
20 sit at my house and see the impact this
21 will have on the surrounding houses.

22 We do have neighbors who are upset.
23 Most people did not know about this. As I
24 started to tell people about it, no one
25 knew that there were these hearings.

1
2 We were not consulted as far as
3 anything goes along this train. And like
4 I said, it is going to be very, very, very
5 impactful on our property values.

6 I am also a broker. I understand
7 property values. There's nothing you can
8 possibly compensate me for to give up the
9 quiet and peacefulness that we have here.
10 And now the noise that will be going by
11 and the impact on foundation of homes with
12 vibrations and with construction.

13 I mean, it's literally right there.
14 I mean, I can't even imagine like the
15 constant traffic that will be going past
16 here for what? I don't know that you will
17 have the ridership. I mean, I don't know
18 there's anything that's actually
19 sustainable in the State on its own as far
20 as rail.

21 You know, everybody says, Oh. Well,
22 you know we'll get government subsidies.
23 Well government subsidies are basically
24 paid by taxpayers, not the actual
25 government people themselves.

1
2 I don't know see that we will get
3 any kind of ridership that's even going to
4 justify, you know, the time that it will
5 take to get anywhere. You have more and
6 more people right now who are not on
7 public transportation because of Covid.
8 That fear will not be going away.
9 Everybody's done a good job of making
10 everybody fearful of that.

11 So, I mean, public transportation
12 when you look at it, where is your
13 ridership? Where is your ridership for,
14 you know, PATCO right now and all those
15 other situations?

16 You know, I sit out back. I hear
17 tree frogs. I hear owls. I hear all that
18 stuff.

19 It says I'm approaching three
20 minutes. Tree frogs, owls -- I mean, like
21 I said, I don't see it as being
22 financially sustainable.

23 We have to constantly, you know, put
24 money in all the time. So, you know,
25 replacing the historic building down the

1
2 street with an industrial platform and all
3 these things are going to kill this
4 neighborhood. And so we really need to
5 look at that.

6 JOHN MANZONI: Thank you, Anna.

7 Next up is Katie Eberhart.

8 (No verbal response.)

9 THE WITNESS: Kaylyn Roger.

10 MS. ROGER: My first name is
11 K-A-Y-L-Y-N, and my last name is
12 R-O-G-E-R. I just want to kind of echo
13 the previous comments as far as ridership
14 goes. I moved to Woodbury thinking that
15 we were going to get this miraculous train
16 line that was going to get us to the City
17 similar to the PATCO line.

18 I work in Center City Philadelphia.
19 Obviously I don't anymore, thanks to the
20 Covid Pandemic. But I really don't see
21 the ridership being there, especially when
22 you break down the amount of time it's
23 going to take you to get into the City.

24 I mean, we're looking at tripling my
25 commute time if I were to take this train.

1
2 So it's a lot of pollution. It's a lot of
3 noise. It's a lot of construction. It's
4 a huge tax burden. And I really just
5 don't see the return, and I'm one of the
6 people who thought that I would benefit
7 from this line.

8 So I think that this needs to be
9 reevaluated. I agree. We've been here
10 for four years. Nobody has asked us
11 anything about it. It looks like many of
12 these plans were made close to a decade
13 ago.

14 The hospital is now closed in our
15 town. We've got a stop right there. I
16 mean, there's nothing there. There's just
17 a lot things that don't make sense, and I
18 think that at this point in time, it does
19 need to be reevaluated. We're not coming
20 back from Covid anytime soon.

21 And I don't see ridership being
22 there to warrant even higher taxes for the
23 residents that live along this line.

24 MR. MANZONI: Thank you, Kaylyn. Up
25 next is Peter Speth.

1
2 DR. SPETH. My name is Dr. Peter
3 Speth, S-P-E-T-H. I want to thank you all
4 for this opportunity. I would like to say
5 the following: What should have been done
6 and what has been done. Route I-295,
7 Route 42 have been reconstructed many
8 times. And Route 55 has been built. They
9 have medians. They have easements.

10 An electric light rail line should
11 have been placed along these highways or
12 anticipated. They should have planned for
13 such light rails when they built and
14 reconstructed these highways with easy
15 on-and-off parking.

16 It would have been no great
17 financial stress to add that type of road
18 bed during those periods of construction,
19 including bridges. This was not done.

20 It should have been done. We had
21 urged all of you to do that. You ignored
22 us.

23 So what are we getting? We are
24 getting a diesel train. You can't call it
25 a train, a diesel car, with loud sets of

1
2 diesel horns every seven minutes during
3 many parts of the day.

4 When I say "sets" they have to honk
5 at least three sets each time they cross
6 the many roads in our communities, next to
7 homes and two elementary schools, every
8 time, every seven minutes.

9 I hope they'll have crossing gates.
10 But every seven minutes the cars will have
11 to stop and wait, polluting the air while
12 they are idling their engines, while the
13 horns are blowing.

14 This will be, for example, on east
15 Maple Street Ogden in Wenonah. This will
16 be Elm Avenue in Woodbury Heights. This
17 will be several roads in Mantua and
18 Pitman.

19 And all of this is going to take
20 place from 5:00 in the morning until
21 midnight. Every few minutes the horns.
22 Every few minutes traffic has to stop on
23 these roads, which are already burdened.

24 Think of the traffic already on
25 Maple and Ogden. Please consider this.

1
2 Let's go back to something reasonable.

3 Thank you very much.

4 MR. MANZONI: Thank you, Peter.

5 Next up is James Miller.

6 (No verbal response.)

7 MR. MANZONI: Allison Lucci.

8 MS. LUCCI: My name is Allison
9 Lucci, L-U-C-C-I. And I just had a
10 comment. I'm a resident of Westville, and
11 I've been here for over eight years now.

12 I was not contacted or notified
13 about this prior, so I guess I'm a little
14 taken aback by that. I guess there was
15 mention that we were supposed to be
16 notified.

17 So I am kind of going to ask a
18 question on behalf of the environmental
19 commission. We wanted to know there's
20 flooding where these rail lines are going
21 to go through. And we just want to know
22 are there any efforts that are going to be
23 made to correct the flooding in the area
24 where these rail lines are already
25 established? That's everything.

1
2 MR. MANZONI: Thank you, Allison.

3 Next up Marlene Asselta.

4 (No verbal response.)

5 MR. MANZONI: Star 6 if you're on
6 your cell phone to un-mute. Marlene are
7 you with us?

8 (No verbal response.)

9 MR. MANZONI: We will get back to
10 Marlene. Jerry Keenan.

11 MR. KEENAN: My name is Jerry
12 Keenan, K-E-E-N-A-N. I'm the president of
13 the New Jersey Alliance for Action. The
14 Alliance for Action is a nonpartisan, a
15 nonprofit association of thousands of
16 business, laborers, government, utility,
17 higher education, and other New Jersey
18 leaders who are all dedicated to promoting
19 environmentally friendly infrastructure
20 investment and capital construction to
21 approve the economy, the environment, and
22 quality of life.

23 Since 1974 our work to improve New
24 Jersey's transportation, water, education,
25 our healthcare, and other systems have

1
2 made our place a better place to live,
3 work, and to visit.

4 I'm here today to state the Alliance
5 for Action's support for the
6 Glassboro-Camden line. The
7 Glassboro-Camden Line Project is great for
8 South Jersey and for the entire State for
9 so many reasons.

10 It will help clean the environment
11 and alleviate congestion on busy roads in
12 the region by offering an alternative mode
13 of transportation, thereby getting people
14 out of their cars.

15 It will encourage economic
16 development along the corridor. It will
17 make it easier to travel on the PATCO
18 Speedline, the New Jersey Transit River
19 Line, and the New Jersey Transit bus
20 routes.

21 It will improve safety. And finally
22 today the construction, operation, and
23 maintenance of the system will provide
24 jobs and economic opportunities in the
25 region which is particularly important as

1
2 we recover from the health and economic
3 pain caused by the Covid-19 pandemic.

4 Glassboro-Camden Line Project is a
5 win-win for so many reasons. And that's
6 why the Alliance for Action calls
7 officials to approve and get working on
8 the project as soon as possible. I want
9 to thank you for the opportunity to speak
10 tonight. Thanks.

11 MR. MANZONI: Thank you, Jerry.

12 Next up is Tom Brett.

13 (No verbal response.)

14 MR. MANZONI: Tom Brett.

15 (No verbal response.)

16 MR. MANZONI: Susan Lawton.

17 (No verbal response.)

18 MR. MANZONI: If you're on the
19 phone, it's star 6 to un-mute yourself.
20 Susan Lawton.

21 (No verbal response.)

22 MR. MANZONI: Again, press star 9,
23 and then star 6 if you're on the phone.
24 Scott Barnes.

25 MR. BARNES: This is Scott Barnes,

1
2 B-A-R-N-E-S. I'm the Chairman of the
3 Wenonah of the Environmental Commission.
4 We operate six miles of walking trails and
5 manage 120 acres of open space in the
6 Borough of Wenonah. Some of these areas
7 are adjacent to the proposed rail
8 corridor.

9 My main concern today is the effect
10 of this proposed rail line on trees within
11 the Conrail right of way. The EIS seems
12 to address tree impacts only in certain
13 areas. For example, stations where
14 private property and where endangered
15 species are involved, and not so much in
16 other areas.

17 As an example, in our area the
18 Wenonah Ravine Natural Heritage Priority
19 Site, the EIS states 1.5 acres of habitat
20 will be disturbed in this area.

21 For our trail users this would have
22 a big impact because right now they are
23 used to walking along the forested rail
24 embankment, and this EIS seems to imply
25 that the trees within the railway would be

1
2 sort of removed entirely.

3 And it also seems to sort of dismiss
4 the visual impact of removing those trees
5 by sort of implying that they don't belong
6 there in the first place, that they would
7 have been removed during routine
8 maintenance.

9 That's incorrect. Conrail removes
10 the tree typically when it falls and it
11 blocks the rail line.

12 So I think the EIS should recognize
13 that the trees in the right-of-way are
14 really part of the continuum with the
15 adjacent trees on the streets and in the
16 open space areas.

17 If it's the policy of the rail line
18 that all trees be removed on the
19 right-of-way, then the EIS ought to state
20 that. And there really should be some
21 more detailed impact figures for all the
22 segments of the rail line, not just in the
23 areas that might be deemed important for
24 some other reason. So thank you.

25 MR. MANZONI: Thank you, Scott.

1
2 Next up is Deborah Skoy.

3 (No verbal response.)

4 MR. MANZONI: If you're on the
5 phone, you have to press star 9 first
6 followed by star 6 to un-mute.

7 Deborah Skoy.

8 (No verbal response.)

9 MR. MANZONI: And don't forget those
10 of you online, please raise your hand if
11 you're through the web, so we can find
12 your name and un-mute you fairly quickly.
13 Next up Diane Kae.

14 MS. KAE: Hello, and thank you for
15 giving me the opportunity to speak. I'm a
16 Gloucester City resident, and I live a
17 little less than a block down from the
18 tracks. I have several concerns.

19 The horn -- I used to ride the River
20 Line when I lived in Delran. I know what
21 a light rail horn sounds like, and it's
22 quite loud. To add that to the horn of
23 the Conrail train which wakes me up
24 between 3:30 and 4:00 every morning, and
25 at the frequency to which this will

1
2 happen, is concerning to me.

3 I also -- from what I'm reading
4 online and what I'm hearing, I understand
5 that some of the modifications that are
6 going to be made to Railroad Avenue, and
7 then the fact that the trains are coming
8 in peak hours every 15 minutes, and the
9 length of time from 5:00 in the morning to
10 midnight that that train traffic is
11 happening, I'm very concerned on my narrow
12 one-way street and having impact made to
13 Railroad Avenue, accessibility to just get
14 to my home.

15 I think that will be severely
16 impacted. I also, you know, I live in
17 Gloucester City, so I do currently deal
18 with pollution just as a fact of living
19 here. But now adding to it additional
20 frequent pollution from diesel engines
21 going through at that frequency, again, is
22 another concern.

23 You know, with the noise of the horn
24 you'll have the vibration of the trains.
25 So there's a lot of things to like about

1
2 the project. You know, the accessibility
3 it will give ultimately to Philadelphia.

4 Although I don't know, you know,
5 changing trains from this to PATCO, what
6 that will involve.

7 You know, there are merits. But
8 from my personal situation, I see a lot of
9 these negative impacts with the, as I
10 said, traffic, the noise, the pollution.
11 And just the general disruption as being
12 concerns that I have. Again, I thank you
13 for allowing me to speak.

14 MR. MANZONI: Can you spell your
15 name?

16 MS. KAE: D-I-A-N-E, K-A-E.

17 MR. MANZONI: Thank you so much for
18 your comment. Next up is William Ritzler.

19 MR. RITZLER: This is William
20 Ritzler, R-I-T-Z-L-E-R. Thank you. I
21 also spoke Tuesday evening. I would like
22 to reaffirm this point of the value of
23 having a rail system in the corridor, and
24 specifically using the Conrail right of
25 way to put that into place.

1
2 I also spoke at length about the
3 fundamentally flawed alternatives
4 analysis, which led to the selection of
5 diesel light rail transit as the mode for
6 this project.

7 I would like to speak and at this
8 point to talk about the manifestation of
9 how it impacts the project going forward.

10 The resulting system design includes
11 millions of dollars, needlessly
12 duplicative infrastructure when compared
13 with a light rail extension of PATCO.
14 This includes a secondary diesel LRT
15 vehicle maintenance facility in Woodbury
16 Heights.

17 A new viaduct or embankment adjacent
18 to the west side of I-676 parallel to the
19 newly elevated PATCO embankment on the
20 east side, and in-street trackage along
21 the boulevard parallel to the New Jersey
22 Transit Line and the below grade PATCO
23 right of way.

24 Some of the combined costs for these
25 project elements would help to call up a

1
2 full electrification and the required
3 interlocking adjacent to (inaudible) for a
4 PATCO light rail system.

5 Diesel on a light rail transit also
6 requires interstate travelers to and from
7 Philadelphia to make a transfer.

8 This would do several things to the
9 existing PATCO system. One, it would
10 either require the enhancement of
11 passenger capacity, which would need to be
12 operated all the way to and from
13 (inaudible.)

14 Or, two, it would require the
15 insertion of Ferry Avenue locals, which
16 essentially means that the train will be
17 operating between Walter Rand
18 Transportation Center and Ferry Avenue
19 virtually empty.

20 I have other comments in terms of
21 the service plan. Previous justification
22 to eliminate the possibility of PATCO
23 light rail in the Glassboro-Camden Line
24 Corridor is based on the premise that the
25 required frequency of service would be

1
2 unsustainable on a second PATCO branch
3 given the capacity limitations of the
4 PATCO trunk west of the Conrail CP Mill
5 Junction.

6 The introduction of four trains per
7 hour can easily be accommodated by the
8 PATCO trunk as verified per previous
9 capacity testing performed in the early
10 1990's.

11 Another previous justification to
12 exclude PATCO light rail from further
13 consideration is the possibility of FRA
14 regulations.

15 The service plan has planned to be
16 implemented in such a way to exclude the
17 select rail from federal airway
18 administration regulatory environments and
19 supervision.

20 If it's sufficient for the DLRP
21 environment, it's also sufficient to
22 prevent PATCO from being regulated by the
23 FRA as well.

24 MR. MANZONI: Thank you, Bill.

25 Next up is Angelina Phelan.

1
2 MS. PHELAN: Angelina Phelan;
3 A-N-G-E-L-I-N-A, P-H-E-L-A-N.

4 I have a lot of questions, but I
5 guess this isn't -- I hope there is a
6 question-and-answer time at some point. I
7 will say I have lived here for 20 years.
8 We are in Mantua, the full Cinderella
9 section that will be impacted by this.

10 I had heard about this several years
11 ago. But I had understood that was over
12 and dead in the water, I guess.

13 In speaking with my neighbors, they
14 have either not heard of it or have the
15 same understanding that it was kind of
16 passed, and that that had not gone
17 anywhere.

18 So I would start by saying that this
19 is huge to our community, and there has to
20 be some way, some outreach to let the
21 people here know what is about to happen
22 to their neighborhood.

23 Because we were not consulted, and,
24 again, I've been here 20 years. I do
25 understand that there were some town halls

1
2 in Wenonah, but I don't have any knowledge
3 of any in Mantua.

4 And while it would, you know,
5 certainly be beneficial to have some
6 public transportation in South New Jersey,
7 it will absolutely destroy the character
8 of our neighborhood. It's a quiet,
9 residential neighborhood where people walk
10 and can turn around and ride their bikes.

11 And to have a train going through
12 every 15 minutes like that, that really is
13 changing the flavor of the neighborhood.
14 So there has to be some way to mitigate
15 that for the community or some sort of
16 compensation so that people can leave and
17 go somewhere else.

18 Because you're really talking about
19 a couple hundreds houses that are here and
20 several residents that are going to be
21 living in a totally different neighborhood
22 than we signed up for.

23 I also am really concerned about my
24 property value. I've been here 20 years,
25 so obviously we are working class people.

1
2 Our house is our number one investment.
3 And to know what's going to happen to that
4 value if this goes through. I am gravely
5 concerned.

6 I do understand that sometimes in
7 development the detriment of the few has
8 to be taken on for the benefit of many.
9 But I'm one of those few, and so when
10 you're doing any kind of a foundation or a
11 study, I think that the people in the
12 community along the lines, have to be
13 included in the discussion. And somehow
14 you need to communicate this to the public
15 in a way that people are hearing it.

16 Because the majority of people in
17 this neighborhood don't have any idea what
18 I'm talking about when I talk about it.

19 That's really not acceptable for
20 something that is of this magnitude.

21 MR. MANZONI: Thank you, Angelina.

22 Okay. That is our list of names.
23 So for those of you that were called and
24 weren't ready to speak, we are going to go
25 through the list again from the top.

1
2 Calling on David Siller for the
3 second time.

4 (No verbal response.)

5 MR. MANZONI: Again, if you're on
6 the phone, star 9 and let us know you're
7 on the phone. Then you can hit star 6 to
8 speak.

9 MR. MANZONI: David Siller.

10 (No verbal response.)

11 MR. MANZONI: Pappas Pappas.

12 (No verbal response.)

13 MS. PAPPAS: Hello. This is Anna
14 Pappas.

15 MR. MANZONI: Are you on a computer?

16 MS. PAPPAS: I am on my phone.

17 MR. MANZONI: Do you also have your
18 computer on?

19 MS. PAPPAS: I do.

20 MR. MANZONI: So if you --

21 MS. PAPPAS: I'm sorry. I've been
22 having technical difficulties, which is
23 why I couldn't answer you earlier. Can
24 you hear me without an echo now?

25 MR. MANZONI: Yes. Sounds crystal

1
2 clear. Thank you.

3 MS. PAPPAS: I apologize. So I
4 don't have any comments. I just have a
5 few questions, and I understand that they
6 will not be answered right now.

7 The first one is, will eminent
8 domain be offered specifically to
9 residents, I mean not only in general, but
10 specifically to residents whose homes are
11 along or very close to the track lines?

12 The second question is, What are the
13 plans? If not eminent domain, if that's
14 not one option, what are the plans for the
15 existing homes that are along the lines
16 because of obvious reasons, structural
17 damage, continuous vibration, safety for
18 the structure? And the rest is obvious.

19 So what options will be available
20 for the Homeowners, and what will be
21 offered. What, you know -- and how that
22 will be rectified throughout all the
23 towns. The other question I had is, When
24 will the actual construction begin for the
25 actual tracks and the project? And when

1
2 is completion projected?

3 I have not had a chance to read
4 through all of the information that is
5 provided in the library right now. So
6 those are my questions. I thank you for
7 allowing me to present them here online.

8 MR. MANZONI: No problem. Can you
9 spell your name for the stenographer?

10 MS. PAPPAS: Sure. A-N-N-A,
11 P-A-P-P-A-S.

12 MR. MANZONI: Thank you. Next up is
13 Grace Kiehlmeier.

14 (No verbal response.)

15 MR. MANZONI: Again, if Grace is on
16 the phone, please press star 9 so we can
17 find you and then star 6 to speak.

18 (No verbal response.)

19 MR. MANZONI: Last chance for Grace
20 Kiehlmeier.

21 (No verbal response.)

22 MR. MANZONI: Next up is Carol
23 Rhodes. Hi Carol. We see you're un-muted
24 but we cannot hear you. There is a mute
25 button at the bottom of your Zoom screen,

1
2 too, a little microphone on the left-hand
3 side. Make sure that's off as well.

4 (No verbal response.)

5 MR. MANZONI: We can't hear you.
6 You might want to try calling in from your
7 phone, Carol. We can't hear you.

8 (No verbal response.)

9 MR. MANZONI: All right. We'll let
10 Carol call in because we can't hear her.
11 Then we will take her when she calls in.
12 Peter Slack.

13 (No verbal response.)

14 MR. MANZONI: John Legge.

15 (No verbal response.)

16 MR. MANZONI: I see someone on the
17 phone. We can't hear you.

18 MR. LEGGE: This is John Legge,
19 L-E-G-G-E. I'm at the airport, and it's
20 very loud so I'm going to speak quickly.
21 I'm just here representing the Mantua
22 Township governing body listening to the
23 concerns of our residents, because we too
24 are very concerned about the noise and the
25 number of trains, especially given that

1
2 they will be going through until midnight.

3 Thank you.

4 MR. MANZONI: Thank you, John.

5 Next up Carol Olenshleiger.

6 (Phonetic.)

7 (No verbal response.)

8 MR. MANZONI: Carol Olenshleiger.

9 (No verbal response.)

10 MR. MANZONI: Again, if you're on
11 the phone star 9 to let us know you're
12 here. Star 6 to un-mute. Brian Kutza.

13 (No verbal response.)

14 MR. MANZONI: Brian Kutza.

15 (No verbal response.)

16 MR. MANZONI: Darrell Blood.

17 (No verbal response.)

18 MR. MANZONI: Margaret Whiteway.

19 (No verbal response.)

20 MR. MANZONI: Sean Mellon.

21 (No verbal response.)

22 MR. MANZONI: Again, if you're on
23 the phone star 9 to let us know you're
24 here, followed by star 6 to un-mute.

25 (No verbal response.)

1
2 MR. MANZONI: Sean Mellon.

3 (No verbal response.)

4 MR. MANZONI: Up next Emily Crowley.

5 (No verbal response.)

6 MR. MANZONI: Just a quick
7 announcement. If you did not indicate
8 that you wanted to provide a comment
9 during registration, but you want to
10 provide one now during today's hearings,
11 please submit a request in the Q&A tab,
12 and we will let you speak after I'm
13 finished calling everyone's name that
14 registered for a second time. Thank you.

15 Next up Marlene Asselta.

16 (No verbal response.)

17 MR. MANZONI: Marlene, we see you're
18 un-muted, but we can't hear you. At the
19 bottom of the Zoom screen in the
20 microphone you have to click that un-mute
21 as well. If it's on, please check that
22 for us.

23 MS. ASSELTA: My name is Marlene
24 Asselta; M-A-R-L-E-N-E, A-S-S-E-L-T-A. I
25 am the president of the New Jersey

1
2 Development Council, a nonprofit
3 eight-county economic development
4 organization comprised of over 300 mid- to
5 large-sized businesses founded in 1951 to
6 represent the interests of both the public
7 and private sectors.

8 The Southern New Jersey Development
9 Council has been a tireless advocate for
10 the expansion of tri rail service
11 throughout the southern counties of New
12 Jersey, and strongly supports the
13 Glassboro-Camden Line Project.

14 The GCL provides an alternative to
15 existing automobile dependency by
16 restoring passenger rail service to
17 communities historically served by
18 commuter rail, and which are now serviced
19 by limited transit options and personal
20 automobiles.

21 The GCL's strategic location
22 primarily within the existing rail takes
23 advantages of an underutilized
24 transportation corridor creating a faster
25 mobility option than auto or bus, while

1
2 minimizing property acquisition.

3 This has an immediate environmental
4 impact to the remediation of congestion on
5 increasingly overburdened roadways in our
6 region.

7 As described, the reduction in
8 traffic on roadways will have a direct and
9 significant impact on the single greatest
10 contributor of greenhouse gas emissions in
11 New Jersey.

12 The increased mobility, particularly
13 for transit-dependent populations between
14 established neighborhoods and job centers
15 by providing connections to Philadelphia,
16 Trenton, and other areas via the PATCO
17 Speed Line, the New Jersey Transit River
18 Line, and other New Jersey transit bus
19 routes will encourage economic development
20 in established business centers along the
21 corridor.

22 The construction operation and
23 maintenance of the GCL system would
24 provide jobs and economic stimulus to the
25 regions such as those seen in the areas

1
2 surrounding the existing river line.

3 It will promote development
4 consistent with smart growth programs and
5 policies currently in place at the Local,
6 State, and Regional levels to encourage
7 transit-oriented development.

8 The proposed GCL will provide a
9 convenient transportation link to
10 facilitate travel between the Roan
11 University, Rutgers campuses in Camden and
12 Glassboro, including the new Joint Health
13 Center Sciences Center in Camden.

14 This state of the art facility
15 includes lots of training spaces that
16 houses Roan University and Rutgers
17 University, Camden County College, and the
18 Cooper Medical School of Roan University.

19 The GCL will help propel the growth
20 and expansion of the corridor, and it has
21 already proven to be a significant factor
22 in the revitalization of Camden and
23 Southern New Jersey.

24 The draft EIS documents factors for
25 a worse test case scenario environmental

1
2 impact and assures mineralization during
3 the process.

4 The GCL project will require permits
5 from various New Jersey DEP agencies, such
6 as the Division of Land Resource
7 Protection, Division of Parks and
8 Forestry, Bureau of Water Allocation,
9 Bureau of Service Water, and the Bureau of
10 Nonpoint Pollution Control.

11 As the review and approval process
12 will require an accounting of any
13 identifiable impact, we have the utmost
14 confidence in the project's minimized
15 environmental impact.

16 The SNJDC fully supports the
17 Glassboro-Camden Line and will work and
18 advocate on its behalf to the successful
19 completion of extended rail service in
20 Southern New Jersey. Thank you for your
21 time.

22 MR. MANZONI: Thank you, Marlene.
23 Up next Katie Eberhart.

24 MS. EBERHART: Hi, this is Katie. I
25 already indicated I had no comment. Thank

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

you.

MR. MANZONI: Thank you. James
Miller.

(No verbal response.)

MR. MANZONI: If James is on the
phone, start 9 to let us know you're here.
Star 6 to un-mute.

Last chance for James Miller.

(No verbal response.)

MR. MANZONI: Tom Brett.

(No verbal response.)

MR. MANZONI: Tom Brett.

(No verbal response.)

MR. MANZONI: Susanne Lawton.

THE WITNESS: (No verbal response.)

MR. MANZONI: Next up is Deborah
Skoy. If you're on the phone star 9 to
let us know you're here, followed by star
6 to un-mute.

Deborah Skoy.

(No verbal response.)

MR. MANZONI: Going back to Carol
Rhodes.

MS. RHODES: My name is Carol

1
2 Rhodes, R-H-O-D-E-S. Three minutes is
3 nowhere near enough time to deal with all
4 the serious issues that this study didn't
5 answer. So I'm going to try and summarize
6 it, and then I'll send in my comment.

7 The recently released Glassboro to
8 Camden Light Rail Line Study was rendered
9 totally irrelevant by the Covid-19 crisis.

10 Senator Steve Sweeney is the main
11 proponent of the GCL. He's really New
12 Jersey's Donald Trump. He doesn't want to
13 acknowledge the devastating effects that
14 Covid-19 has had on New Jersey, and that
15 will significantly change New Jersey's
16 transportation needs.

17 There is no way that billions of
18 dollars should be spent on a rail line
19 when you cannot ascertain ridership
20 figures, and destinations have either been
21 completely eliminated or significantly
22 compromised.

23 Taxpayers built a prison in Camden,
24 and then we paid to demolish it. We built
25 a baseball field, Campbell's Field. That

1
2 couldn't be sustained.

3 The BB&T Center since deserted. No
4 concerts scheduled. The Battleship New
5 Jersey needed to \$250,000 for State
6 bailout to keep afloat, lack of visitors.

7 Rutgers Camden County College and
8 Roan are running predominantly virtual
9 classes for an undetermined time.

10 We have companies in Camden that are
11 under investigation for providing
12 questionable documentation to the EDA so
13 they can receive substantial tax credits.
14 If those credits are rescinded, will those
15 companies pack up and look for handouts
16 elsewhere?

17 Cooper Hospital was found by the
18 State to have the worse cardiac care unit
19 in New Jersey. What responsible doctor is
20 going to send a patient there?

21 There's no way to ascertain jobs if
22 jobs that were lost will ever return or
23 shuttered businesses will ever reopen.
24 And employers may continue to allow
25 employees to follow a work-from-home

1
2 schedule.

3 One of the partners in the project
4 is New Jersey Transit. A state audit
5 released in January found New Jersey
6 Transit on time performance declined. Its
7 bridge and maintenance schedule needs to
8 be prioritized, and my favorite -- there
9 were questionable financial transactions.

10 New Jersey's attorney general is
11 suing to recoup \$5 million that New Jersey
12 Transit paid out to a company for
13 nonexisting bus trips.

14 No one at New Jersey Transit
15 validated the 15 million in expenditures.
16 Governor Murphy has acknowledged New
17 Jersey Transit is the worst-run
18 transportation agency in the country with
19 an abysmal safety record.

20 Instead of using tax dollars to
21 improve their safety record, we're going
22 to expand their operational
23 responsibilities.

24 The DRPA Board repeatedly stated
25 they would not be a project partner, but

1
2 they jumped aboard when there were no
3 consequences for their illegally awarding
4 contracts.

5 Both a Federal judge and the Third
6 Circuit of Appeals ruled that DRPA
7 commissioner's system for awarding
8 contracts was both illegal and irrational.
9 The entire DRPA board all claimed
10 attorney/client privilege. There was no
11 accountability or consequences for their
12 illegal actions.

13 I don't know what incentives the
14 DRPA commissioner received for awarding
15 illegal contracts worth millions of
16 dollars, but I'm guessing it's more than a
17 box of candy, and there's enough to share
18 with family and friends.

19 It was really interesting hearing
20 other people's comments. So many people
21 say to me, Why are they spending this
22 money on a project that nobody is going to
23 use? Because they can.

24 But hopefully people will gather
25 together and we'll be able to stop it. So

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

thank you, John. I really enjoyed the meeting, even though I had trouble un-muting. And, again, thank you for your patience.

MR. MANZONI: Thanks, Carol.

We have now called on everyone who pre-registered to speak. We will now take testimony from others wishing to speak, or those who spoke but would like to speak again and leave additional comments.

If anyone wishes to speak, please type your name in the Q&A box. We will call your name and un-mute.

So a couple of you have already done so. We will start with those names. Jennifer Duffy.

MS. DUFFY: So I just want to make a couple comments. One, I was not notified about this either. I knew about the project. I knew about the lost funding in 2014, but I didn't hear about this resurgence until at my kid's soccer game. I'm also in Mantua Sewell half a block from the train, so noise pollution is

1
2 definitely an issue for me.

3 Also, there are not many ways in and
4 out of this development that was built in
5 the 50's, so traffic with the train is
6 going to be stopping me from getting out
7 of --

8 The only way for me to get out of my
9 development is going to be two railroad
10 crossings, one on the major road, and one
11 right in the center of our little town.
12 So that's going to be an issue.

13 There is a development right across
14 from us that was built in the 90's. They
15 only have one way in and out, and the only
16 way they'll be able to get out will be at
17 Center Street.

18 And if the train's down, there will
19 be a car blocking their street to get out.
20 I also work in Philadelphia. I work for
21 Penn Presbyterian. I will not use this.
22 I will never. You couldn't pay me to get
23 out and transfer in Camden. It will never
24 happen.

25 Property values are a big issue.

1
2 I'm looking for houses currently now
3 myself, and went and looked at another
4 house by the train. And I wouldn't buy it
5 or put a bid in because the train is going
6 to be there. So that was it. Thank you.

7 MR. MANZONI: Thank you, Jennifer.

8 Next up is Lewis Bivona.

9 (No verbal response.)

10 MR. MANZONI: If you're on your
11 phone star 9 so we know you're on your
12 phone, followed by star 6 to un-mute.

13 (No verbal response.)

14 MR. MANZONI: Last chance for Lewis
15 Bivona.

16 (No verbal response.)

17 MR. MANZONI: Next up, Michele
18 Tobin.

19 MS. TOBIN: My name is Michele
20 Tobin; M-I-C-H-E-L-E, T-O-B-I-N. Thank
21 you for inviting me to your Zoom call.
22 I've lived parallel to the train tracks on
23 east Atlantic Avenue for 40 years.

24 My concerns involve the impact on my
25 community as well as my neighbors' single

1
2 homes. I am concerned about the train
3 schedule every 20 minutes from 6:00 a.m.
4 to midnight.

5 There are State requirements for
6 decibel levels. Will there be a sound
7 barrier? I have concerns about emissions
8 from the diesel engine when the train
9 stops in Sewell along Atlantic Avenue.

10 Additionally, Center Street crossing
11 and Mantua Boulevard are major one-lane in
12 either direction, arteries to connect to
13 Woodbury Glassboro Road, Route 55,
14 Route 45, and Route 47. I know you can't
15 answer this now, but how do I get around
16 my town?

17 What alternatives were considered?
18 What about expanding the coverage and
19 hours from New Jersey Transit for Roan
20 students, perhaps a continuous loop for
21 Roan University students from Glassboro to
22 Camden with a transit car.

23 Perhaps invest the 1.6 billion in
24 fixing the roads and using electric buses.
25 Have you spoken to Uber to partner with

1
2 Roan from Glassboro to Camden? It would
3 create jobs for students as well.

4 John F. Kennedy once said we got the
5 Moon not because it's easy, but because it
6 is hard.

7 I believe in American ingenuity,
8 intelligence, and work ethic. Surely
9 there are better alternatives than
10 disrupting our small communities. Thank
11 you.

12 MR. MANZONI: Thank you, Michele.
13 Next up Peter Speth.

14 DR. SPETH: Thank you for letting me
15 come back here. Mike, John, Angelo
16 obviously there are two issues here. Not
17 in my backyard is one.

18 If either one of you were living
19 where these people live who spoke up, you
20 would be talking with them and not against
21 them, or instead of impartial, you would
22 be partial.

23 But let's look at the bigger
24 picture. This rail -- and I'm not calling
25 it a rail. This diesel line is not going

1
2 to relieve any traffic on I-295, except
3 those who might try to fight traffic into
4 Woodbury or on Route 42. Again, they
5 might try to fight traffic into Woodbury.
6 It might relieve some traffic on 55.

7 Had one built the easements on those
8 highways -- and I think you would agree
9 with me -- it would have been an
10 opportunity for easy on and off parking.

11 As it is now, there is no such easy
12 on and off. Now, regarding people talking
13 about noise every 15 minutes, they're
14 forgetting the trains run, or the diesel
15 cars run in both directions every 15
16 minutes.

17 This means that at these crossing,
18 rail crossings in Wenonah, Woodbury
19 Heights, Pitman, Sewell, Mantua, it's not
20 going to be every 15 minutes that the loud
21 sound of diesel horns are going to blow.
22 It will be every seven minutes.

23 Right next to the elementary school
24 with their windows open. Right next to
25 homes with their windows open. Every

1
2 seven minutes loud sets of diesel horns
3 and traffic blocked in both directions at
4 every one of those streets. Sure it's
5 good for some people, but is this good for
6 the bigger picture?

7 We all agree we have to replace our
8 cars with gridlock on our roads with
9 environmentally friendly electric
10 transportation systems, but that should
11 have been a long, hard corridor, the
12 I-295, 42, 55. This diesel car is not
13 going to reduce any traffic whatsoever on
14 I-295 or 42. It may reduce some on 55.

15 We have to look at the big picture.
16 I was unable to find any other rail system
17 in this country or in Europe that has a
18 grade crossing with diesel horns and
19 traffic stops every seven minutes.

20 Find me one other boondoggle
21 anywhere in the world that compares to
22 that, and I will agree I was wrong. But I
23 doubt you will find it. This is a
24 boondoggle.

25 Whatever you want to call it, it

1
2 will not do what we all want to do, is to
3 replace with electric mass transportation.
4 This is not going to accomplish that.
5 Thank you.

6 MR. MANZONI: Thank you, Peter.

7 Next up is Anna Janda.

8 (No verbal response.)

9 MS. JANDA: As I said before, I live
10 adjacent to these tracks, and this would
11 be extremely detrimental to the
12 neighborhood, as I heard quite a few of my
13 other neighbors that I will reach out to.

14 Let me be clear that, you know,
15 people are talking about this every seven
16 minutes. I know how these things work. I
17 know that you tell us every seven minutes.
18 So if you tell us later, you know, every
19 15 minutes -- whatever somebody is talking
20 about -- every 15 minutes --

21 I know that later if you say, Well,
22 now it's only going to be every half hour,
23 every hour. You'll be like okay. We made
24 it better for you.

25 No. None of that is acceptable.

1
2 This area is not set up for this amount of
3 traffic. You have already mitigated
4 Route 55. When you put Route 55 in, you
5 took some eminent domain, whatever you
6 needed to do at the interchanges and stuff
7 like that.

8 That stuff was taken care of. If
9 you want to consider a route like this,
10 that's where it needs to be where it has
11 no impact on residential neighborhoods
12 with children, with nature, with
13 everything that we have.

14 We have so little of that in New
15 Jersey. You are already spending an
16 astronomical amount of money. Every time
17 something is spent like this on these
18 rails, it never pans out. Look at
19 Atlantic City.

20 You know, what are we doing with
21 that rail now? We thought like if we had
22 this thing that went from Linden wall to
23 Atlantic City everybody would be on it.
24 No.

25 We don't have the need for this. I

1
2 understand what the people are saying with
3 economic development, okay. But when you
4 try to figure out how much money this is
5 going to cost us to the return on it, we
6 never have the return that is promised.

7 I know. Stephen Sweeney, I guess he
8 wants jobs for ironworkers. That's his
9 thing. We already put garages in Woodbury
10 for that reason, and now Woodbury is still
11 dead. So I mean that doesn't even help.

12 We put stuff in all the time and are
13 promised things, and it just costs money.
14 We can't afford it. We're not collecting
15 the taxes we are collecting now because of
16 Covid.

17 Which are not collecting, you know,
18 the property taxes are going up to offset
19 these other expenses. This is not
20 workable for this area. This is a
21 residential neighborhood. You cannot have
22 this kind of traffic coming through there.

23 Most people bought this home knowing
24 that we have one train coming through at
25 night around 8:00, 9:00. And then, you

1
2 know, if I have to be awake, I might hear
3 it coming back.

4 This is insane. To think that
5 you're going to have horns and everything
6 else, and if you turn around and tell me
7 it's only going to happen every hour now
8 instead, it's still not acceptable.

9 So don't think that is acceptable.
10 You need to look at routes that are
11 already established as main transportation
12 with that kind of noise, and that would be
13 a corridor up 55 that could take you down
14 to the Technology Center at Roan, then to
15 the new hospital.

16 So if you want that communication,
17 if you want that line of transportation
18 between those areas, that's where you need
19 to look. Do I still think anything is
20 financially needed? No. We're going to
21 spend too much money on something that
22 never pans out again and again in this
23 State.

24 Thank you for letting me speak
25 again.

1
2 MR. MANZONI: Thank you, Anna.

3 Okay. There's no one on the queue, but if
4 you wish to speak again, put your name in
5 the Q&A box. We will call your name and
6 we will un-mute you and give you a chance
7 to speak.

8 If there's anyone in the queue,
9 please feel free to speak up.

10 (No verbal response.)

11 MR. MANZONI: Vincent Gattinella.

12 MR. GATTINELLA: Thank you all for
13 having this meeting and the other one two
14 days ago. My name is Vincent Gattinella,
15 G-A-T-T-I-N-E-L-L-A.

16 I am a business owner in Woodbury
17 and Mantua Township, as well as on the
18 board for Main Street Woodbury. I'm also
19 a resident actually of Collingswood, and I
20 just want to speak firsthand.

21 I'm hearing a lot of things from
22 people who don't exactly live near these
23 things. It is incredibly amazing being
24 near a train line. I hear the train at
25 times, but it's never a nuisance.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

And it's just a great thing to have. As far as the corridor along 55, people are complaining about the rail line costing too much. There is an already existing rail line.

So putting a new one on Route 55 would be incredibly more expensive laying down new tracks and all that. So I just don't think this is feasible. Plus people want to be able to walk and/or bike to these stations.

If the goal is to mitigate car use, what better than to walk to the actual train station? So from firsthand perspective in summary, this is a great thing. Thank you all for kind of pushing this along and getting this moving. Have a good rest of your day.

MR. MANZONI: Thank you, Vincent.

Next up Matt Galbraith.

MR. GALBRAITH: My name is Matt Galbraith, G-A-L-B-R-A-I-T-H. I'm a resident nearby. I'll use the train line. Kids will use it. Looking forward to it.

1
2 I work in Philadelphia, and I'm looking
3 forward to this project. Thanks.

4 MR. MANZONI: Thank you, Matt.

5 Check to see if there's anyone else.
6 Peter Speth would like to speak again.

7 DR. SPETH: Okay. Mike, John,
8 Angelo, I want to make an invitation. I
9 would like if all three of you -- we'll do
10 it safely with masks and social distancing
11 -- to come and visit Wenonah Elementary
12 School at the rail crossing of East Maple
13 to Ogden.

14 I would like you to stand in traffic
15 there. And then we will imagine every
16 seven minutes traffic stopping in both
17 directions. We will go into the classroom
18 in the elementary school with the window
19 open and listen to the three sets of
20 diesel horns every seven minutes.

21 You will see how disruptive it is.
22 You will see how much traffic there is
23 already on East Maple and Ogden going
24 between Glassboro Road and Route 45.

25 Imagining every seven minutes --

1
2 we'll take a watch. We can use a
3 stopwatch. Imagine stopping the traffic.

4 Then we will go to Woodbury Heights
5 to the elementary school where the kids
6 cross on foot to the other side of the
7 track. We will open the windows and
8 listen to the three sets of diesel horns
9 every seven minutes.

10 Will you accept my invitation? We
11 can also show you how long it takes to
12 drive from I-295 or 42 to any of your
13 proposed stations. I'll provide the
14 transportation. I'll even provide some
15 refreshments. Will you join me? Thank
16 you.

17 MR. MANZONI: Thanks Peter. Up
18 next, Emily Crowley.

19 MS. CROWLEY: I don't feel super
20 highly educated on the project here, but I
21 just wanted to speak as a homeowner who
22 lives on the tracks -- well, across the
23 street from the rail tracks in Pitman.

24 So my husband and I hear the train
25 come around 8:00 or 9:00 -- like I did

1
2 hear one person say when I got on -- and
3 later it comes around 2:00 in the morning.
4 It does shake the house. The horn can be
5 a little disruptive if we're in the front
6 room watching TV or something.

7 But for the most part, we don't mind
8 the tracks at all. And when I heard about
9 this project, I was really excited
10 honestly, because when I moved to Pitman,
11 I moved from Basking Ridge up in Somerset
12 County, New Jersey. I've lived in
13 Westfield and Lake Kapatco and Ocean Grove
14 for a short time, and all of these places.
15 With the exception of Ocean Grove, you had
16 to go up to -- oh, my goodness. I'm
17 forgetting the name of the station.

18 Anyway, they all have tracks. They
19 all have passenger lines, and it always
20 just felt like a natural way to be living
21 in a town that was close to a city.

22 You have commuter tracks for people
23 who work in the city to get there really
24 easily, people who wanted to go in just
25 for a social or cultural event, to get in

1
2 there really easily without congesting the
3 traffic going into the city.

4 I assumed that for some reason when
5 I moved down here, I didn't look into it.
6 It wasn't one of the things I looked into
7 when purchasing a house, but I assumed
8 that there were passenger lines going into
9 Philly.

10 When I saw that there weren't, when
11 I saw that oh, that Pitman has tracks, but
12 there's no commuter line, I was thrown
13 off. And it's strange to me to hear
14 people not wanting it just because I've
15 come -- I guess I've come from a place
16 where it's normal and it benefits the
17 community. I've never heard anyone
18 complain about passenger lines before.

19 This coming from someone who lives
20 on the tracks, so I know the negative side
21 effects that we'll have with hearing the
22 train more often.

23 I think it will be worth it to cut
24 down on car traffic and those emissions.
25 I did hear someone told me that it's a

1
2 diesel electric train, which is a little
3 more concerning.

4 All electric would be great, but --
5 I'll wrap it up. I'm just saying I don't
6 know everything about it, but to me it
7 seems like absolutely we should have the
8 commuter passenger line and generally I am
9 all for it. And I commend your efforts in
10 working on it. So thank you.

11 MR. MANZONI: Thank you, Emily.
12 Okay. We don't have anyone else in the
13 queue. Again, if you wish to speak we
14 have about four minutes left.

15 Put your name in the Q&A box and we
16 will be happy to call on you. Anna Janda
17 wants to speak again.

18 MS. JANDA: I want to address people
19 who think this is great. So one of the
20 things, too, that I don't know if people
21 understand is how long the train will
22 actually take to get from Glassboro to
23 Camden.

24 Since this route is going through
25 residential areas continuously, all right,

1
2 it's going at grade.

3 This is not like an area with
4 established transportation like in
5 Washington DC where a lot of it will go
6 underground or not at grade, where it's
7 not affected and has to go a lot slower.

8 I mean, these trains have to go
9 slower because of where they are going.
10 It will be a detrimental impact. There is
11 a big difference living across the street
12 and living up against them.

13 However, like I said, these things
14 are not going to be quick and, you know,
15 getting you where you needed to go.

16 We live in a completely different
17 system down here than, say, North Jersey.
18 I'm very familiar with North Jersey. This
19 is very different.

20 I've been to all these areas. I
21 think that Washington DC has a great
22 transportation system. We are nowhere
23 near there. We don't have anything
24 underground. You know, we don't have
25 things that can just run without going

1
2 through neighborhoods and stuff like that.

3 So this is completely different. We
4 are different than Collingswood. We are
5 not the same as Collingswood, where they
6 have, you know, a lot of traffic and
7 things like that, with people wandering
8 and all.

9 I mean, these are little areas that,
10 you know, should people -- if you think a
11 lot of people are coming, there's going to
12 be cars parked in neighborhoods now all
13 over the place.

14 This is not going to be -- we do not
15 have sustainable line transportation in
16 this State. People need to look at the
17 financial. And, yes, I agree. It's
18 probably not financially feasible to put
19 it down 55. It's not financially feasible
20 to go period at this point.

21 It definitely should not be going
22 through residential areas where you're
23 going to destroy people's lives. Many of
24 them very middle to middle-low class, you
25 know, to the lower end of it, stuff like

1
2 that.

3 You know, you're going to destroy
4 like their homes. Where are they gonna
5 go, right? So these are things that all
6 have to be considered. As I said, eminent
7 domain, that's a huge, you know, you're
8 talking about expense right there. If you
9 had to buyout the current value now you
10 would be screwed.

11 So people really need to think about
12 this. It is different than North Jersey.
13 It is different than -- you know,
14 Collingswood is different than here.

15 So it's not the same. It's not the
16 same as far as traffic. It's not as far
17 as trains. You really, really need to come
18 to some of these homes that are adjacent
19 to here and understand the impact of what
20 it's going to do going through the Wenonah
21 conservation areas and things like that.

22 You know, Woodbury is dead. Used to
23 have a hospital. The hospital moved to
24 Mullica Hill. So, you know, we need to
25 really look at that. It just is not the

1
2 time. It is not something that needs to
3 be going through here, and I don't know
4 that you can even address anything like
5 this through eminent domain. Thank you.

6 MR. MANZONI: Thank you, everybody,
7 for attending this meeting. If you want
8 to leave further comments, again, you can
9 go to the project website at
10 www.glassborocamdenline.com.

11 You can also use the project
12 hotline. You can call in and leave a
13 comment there. And, again, that number is
14 (855) 343-0130.

15 You can also pick up a hardcopy
16 comment form at your municipalities along
17 the alignment, as well as libraries along
18 the alignment, or mail in your comment to
19 Victoria Malaszecki; V-I-C-T-O-R-I-A,
20 M-A-L-A-S-Z-E-C-K-I, who is the public
21 involvement liaison. And that address is
22 P.O. Box 536 in Mullica Hill, New Jersey.
23 08062.

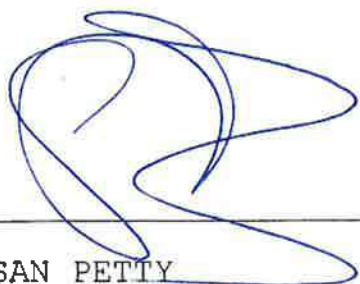
24 Thank you everyone for joining.
25 Have a good night.

C E R T I F I C A T E

I, Susan Petty, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the witness(es) whose testimony is hereinbefore set forth was duly sworn by me, and the foregoing transcript is a true record of the testimony given by such witness(es).

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



SUSAN PETTY

\$	3	66 [1] - 3:13 6:00 [3] - 7:13, 7:16, 74:3	accountability [1] - 70:11 accounting [1] - 65:12 accuracy [1] - 21:24 acknowledge [1] - 67:13 acknowledged [1] - 69:16 acquisition [1] - 63:2 acres [3] - 15:22, 45:5, 45:19 Action [3] - 42:13, 42:14, 44:6 action [2] - 8:3, 93:12 Action's [1] - 43:5 actions [1] - 70:12 actively [1] - 4:5 activities [2] - 12:24, 13:8 actual [4] - 35:24, 57:24, 57:25, 83:14 add [2] - 39:17, 47:22 adding [1] - 48:19 addition [1] - 14:9 additional [5] - 4:21, 17:9, 18:5, 48:19, 71:11 additionally [2] - 21:9, 74:10 address [9] - 8:13, 17:3, 18:17, 18:19, 25:25, 45:12, 88:18, 92:4, 92:21 addressed [2] - 9:7, 30:10 addresses [1] - 19:8 adjacent [7] - 34:6, 45:7, 46:15, 50:17, 51:3, 78:10, 91:18 administration [1] - 52:18 advanced [1] - 14:20 advances [1] - 16:11 advantages [1] - 62:23 adverse [3] - 14:5, 15:3, 16:15 advocate [2] - 62:9, 65:18 affect [1] - 15:12 affected [1] - 89:7 afford [1] - 80:14 afloat [1] - 68:6 afternoon [2] - 6:3, 27:12 agencies [1] - 65:5 Agency [1] - 4:19 agency [1] - 69:18 aggressive [1] - 22:7 ago [5] - 29:14, 31:12,	1
\$250,000 [1] - 68:5	30 [2] - 11:18, 21:4 300 [2] - 11:11, 62:4 32 [1] - 3:6 34/78/88 [1] - 3:7 343-0130 [2] - 18:13, 92:14 36 [1] - 13:9 37 [1] - 3:7 39 [1] - 10:16 39/75/84 [1] - 3:8 3:00 [3] - 1:8, 6:9, 7:13 3:30 [1] - 47:24	7	38:13, 53:11, 82:14 agree [5] - 38:9, 76:8, 77:7, 77:22, 90:17 air [3] - 15:8, 15:12, 40:11 airport [1] - 59:19 airway [1] - 52:17 alignment [5] - 12:4, 12:6, 12:15, 92:17, 92:18 alleviate [1] - 43:11 Alliance [4] - 42:13, 42:14, 43:4, 44:6 Allison [4] - 3:8, 41:7, 41:8, 42:2 Allocation [1] - 65:8 allow [2] - 28:18, 68:24 allowing [2] - 49:13, 58:7 alternative [3] - 28:13, 43:12, 62:14 alternatives [3] - 50:3, 74:17, 75:9 amazing [1] - 82:23 ambulance [1] - 30:22 American [3] - 21:9, 21:13, 75:7 amount [3] - 37:22, 79:2, 79:16 analysis [2] - 14:19, 50:4 Anderson [1] - 12:21 angelina [1] - 53:2 Angelina [3] - 3:11, 52:25, 55:21 ANGELINA [1] - 53:3 ANGELO [1] - 2:13 Angelo [3] - 4:18, 75:15, 84:8 animal [1] - 15:20 ANNA [1] - 58:10 Anna [9] - 3:7, 3:11, 34:4, 34:5, 37:6, 56:13, 78:7, 82:2, 88:16 announcement [1] - 61:7 answer [4] - 53:6, 56:23, 67:5, 74:15 answered [4] - 20:20, 24:17, 33:9, 57:6 answering [2] - 24:18, 33:7 anticipated [1] - 39:12 anticipation [1] - 27:25 anytime [1] - 38:20 anyway [1] - 86:18 apologize [1] - 57:3	
0		8		
08062 [2] - 18:18, 92:23	40 [2] - 32:7, 73:23 41 [1] - 3:8 42 [6] - 3:9, 39:7, 76:4, 77:12, 77:14, 85:12 44 [1] - 3:9 45 [3] - 27:21, 74:14, 84:24 45-day [3] - 6:20, 7:18, 16:22 47 [2] - 3:10, 74:14 49 [2] - 3:10, 10:25 4:00 [1] - 47:24	71 [1] - 3:13 73 [1] - 3:14 77 [1] - 10:14		
1	4	9		
1.5 [1] - 45:19 1.6 [1] - 74:23 11:59 [4] - 6:22, 7:22, 16:25, 20:5 12 [1] - 25:20 120 [1] - 45:5 12:00 [1] - 11:14 13 [1] - 9:23 14 [1] - 9:23 15 [10] - 11:17, 33:3, 48:8, 54:12, 69:15, 76:13, 76:15, 76:20, 78:19, 78:20 16 [1] - 5:15 16,000 [1] - 10:6 17 [7] - 6:23, 7:12, 7:20, 7:23, 16:19, 16:25, 20:6 18 [1] - 12:11 18-mile [1] - 9:13 19 [5] - 1:7, 6:9, 7:15, 16:20, 30:17 1951 [1] - 62:5 1974 [1] - 42:23 1990's [1] - 52:10	82 [1] - 3:14 83 [1] - 3:15 85 [1] - 3:15 855 [2] - 18:12, 92:14 8:00 [3] - 7:16, 80:25, 85:25	9 [10] - 22:22, 44:22, 47:5, 56:6, 58:16, 60:11, 60:23, 66:7, 66:18, 73:11 90 [1] - 32:8 90's [1] - 72:14 9:00 [2] - 80:25, 85:25		
	5	A		
	5 [1] - 69:11 50's [1] - 72:5 53 [1] - 3:11 536 [2] - 18:17, 92:22 55 [13] - 33:13, 33:14, 39:8, 74:13, 76:6, 77:12, 77:14, 79:4, 81:13, 83:3, 83:7, 90:19 56 [1] - 3:11 59 [1] - 3:12 5:00 [6] - 1:8, 11:14, 17:24, 30:18, 40:20, 48:9	A-S-S-E-L-T-A [1] - 61:24 a.m [4] - 11:14, 30:18, 74:3 aback [1] - 41:14 able [3] - 70:25, 72:16, 83:11 aboard [1] - 70:2 absolutely [2] - 54:7, 88:7 abysmal [1] - 69:19 accept [1] - 85:10 acceptable [4] - 55:19, 78:25, 81:8, 81:9 accepted [2] - 8:21, 20:5 access [1] - 30:20 access [1] - 19:4 accessibility [2] - 48:13, 49:2 accessible [1] - 18:6 accommodated [1] - 52:7 accomplish [1] - 78:4 according [1] - 26:2		
	6			
2 [2] - 7:19, 16:24 20 [6] - 5:7, 28:2, 53:7, 53:24, 54:24, 74:3 2014 [1] - 71:22 2020 [14] - 1:7, 6:10, 6:23, 7:12, 7:15, 7:19, 7:20, 7:23, 16:19, 16:20, 16:24, 16:25, 17:6, 20:6 2040 [1] - 10:7 215 [1] - 13:13 24 [2] - 3:4, 13:3 25 [3] - 3:4, 3:5, 11:2 27 [1] - 3:5 29 [1] - 3:6 2:00 [1] - 86:3 2nd [1] - 6:20	6 [15] - 23:2, 23:16, 32:12, 33:24, 42:5, 44:19, 44:23, 47:6, 56:7, 58:17, 60:12, 60:24, 66:8, 66:20, 73:12 61 [1] - 3:12 63 [2] - 10:15, 10:24			

<p>Appeals [1] - 70:6 appear [1] - 21:3 appreciate [1] - 24:25 approaching [1] - 36:19 appropriate [1] - 14:4 approval [1] - 65:11 approve [2] - 42:21, 44:7 APRILE [1] - 2:13 Aprile [1] - 4:18 area [10] - 19:6, 19:7, 25:17, 25:21, 41:23, 45:17, 45:20, 79:2, 80:20, 89:3 areas [15] - 25:25, 27:16, 45:6, 45:13, 45:16, 46:16, 46:23, 63:16, 63:25, 81:18, 88:25, 89:20, 90:9, 90:22, 91:21 art [1] - 64:14 arteries [1] - 74:12 ascertain [2] - 67:19, 68:21 ASL [1] - 21:18 Asselta [4] - 3:12, 42:3, 61:15, 61:24 ASSELTA [1] - 61:23 association [1] - 42:15 assumed [2] - 87:4, 87:7 assures [1] - 65:2 astronomical [1] - 79:16 Atlanta [4] - 73:23, 74:9, 79:19, 79:23 attached [1] - 94:5 attendees [1] - 21:19 attending [2] - 22:20, 92:7 attics [1] - 29:23 attorney [1] - 69:10 attorney/client [1] - 70:10 audit [1] - 69:4 Authority [4] - 2:6, 2:9, 4:4, 4:16 auto [1] - 62:25 automobile [1] - 62:15 automobiles [1] - 62:20 available [4] - 5:6, 13:15, 22:2, 57:19 Avenue [8] - 12:20, 40:16, 48:6, 48:13, 51:15, 51:18, 73:23, 74:9 avoid [3] - 14:2, 15:2,</p>	<p>16:14 avoided [2] - 13:21, 15:17 awake [1] - 81:2 awarding [3] - 70:3, 70:7, 70:14</p> <p style="text-align: center;">B</p> <p>B-A-R-N-E-S [1] - 45:2 B-E-N-J-A-M-I-N [1] - 24:23 backyard [1] - 75:17 bailout [1] - 68:6 bar [1] - 33:4 Barnes [3] - 3:9, 44:24, 44:25 BARNES [1] - 44:25 barrier [1] - 74:7 baseball [1] - 67:25 based [2] - 14:16, 51:24 basis [1] - 14:18 Basking [1] - 86:11 Battleship [1] - 68:4 BB&T [1] - 68:3 BECICA [1] - 2:17 become [1] - 8:11 bed [1] - 39:18 began [2] - 7:19, 16:23 begin [3] - 5:18, 20:13, 57:24 beginning [1] - 30:6 begun [1] - 6:8 behalf [3] - 4:10, 41:18, 65:18 behaviors [1] - 22:7 belong [1] - 46:5 below [1] - 50:22 Ben [1] - 24:7 beneficial [1] - 54:5 benefit [2] - 38:6, 55:8 benefits [1] - 87:16 Benjamin [4] - 3:4, 24:5, 24:19, 24:24 Besica [1] - 4:23 best [1] - 14:6 better [4] - 43:2, 75:9, 78:24, 83:14 between [13] - 7:12, 7:16, 10:13, 10:16, 10:19, 10:23, 11:2, 47:24, 51:17, 63:13, 64:10, 81:18, 84:24 bid [1] - 73:5 big [5] - 34:15, 45:22, 72:25, 77:15, 89:11 bigger [2] - 75:23,</p>	<p>77:6 biggest [2] - 32:19, 33:5 bike [1] - 83:11 bikes [1] - 54:10 BILL [2] - 4:22, 52:24 BILL [1] - 2:19 billion [1] - 74:23 billions [1] - 67:17 bit [1] - 33:17 Bivona [2] - 73:8, 73:15 block [2] - 47:17, 71:24 blocked [1] - 77:3 blocking [1] - 72:19 blocks [1] - 46:11 blood [1] - 93:12 Blood [2] - 27:9, 60:16 blow [1] - 76:21 blowing [3] - 32:23, 33:2, 40:13 Board [1] - 69:24 board [2] - 70:9, 82:18 boarding [1] - 11:22 body [1] - 59:22 boondoggle [2] - 77:20, 77:24 Borough [2] - 28:21, 45:6 bottom [2] - 58:25, 61:19 bought [1] - 80:23 boulevard [1] - 50:21 Boulevard [1] - 74:11 Box [2] - 18:17, 92:22 box [5] - 21:15, 70:17, 71:13, 82:5, 88:15 boxes [2] - 19:12, 19:13 branch [1] - 52:2 break [1] - 37:22 Brett [4] - 44:12, 44:14, 66:11, 66:13 Brian [6] - 3:4, 25:4, 25:6, 25:9, 60:12, 60:14 bridge [1] - 69:7 bridges [2] - 16:2, 39:19 brief [3] - 5:9, 6:24, 8:18 broker [1] - 35:6 Brooklawn [1] - 9:20 brought [1] - 29:17 building [2] - 15:11, 36:25 buildings [2] - 5:8, 19:6</p>	<p>built [9] - 13:18, 16:3, 39:8, 39:13, 67:23, 67:24, 72:4, 72:14, 76:7 burden [1] - 38:4 burdened [1] - 40:23 Bureau [3] - 65:8, 65:9 bus [6] - 10:4, 26:23, 43:19, 62:25, 63:18, 69:13 buses [1] - 74:24 business [3] - 42:16, 63:20, 82:16 businesses [2] - 62:5, 68:23 busy [1] - 43:11 button [1] - 58:25 buy [1] - 73:4 buyout [1] - 91:9</p> <p style="text-align: center;">C</p> <p>CAMDEN [1] - 1:3 Camden [36] - 2:7, 2:17, 4:24, 6:5, 7:7, 8:8, 9:8, 9:12, 9:19, 10:2, 10:13, 17:14, 17:20, 24:10, 25:8, 28:4, 33:16, 43:6, 43:7, 44:4, 51:23, 62:13, 64:11, 64:13, 64:17, 64:22, 65:17, 67:8, 67:23, 68:7, 68:10, 72:23, 74:22, 75:2, 88:23 Campbell's [1] - 67:25 campuses [1] - 64:11 candy [1] - 70:17 cannot [3] - 58:24, 67:19, 80:21 capacity [3] - 51:11, 52:3, 52:9 capital [1] - 42:20 car [8] - 11:10, 33:14, 39:25, 72:19, 74:22, 77:12, 83:13, 87:24 cardiac [1] - 68:18 care [3] - 32:2, 68:18, 79:8 carol [1] - 3:13 Carol [11] - 25:10, 32:15, 58:22, 58:23, 59:7, 59:10, 60:5, 60:8, 66:23, 66:25, 71:6 carry [2] - 10:5, 11:11 cars [5] - 40:10, 43:14, 76:15, 77:8, 90:12 case [2] - 29:5, 64:25</p>	<p>caused [2] - 16:5, 44:3 ceases [1] - 11:6 cell [1] - 42:6 center [6] - 10:17, 11:3, 11:24, 12:2, 72:11 Center [9] - 9:25, 37:18, 51:18, 64:13, 68:3, 72:17, 74:10, 81:14 centers [2] - 63:14, 63:20 CEO [2] - 2:9, 4:6 certain [1] - 45:12 certainly [1] - 54:5 certified [1] - 21:7 certify [2] - 93:6, 93:11 Chair [1] - 2:6 Chairman [2] - 4:3, 45:2 chance [6] - 18:21, 58:3, 58:19, 66:9, 73:14, 82:6 change [1] - 67:15 changing [2] - 49:5, 54:13 character [1] - 54:7 check [2] - 61:21, 84:5 Chief [6] - 2:11, 2:15, 2:17, 4:7, 4:22, 4:23 children [2] - 30:22, 79:12 Cinderella [1] - 53:8 Circuit [1] - 70:6 City [11] - 9:19, 9:20, 33:15, 37:16, 37:18, 37:23, 47:16, 48:17, 79:19, 79:23 city [3] - 86:21, 86:23, 87:3 claimed [1] - 70:9 class [2] - 54:25, 90:24 classes [1] - 68:9 classroom [1] - 84:17 clean [1] - 43:10 cleaning [1] - 12:25 clear [2] - 57:2, 78:14 clearly [2] - 19:12, 20:16 click [1] - 61:20 close [5] - 28:2, 30:2, 38:12, 57:11, 86:21 closed [1] - 38:14 closest [1] - 33:12 coexist [1] - 9:15 coexisting [1] - 26:11 collect [1] - 16:21 collecting [3] - 80:14,</p>
--	--	---	--	---

<p>80:15, 80:17 College [2] - 64:17, 68:7 Collingswood [4] - 82:19, 90:4, 90:5, 91:14 combined [1] - 50:24 coming [10] - 29:25, 32:8, 33:14, 38:19, 48:7, 80:22, 80:24, 81:3, 87:19, 90:11 commend [1] - 88:9 comment [41] - 5:17, 5:19, 6:18, 6:21, 7:4, 7:18, 8:19, 16:23, 17:10, 17:22, 18:6, 18:9, 18:10, 18:14, 19:2, 19:5, 19:10, 19:12, 19:13, 20:9, 20:13, 20:25, 21:18, 21:23, 22:3, 22:22, 22:24, 23:7, 24:9, 24:25, 25:7, 31:18, 41:10, 49:18, 61:8, 65:25, 67:6, 92:13, 92:16, 92:18 Comment [1] - 9:5 comment-wise [1] - 24:9 comments [35] - 4:14, 5:2, 7:21, 8:2, 8:8, 8:10, 8:16, 8:20, 8:21, 8:25, 9:6, 16:22, 17:4, 18:15, 18:25, 19:21, 19:24, 20:5, 20:18, 21:5, 21:6, 21:19, 21:21, 24:13, 24:15, 27:15, 29:13, 33:10, 37:13, 51:20, 57:4, 70:20, 71:11, 71:19, 92:8 Comments [1] - 17:24 Commission [1] - 45:3 commission [1] - 41:19 Commissioner [1] - 2:7 commissioner [1] - 70:14 commissioner's [1] - 70:7 communicate [1] - 55:14 communication [1] - 81:16 communities [5] - 9:17, 28:7, 40:6, 62:17, 75:10 community [6] - 27:5,</p>	<p>53:19, 54:15, 55:12, 73:25, 87:17 commute [1] - 37:25 commuter [4] - 62:18, 86:22, 87:12, 88:8 companies [2] - 68:10, 68:15 company [1] - 69:12 compared [1] - 50:12 compares [1] - 77:21 compensate [1] - 35:8 compensation [3] - 31:24, 32:4, 54:16 competitiveness [1] - 28:19 complain [1] - 87:18 complaining [1] - 83:4 complete [2] - 17:8, 24:20 completely [3] - 67:21, 89:16, 90:3 completion [2] - 58:2, 65:19 comprehensive [1] - 27:2 comprised [1] - 62:4 compromised [1] - 67:22 computer [2] - 56:15, 56:18 conceptual [1] - 14:16 concern [5] - 30:11, 32:19, 33:5, 45:9, 48:22 concerned [7] - 32:22, 34:7, 48:11, 54:23, 55:5, 59:24, 74:2 concerning [3] - 8:2, 48:2, 88:3 concerns [5] - 47:18, 49:12, 59:23, 73:24, 74:7 concerts [1] - 68:4 conclude [1] - 17:24 concludes [1] - 7:3 conduct [2] - 12:24, 22:12 conducted [1] - 6:16 conducting [2] - 13:14, 14:19 CONFERENCE [1] - 1:6 confidence [1] - 65:14 configuration [1] - 11:25 configurations [1] - 11:23 congesting [1] - 87:2 congestion [2] - 43:11, 63:4</p>	<p>connect [1] - 74:12 connections [1] - 63:15 conrail [1] - 46:9 Conrail [10] - 9:14, 10:12, 10:18, 10:20, 11:4, 26:11, 45:11, 47:23, 49:24, 52:4 Conrail's [1] - 9:16 consequences [2] - 70:3, 70:11 conservation [1] - 91:21 conservative [2] - 13:19, 14:18 consider [2] - 40:25, 79:9 consideration [2] - 28:25, 52:13 considered [4] - 14:2, 17:8, 74:17, 91:6 consistent [1] - 64:4 constant [1] - 35:15 constantly [1] - 36:23 construct [1] - 16:6 construction [17] - 14:7, 14:11, 14:15, 14:22, 15:10, 15:15, 15:21, 15:24, 16:5, 16:12, 35:12, 38:3, 39:18, 42:20, 43:22, 57:24, 63:22 consult [1] - 31:14 consulted [4] - 31:8, 31:10, 35:2, 53:23 contacted [3] - 31:7, 31:9, 41:12 contained [2] - 8:3, 14:12 continue [3] - 14:22, 16:8, 68:24 continuous [2] - 57:17, 74:20 continuously [1] - 88:25 continuum [1] - 46:14 contracts [3] - 70:4, 70:8, 70:15 contributor [1] - 63:10 Control [1] - 65:10 convenient [1] - 64:9 Cooper [2] - 64:18, 68:17 copies [1] - 19:17 correct [2] - 19:15, 41:23 corrections [1] - 94:4 Corridor [1] - 51:24 corridor [12] - 9:13, 15:6, 15:14, 43:16,</p>	<p>45:8, 49:23, 62:24, 63:21, 64:20, 77:11, 81:13, 83:3 cost [1] - 80:5 costing [1] - 83:5 costs [3] - 26:15, 50:24, 80:13 Council [2] - 62:2, 62:9 counties [1] - 62:11 country [2] - 69:18, 77:17 county [2] - 28:11, 62:3 County [9] - 2:7, 2:17, 4:24, 27:21, 34:13, 64:17, 68:7, 86:12 couple [5] - 29:14, 54:19, 71:15, 71:19 course [1] - 30:17 coverage [1] - 74:18 Covid [4] - 36:7, 37:20, 38:20, 80:16 Covid-19 [3] - 44:3, 67:9, 67:14 CP [1] - 52:4 create [2] - 34:15, 75:3 creating [1] - 62:24 credits [2] - 68:13, 68:14 crisis [1] - 67:9 cross [2] - 40:5, 85:6 crossing [7] - 16:2, 32:24, 40:9, 74:10, 76:17, 77:18, 84:12 crossings [3] - 30:12, 72:10, 76:18 CROWLEY [1] - 85:19 Crowley [4] - 3:15, 34:2, 61:4, 85:18 crystal [1] - 56:25 cultural [1] - 86:25 curious [1] - 26:8 current [3] - 9:10, 16:18, 91:9 cut [1] - 87:23</p>	<p>DC [2] - 89:5, 89:21 dead [3] - 53:12, 80:11, 91:22 deal [2] - 48:17, 67:3 Deborah [4] - 47:2, 47:7, 66:17, 66:21 decade [1] - 38:12 December [6] - 6:23, 7:20, 7:23, 16:25, 17:6, 20:6 decibel [1] - 74:6 declined [1] - 69:6 decrease [1] - 31:21 dedicated [1] - 42:18 deemed [1] - 46:23 definitely [2] - 72:2, 90:21 Delaware [4] - 2:6, 2:9, 4:4, 4:16 Delran [1] - 47:20 demolish [1] - 67:24 demonstrating [1] - 22:6 density [2] - 25:22, 25:25 DEP [1] - 65:5 dependency [1] - 62:15 dependent [1] - 63:13 deployment [1] - 12:23 Deptford [1] - 9:22 described [4] - 15:3, 16:15, 21:22, 63:7 deserted [1] - 68:3 design [7] - 13:22, 14:4, 14:17, 14:23, 16:9, 29:4, 50:10 destinations [1] - 67:20 destroy [3] - 54:7, 90:23, 91:3 detailed [1] - 46:21 detriment [1] - 55:7 detrimental [2] - 78:11, 89:10 devastating [1] - 67:13 developed [1] - 28:8 development [10] - 43:16, 55:7, 62:3, 63:19, 64:3, 64:7, 72:4, 72:9, 72:13, 80:3 Development [2] - 62:2, 62:8 DIANE [1] - 49:16 Diane [2] - 3:10, 47:13 diesel [23] - 9:9, 11:9, 12:10, 26:6, 29:20,</p>
--	--	--	---	--

<p>29:25, 39:24, 39:25, 40:2, 48:20, 50:5, 50:14, 74:8, 75:25, 76:14, 76:21, 77:2, 77:12, 77:18, 84:20, 85:8, 88:2</p> <p>Diesel [1] - 51:5</p> <p>difference [1] - 89:11</p> <p>different [9] - 11:23, 54:21, 89:16, 89:19, 90:3, 90:4, 91:12, 91:13, 91:14</p> <p>difficulties [1] - 56:22</p> <p>direct [1] - 63:8</p> <p>direction [1] - 74:12</p> <p>directions [3] - 76:15, 77:3, 84:17</p> <p>Director [1] - 2:19</p> <p>disadvantage [1] - 28:12</p> <p>disclosure [1] - 13:16</p> <p>discriminatory [1] - 22:8</p> <p>discuss [1] - 27:17</p> <p>discussion [1] - 55:13</p> <p>dismiss [1] - 46:3</p> <p>disrupting [1] - 75:10</p> <p>disruption [1] - 49:11</p> <p>disruptive [2] - 84:21, 86:5</p> <p>distancing [1] - 84:10</p> <p>disturbance [2] - 14:14, 34:16</p> <p>disturbed [4] - 15:14, 15:20, 15:23, 45:20</p> <p>Divietro [3] - 3:5, 27:11, 27:14</p> <p>DIVIETRO [1] - 27:12</p> <p>Division [2] - 65:6, 65:7</p> <p>DLRP [1] - 52:20</p> <p>doctor [1] - 68:19</p> <p>document [3] - 13:16, 14:13, 26:21</p> <p>documentation [1] - 68:12</p> <p>documents [2] - 13:17, 64:24</p> <p>dollars [4] - 50:11, 67:18, 69:20, 70:16</p> <p>domain [5] - 57:8, 57:13, 79:5, 91:7, 92:5</p> <p>Donald [1] - 67:12</p> <p>done [11] - 29:24, 30:25, 31:12, 31:17, 31:23, 36:9, 39:5, 39:6, 39:19, 39:20, 71:15</p> <p>Door [1] - 12:21</p>	<p>doubt [1] - 77:23</p> <p>down [15] - 18:21, 26:14, 28:4, 31:6, 33:5, 36:25, 37:22, 47:17, 72:18, 81:13, 83:9, 87:5, 87:24, 89:17, 90:19</p> <p>downloadable [1] - 19:2</p> <p>downtown [1] - 27:22</p> <p>DR [3] - 39:2, 75:14, 84:7</p> <p>Dr [2] - 3:8, 39:2</p> <p>Draft [3] - 6:5, 7:8, 17:15</p> <p>DRAFT [1] - 1:4</p> <p>draft [14] - 5:2, 6:14, 6:18, 7:10, 7:19, 8:4, 13:15, 14:13, 16:16, 17:25, 19:17, 19:18, 64:24</p> <p>drive [1] - 85:12</p> <p>dropped [1] - 19:11</p> <p>DRPA [9] - 2:6, 2:19, 4:10, 4:23, 20:21, 69:24, 70:6, 70:9, 70:14</p> <p>DRPA's [1] - 2:11</p> <p>DUFFY [1] - 71:18</p> <p>Duffy [2] - 3:13, 71:17</p> <p>duly [1] - 93:8</p> <p>duplicative [1] - 50:12</p> <p>during [26] - 8:10, 8:13, 8:16, 8:17, 11:5, 11:13, 11:17, 14:2, 15:9, 15:15, 16:5, 16:22, 18:4, 20:7, 22:2, 22:5, 22:14, 22:15, 23:4, 33:8, 39:18, 40:2, 46:7, 61:9, 61:10, 65:2</p> <p>dust [1] - 15:11</p>	<p>easy [6] - 11:22, 12:23, 39:14, 75:5, 76:10, 76:11</p> <p>Eberhart [2] - 37:7, 65:23</p> <p>EBERHART [1] - 65:24</p> <p>echo [2] - 37:12, 56:24</p> <p>economic [3] - 28:19, 43:15, 43:24, 44:2, 62:3, 63:19, 63:24, 80:3</p> <p>economy [1] - 42:21</p> <p>EDA [1] - 68:12</p> <p>educated [1] - 85:20</p> <p>education [2] - 42:17, 42:24</p> <p>effect [1] - 45:9</p> <p>effects [5] - 14:6, 15:3, 16:15, 67:13, 87:21</p> <p>efforts [4] - 14:22, 16:8, 41:22, 88:9</p> <p>eight [2] - 41:11, 62:3</p> <p>eight-county [1] - 62:3</p> <p>EIS [30] - 1:4, 6:6, 6:14, 6:18, 6:19, 7:10, 7:19, 8:4, 8:9, 8:13, 9:7, 13:15, 14:13, 15:4, 16:16, 17:7, 17:25, 19:17, 19:18, 20:3, 21:8, 24:18, 28:20, 33:9, 45:11, 45:19, 45:24, 46:12, 46:19, 64:24</p> <p>either [3] - 15:16, 33:15, 51:10, 53:14, 67:20, 71:20, 74:12, 75:18</p> <p>elected [1] - 5:21</p> <p>electric [12] - 11:9, 12:10, 26:7, 26:9, 29:19, 29:20, 39:10, 74:24, 77:9, 78:3, 88:2, 88:4</p> <p>electrification [1] - 51:2</p> <p>elementary [4] - 40:7, 76:23, 84:18, 85:5</p> <p>Elementary [1] - 84:11</p> <p>elements [1] - 50:25</p> <p>elevated [1] - 50:19</p> <p>eleven [1] - 9:17</p> <p>eliminate [1] - 51:22</p> <p>eliminated [1] - 67:21</p> <p>Ellis [1] - 13:5</p> <p>Elm [2] - 12:20, 40:16</p> <p>elsewhere [1] - 68:16</p> <p>embankment [3] -</p>	<p>45:24, 50:17, 50:19</p> <p>Emily [5] - 3:15, 34:2, 61:4, 85:18, 88:11</p> <p>eminent [5] - 57:7, 57:13, 79:5, 91:6, 92:5</p> <p>emissions [3] - 63:10, 74:7, 87:24</p> <p>employees [1] - 68:25</p> <p>employers [1] - 68:24</p> <p>empty [1] - 51:19</p> <p>encourage [3] - 43:15, 63:19, 64:6</p> <p>encouraged [1] - 21:21</p> <p>end [9] - 6:21, 7:20, 16:24, 17:6, 17:17, 22:18, 23:19, 32:18, 90:25</p> <p>endangered [1] - 45:14</p> <p>engine [1] - 74:8</p> <p>engineer [1] - 2:11</p> <p>Engineer [4] - 2:17, 4:8, 4:22, 4:24</p> <p>engineering [3] - 14:3, 14:21, 16:12</p> <p>engines [2] - 40:12, 48:20</p> <p>English [2] - 21:20, 22:4</p> <p>enhance [1] - 28:19</p> <p>enhancement [1] - 51:10</p> <p>enjoy [1] - 34:17</p> <p>enjoyed [1] - 71:2</p> <p>ensure [2] - 6:15, 21:24</p> <p>entire [3] - 34:14, 43:8, 70:9</p> <p>entirely [2] - 29:19, 46:2</p> <p>entity [1] - 26:16</p> <p>environment [4] - 13:18, 42:21, 43:10, 52:21</p> <p>ENVIRONMENTAL [1] - 1:4</p> <p>Environmental [4] - 6:5, 7:9, 17:15, 45:3</p> <p>environmental [9] - 5:3, 13:14, 14:19, 17:5, 31:5, 41:18, 63:3, 64:25, 65:15</p> <p>environmentally [3] - 28:16, 42:19, 77:9</p> <p>environmets [1] - 52:18</p> <p>equipment [1] - 16:6</p> <p>ERRATA [1] - 94:2</p>	<p>especially [2] - 37:21, 59:25</p> <p>essence [1] - 28:8</p> <p>essential [1] - 27:4</p> <p>essentially [1] - 51:16</p> <p>established [6] - 28:5, 41:25, 63:14, 63:20, 81:11, 89:4</p> <p>estimated [1] - 14:13</p> <p>ethic [1] - 75:8</p> <p>Europe [1] - 77:17</p> <p>evening [2] - 4:2, 49:21</p> <p>evenings [1] - 11:5</p> <p>event [2] - 22:10, 86:25</p> <p>exact [1] - 19:8</p> <p>exactly [1] - 82:22</p> <p>example [3] - 40:14, 45:13, 45:17</p> <p>except [1] - 76:2</p> <p>exception [1] - 86:15</p> <p>excited [1] - 86:9</p> <p>exclude [2] - 52:12, 52:16</p> <p>Executive [1] - 13:13</p> <p>exist [1] - 28:7</p> <p>existing [9] - 9:16, 9:24, 15:14, 51:9, 57:15, 62:15, 62:22, 64:2, 83:6</p> <p>expand [1] - 69:22</p> <p>expanding [1] - 74:18</p> <p>expansion [2] - 62:10, 64:20</p> <p>expected [2] - 15:9, 34:12</p> <p>expenditures [1] - 69:15</p> <p>expense [1] - 91:8</p> <p>expenses [1] - 80:19</p> <p>expensive [1] - 83:8</p> <p>explore [1] - 26:9</p> <p>extended [1] - 65:19</p> <p>extension [1] - 50:13</p> <p>extremely [4] - 29:22, 30:2, 34:9, 78:11</p>
		E		
		<p>e-mail [2] - 9:3, 19:22</p> <p>early [1] - 52:9</p> <p>easements [2] - 39:9, 76:7</p> <p>easier [1] - 43:17</p> <p>easily [3] - 52:7, 86:24, 87:2</p> <p>East [2] - 84:12, 84:23</p> <p>east [3] - 40:14, 50:20, 73:23</p> <p>Eastern [6] - 6:22, 7:13, 7:16, 7:22, 17:2, 20:6</p>		F
				<p>facilitate [1] - 64:10</p> <p>facilities [2] - 10:9, 19:15</p> <p>facility [7] - 12:22, 13:2, 13:4, 13:6, 13:9, 50:15, 64:14</p> <p>fact [3] - 20:15, 48:7, 48:18</p> <p>factor [1] - 64:21</p>

<p>factors [1] - 64:24 Factory [1] - 12:21 fairly [1] - 47:12 falls [1] - 46:10 familiar [1] - 89:18 family [1] - 70:18 far [6] - 35:2, 35:19, 37:13, 83:3, 91:16 fares [1] - 24:11 fast [1] - 18:22 faster [1] - 62:24 favor [1] - 24:20 favorite [1] - 69:8 fear [1] - 36:8 fearful [1] - 36:10 feasible [3] - 83:10, 90:18, 90:19 federal [1] - 52:17 Federal [1] - 70:5 feet [7] - 10:14, 10:15, 10:16, 10:24, 10:25, 11:2, 32:7 felt [1] - 86:20 Ferry [2] - 51:15, 51:18 few [7] - 25:16, 40:21, 40:22, 55:7, 55:9, 57:5, 78:12 field [1] - 67:25 Field [1] - 67:25 fight [2] - 76:3, 76:5 figure [1] - 80:4 figures [2] - 46:21, 67:20 final [5] - 8:13, 9:7, 20:2, 21:8, 24:18 finalize [1] - 17:4 finally [2] - 19:21, 43:21 financial [3] - 39:17, 69:9, 90:17 financially [4] - 36:22, 81:20, 90:18, 90:19 fine [1] - 34:11 finished [1] - 61:13 fire [1] - 30:21 first [10] - 23:6, 23:8, 24:20, 24:22, 27:17, 29:16, 37:10, 46:6, 47:5, 57:7 firsthand [2] - 82:20, 83:15 five [1] - 17:25 fixing [1] - 74:24 flavor [1] - 54:13 flawed [1] - 50:3 flooding [2] - 41:20, 41:23 floor [1] - 11:9</p>	<p>floors [1] - 12:9 follow [1] - 68:25 followed [6] - 8:19, 13:11, 47:6, 60:24, 66:19, 73:12 following [6] - 5:12, 7:5, 15:5, 27:24, 39:5, 94:4 foot [1] - 85:6 footage [1] - 7:6 footprint [8] - 10:14, 10:15, 10:24, 10:25, 14:24, 16:10 foregoing [1] - 93:9 forested [1] - 45:23 Forestry [1] - 65:8 forget [1] - 47:9 forgetting [2] - 76:14, 86:17 form [4] - 5:6, 18:6, 19:2, 92:16 formal [7] - 8:25, 16:22, 17:10, 18:3, 19:21, 20:4, 20:25 former [1] - 12:21 forms [3] - 19:5, 19:11, 19:16 forth [2] - 13:12, 93:8 forum [1] - 33:8 forward [4] - 29:7, 50:9, 83:25, 84:3 foundation [2] - 35:11, 55:10 founded [1] - 62:5 four [5] - 15:22, 30:12, 38:10, 52:6, 88:14 fourth [1] - 26:19 FRA [2] - 52:13, 52:23 free [1] - 82:9 Freeholder [1] - 2:7 freight [1] - 9:16 frequency [3] - 47:25, 48:21, 51:25 frequent [1] - 48:20 friendly [2] - 42:19, 77:9 friends [2] - 4:8, 70:18 frogs [2] - 36:17, 36:20 front [1] - 86:5 full [4] - 20:17, 26:21, 51:2, 53:8 fully [2] - 26:9, 65:16 fundamentally [1] - 50:3 funding [1] - 71:21 future [2] - 10:20, 28:17</p>	<p style="text-align: center;">G</p> <p>G-A-L-B-R-A-I-T-H [1] - 83:23 G-A-T-T-I-N-E-L-L-A [1] - 82:15 Galbraith [3] - 3:15, 83:21, 83:23 GALBRAITH [1] - 83:22 game [1] - 71:23 garages [1] - 80:9 gas [1] - 63:10 gates [1] - 40:9 gather [1] - 70:24 Gattinella [3] - 3:14, 82:11, 82:14 GATTINELLA [1] - 82:12 GCL [35] - 1:3, 4:5, 4:11, 5:11, 6:14, 7:2, 9:15, 9:17, 10:5, 10:11, 10:17, 10:22, 11:3, 11:6, 11:7, 11:10, 11:16, 11:24, 13:11, 13:23, 14:8, 14:11, 14:16, 14:20, 15:11, 16:10, 16:17, 17:11, 19:13, 62:14, 63:23, 64:8, 64:19, 65:4, 67:11 GCL's [2] - 12:7, 62:21 general [3] - 49:11, 57:9, 69:10 generally [2] - 5:20, 88:8 given [3] - 52:3, 59:25, 93:10 GLASSBORO [1] - 1:3 Glassboro [28] - 6:5, 7:7, 8:8, 9:8, 9:12, 9:22, 10:10, 10:23, 12:16, 13:3, 17:14, 17:20, 24:10, 27:23, 28:4, 43:6, 43:7, 44:4, 51:23, 62:13, 64:12, 65:17, 67:7, 74:13, 74:21, 75:2, 84:24, 88:22 GLASSBORO-CAMDEN [1] - 1:3 Glassboro-Camden [14] - 6:5, 7:7, 8:8, 9:8, 9:12, 17:14, 17:20, 24:10, 43:6, 43:7, 44:4, 51:23, 62:13, 65:17 Gloucester [6] - 9:19, 25:8, 27:21, 34:13,</p>	<p>47:16, 48:17 Gloucester-Camden [1] - 25:8 goal [1] - 83:13 gonna [1] - 91:4 goodness [1] - 86:16 governing [1] - 59:22 Government [1] - 2:19 government [4] - 35:22, 35:23, 35:25, 42:16 Governor [1] - 69:16 Grace [4] - 23:24, 58:13, 58:15, 58:19 grade [4] - 50:22, 77:18, 89:2, 89:6 gravely [1] - 55:4 great [9] - 5:24, 32:3, 39:16, 43:7, 83:2, 83:16, 88:4, 88:19, 89:21 greatest [1] - 63:9 greatly [1] - 23:23 greenhouse [1] - 63:10 gridlock [1] - 77:8 ground [3] - 5:16, 7:3, 17:21 Grove [2] - 86:13, 86:15 grown [1] - 28:11 growth [2] - 64:4, 64:19 guess [12] - 25:17, 25:24, 26:10, 26:20, 26:23, 29:16, 41:13, 41:14, 53:5, 53:12, 80:7, 87:15 guessing [1] - 70:16 guide [1] - 19:15 guidelines [1] - 13:12</p>	<p>hazardous [1] - 15:13 health [1] - 44:2 Health [1] - 64:12 healthcare [1] - 42:25 hear [19] - 5:5, 20:15, 36:16, 36:17, 56:24, 58:24, 59:5, 59:7, 59:10, 59:17, 61:18, 71:22, 81:2, 82:24, 85:24, 86:2, 87:13, 87:25 heard [5] - 53:10, 53:14, 78:12, 86:8, 87:17 hearing [24] - 4:12, 4:13, 4:25, 5:22, 6:4, 6:14, 6:16, 7:8, 8:14, 17:22, 17:23, 18:4, 20:7, 21:11, 22:2, 22:5, 22:14, 23:4, 29:13, 48:4, 55:15, 70:19, 82:21, 87:21 HEARING [1] - 1:2 hearings [9] - 7:11, 8:5, 8:11, 8:17, 16:19, 17:14, 28:22, 34:25, 61:10 heavy [2] - 13:7, 16:5 Heights [9] - 9:21, 10:10, 12:15, 12:17, 12:20, 40:16, 50:16, 76:19, 85:4 held [1] - 8:6 Hello [1] - 56:13 hello [1] - 47:14 help [6] - 23:20, 23:23, 43:10, 50:25, 64:19, 80:11 helps [1] - 23:21 heraby [1] - 93:6 hereinbefore [1] - 93:8 Heritage [1] - 45:18 Hi [2] - 4:16, 58:23 hi [1] - 65:24 high [2] - 15:5, 25:25 high-level [1] - 15:5 higher [2] - 38:22, 42:17 highly [1] - 85:20 highways [3] - 39:11, 39:14, 76:8 Hill [3] - 18:18, 91:24, 92:22 historic [1] - 36:25 historically [2] - 28:3, 62:17 hit [2] - 23:16, 56:7 hitting [1] - 26:3 home [3] - 48:14,</p>
---	--	---	---	---

<p>68:25, 80:23 homeowner [1] - 85:21 Homeowners [1] - 57:20 homes [8] - 35:11, 40:7, 57:10, 57:15, 74:2, 76:25, 91:4, 91:18 honestly [1] - 86:10 honk [1] - 40:4 hope [2] - 40:9, 53:5 hopefully [2] - 29:4, 70:24 horn [7] - 32:23, 33:2, 47:19, 47:21, 47:22, 48:23, 86:4 horns [9] - 40:2, 40:13, 40:21, 76:21, 77:2, 77:18, 81:5, 84:20, 85:8 Hospital [1] - 68:17 hospital [4] - 38:14, 81:15, 91:23 hosting [1] - 16:18 hotline [3] - 9:4, 18:12, 92:12 hour [4] - 52:7, 78:22, 78:23, 81:7 hours [3] - 11:13, 48:8, 74:19 house [6] - 32:25, 34:20, 55:2, 73:4, 86:4, 87:7 houses [7] - 29:21, 30:2, 30:8, 34:21, 54:19, 64:16, 73:2 how-to [1] - 21:22 Howard [1] - 4:15 huge [3] - 38:4, 53:19, 91:7 hundreds [1] - 54:19 husband [1] - 85:24 hybrid [1] - 29:20</p>	<p>70:12, 70:15 illegally [1] - 70:3 imagine [3] - 35:14, 84:15, 85:3 Imagining [1] - 84:25 Immediate [1] - 63:3 Impact [3] - 6:6, 7:9, 17:15 impact [21] - 5:3, 15:8, 15:9, 17:5, 30:8, 34:8, 34:20, 35:11, 45:22, 46:4, 46:21, 48:12, 63:4, 63:9, 65:2, 65:13, 65:15, 73:24, 79:11, 89:10, 91:19 IMPACT [1] - 1:4 impacted [2] - 48:16, 53:9 impactful [1] - 35:5 Impacts [11] - 13:17, 13:20, 13:21, 13:25, 14:2, 15:6, 15:25, 16:4, 45:12, 49:9, 50:9 impartial [1] - 75:21 Implemented [2] - 29:8, 52:16 Implications [1] - 26:14 imply [1] - 45:24 implying [1] - 46:5 important [2] - 43:25, 46:23 improve [3] - 42:23, 43:21, 69:21 improved [1] - 27:6 improvement [1] - 26:7 in-street [1] - 50:20 inaudible [3] - 25:17, 51:3, 51:13 incentives [1] - 70:13 include [4] - 4:21, 16:18, 18:5, 18:25 included [3] - 21:8, 29:22, 55:13 includes [5] - 22:7, 26:8, 50:10, 50:14, 64:15 including [3] - 14:13, 39:19, 64:12 incorporated [3] - 14:3, 14:7, 19:25 incorrect [1] - 46:9 increased [1] - 63:12 increasing [1] - 26:15 Increasingly [1] - 63:5 incredibly [2] - 82:23, 83:8</p>	<p>indicate [4] - 21:14, 22:15, 22:16, 61:7 indicated [2] - 20:8, 65:25 indicating [1] - 22:23 indication [1] - 21:5 industrial [1] - 37:2 information [7] - 8:3, 9:4, 14:12, 17:9, 18:11, 18:23, 58:4 infrastructure [2] - 42:19, 50:12 ingenuity [1] - 75:7 initial [1] - 28:22 insane [1] - 81:4 insertion [1] - 51:15 instead [4] - 29:19, 69:20, 75:21, 81:8 instructions [1] - 21:17 insults [1] - 22:8 integrated [1] - 24:11 intelligence [1] - 75:8 interact [1] - 26:23 interchanges [1] - 79:6 interest [1] - 20:23 interested [1] - 93:13 interesting [1] - 70:19 interests [1] - 62:6 interlocking [1] - 51:3 interpreter [2] - 21:10, 21:25 interstate [1] - 51:6 introduce [1] - 5:25 introduced [1] - 28:2 introduction [1] - 52:6 invest [1] - 74:23 investigation [1] - 68:11 investment [3] - 28:17, 42:20, 55:2 invitation [2] - 84:8, 85:10 invite [1] - 34:19 inviting [1] - 73:21 involve [2] - 49:6, 73:24 involved [2] - 4:5, 45:15 Involvement [1] - 18:16 involvement [1] - 92:21 ironworkers [1] - 80:8 irrational [1] - 70:8 irrelevant [1] - 67:9 issue [3] - 72:2, 72:12, 72:25</p>	<p>issues [4] - 26:6, 31:2, 67:4, 75:16</p>	<p>51:21, 52:11 justify [1] - 36:4</p>
I			J	K
<p>I-295 [5] - 39:6, 76:2, 77:12, 77:14, 85:12 I-676 [1] - 50:18 idea [3] - 32:3, 32:4, 55:17 identifiable [1] - 65:13 Identified [2] - 15:6, 15:16 Identify [1] - 23:22 idling [1] - 40:12 ignored [1] - 39:21 illegal [3] - 70:8,</p>			<p>J-A-N-D-A [1] - 34:6 James [4] - 41:5, 66:3, 66:6, 66:9 JANDA [3] - 34:5, 78:9, 88:18 Janda [5] - 3:7, 34:4, 34:5, 78:7, 88:16 January [1] - 69:5 Jeff [1] - 4:3 JEFF [1] - 2:6 Jennifer [3] - 3:13, 71:17, 73:7 Jerry [4] - 3:9, 42:10, 42:11, 44:11 Jersey [45] - 4:8, 4:18, 4:20, 9:10, 10:3, 10:4, 11:8, 12:8, 18:18, 20:21, 24:12, 27:6, 27:20, 28:18, 42:13, 42:17, 43:8, 43:18, 43:19, 50:21, 54:6, 61:25, 62:8, 62:12, 63:11, 63:17, 63:18, 64:23, 65:5, 65:20, 67:14, 68:5, 68:19, 69:4, 69:5, 69:11, 69:14, 69:17, 74:19, 79:15, 86:12, 89:17, 89:18, 91:12, 92:22 Jersey's [5] - 13:13, 42:24, 67:12, 67:15, 69:10 job [2] - 36:9, 63:14 jobs [6] - 43:24, 63:24, 68:21, 68:22, 75:3, 80:8 John [14] - 3:12, 4:6, 5:12, 5:14, 5:25, 6:12, 25:2, 59:14, 59:18, 60:4, 71:2, 75:4, 75:15, 84:7 JOHN [6] - 2:4, 2:9, 33:20, 33:23, 34:2, 37:6 join [1] - 85:15 joined [1] - 5:22 joining [3] - 4:17, 6:4, 92:24 Joint [1] - 64:12 judge [1] - 70:5 jumped [1] - 70:2 Junction [1] - 52:5 justification [2] -</p>	<p>K-A-E [1] - 49:16 K-E-E-N-A-N [1] - 42:12 KAE [2] - 47:14, 49:16 Kae [2] - 3:10, 47:13 Kapatco [1] - 86:13 Katie [3] - 37:7, 65:23, 65:24 Kaylyn [3] - 3:7, 37:9, 38:24 KAYLYN [1] - 37:11 KEENAN [1] - 42:11 Keenan [3] - 3:9, 42:10, 42:12 keep [1] - 68:6 Kennedy [1] - 75:4 Kevin [1] - 4:23 KEVIN [1] - 2:17 kid's [1] - 71:23 kids [2] - 83:25, 85:5 Kiehmeier [3] - 23:24, 58:13, 58:20 kill [1] - 37:3 kind [3] - 36:3, 37:12, 41:17, 53:15, 55:10, 80:22, 81:12, 83:17 Kiran [1] - 4:19 KIRAN [1] - 2:15 knowing [1] - 80:23 knowledge [1] - 54:2 known [2] - 6:7, 7:9 Kutza [2] - 60:12, 60:14</p>
			L	<p>L-E-G-G-E [1] - 59:19 L-I-N-H-A-R-T [1] - 25:14 L-U-C-C-I [1] - 41:9 labeled [1] - 19:13 laborers [1] - 42:16 lack [1] - 68:6 Lake [1] - 86:13 Land [1] - 65:6 land [1] - 27:23 lane [1] - 74:11 language [3] - 21:10, 21:13, 22:8 languages [1] - 21:20 large [1] - 62:5 large-sized [1] - 62:5 Larry [3] - 3:5, 27:13,</p>

<p>27:14 last [8] - 24:21, 24:23, 27:21, 27:25, 37:11, 58:19, 66:9, 73:14 lastly [1] - 31:3 late [2] - 11:5, 11:18 Lawrence [1] - 27:11 Lawton [3] - 44:16, 44:20, 66:15 laying [1] - 83:8 leaders [1] - 42:18 leading [1] - 28:4 least [2] - 26:17, 40:5 leave [14] - 5:19, 17:10, 18:9, 18:10, 18:25, 19:16, 20:8, 20:24, 23:7, 33:11, 54:16, 71:11, 92:8, 92:12 leaving [3] - 5:17, 7:4, 17:22 led [1] - 50:4 left [4] - 19:18, 29:13, 59:2, 88:14 left-hand [1] - 59:2 Legge [4] - 3:12, 25:2, 59:14, 59:18 LEGGE [1] - 59:18 length [2] - 48:9, 50:2 less [3] - 15:22, 32:2, 47:17 letting [2] - 75:14, 81:24 level [2] - 11:21, 15:5 levels [2] - 64:6, 74:6 Lewis [2] - 73:8, 73:14 LEX#159560 [1] - 1:18 Liaison [1] - 18:17 liaison [1] - 92:21 libraries [4] - 5:7, 19:6, 19:19, 92:17 library [1] - 58:5 life [3] - 34:14, 34:16, 42:22 light [13] - 9:9, 12:7, 12:24, 33:18, 39:10, 39:13, 47:21, 50:5, 50:13, 51:4, 51:5, 51:23, 52:12 Light [2] - 27:25, 67:8 lights [1] - 33:4 limitations [1] - 52:3 limited [2] - 21:2, 62:19 limits [1] - 14:14 Linden [1] - 79:22 LINE [2] - 1:3, 94:7 Line [23] - 6:5, 8:8, 9:8, 9:11, 9:12, 10:4, 11:8, 12:9, 17:14,</p>	<p>17:20, 24:10, 25:8, 43:7, 43:19, 44:4, 47:20, 50:22, 51:23, 62:13, 63:17, 63:18, 65:17, 67:8 line [30] - 6:14, 16:7, 20:11, 20:13, 26:15, 29:21, 29:25, 30:3, 31:11, 37:16, 37:17, 38:7, 38:23, 39:10, 43:6, 45:10, 46:11, 46:17, 46:22, 64:2, 67:18, 75:25, 81:17, 82:24, 83:4, 83:6, 83:24, 87:12, 88:8, 90:15 Line's [1] - 7:8 lines [9] - 26:17, 41:20, 41:24, 55:12, 57:11, 57:15, 86:19, 87:8, 87:18 Linhart [3] - 3:5, 25:12, 25:13 LINHART [1] - 25:13 link [1] - 64:9 LIST [1] - 3:2 list [2] - 55:22, 55:25 listed [2] - 18:19, 19:9 listen [3] - 7:25, 84:19, 85:8 listening [2] - 4:14, 59:22 literally [1] - 35:13 live [12] - 32:5, 32:6, 32:21, 34:6, 38:23, 43:2, 47:16, 48:16, 75:19, 78:9, 82:22, 89:16 lived [6] - 31:8, 34:13, 47:20, 53:7, 73:22, 86:12 lives [4] - 34:8, 85:22, 87:19, 90:23 living [9] - 31:6, 31:15, 31:20, 48:18, 54:21, 75:18, 86:20, 89:11, 89:12 Local [1] - 64:5 locals [1] - 51:15 located [5] - 10:9, 12:19, 13:5, 19:20, 32:25 location [2] - 19:16, 62:21 locations [2] - 12:14, 19:8 look [13] - 13:20, 29:7, 36:12, 37:5, 68:15, 75:23, 77:15, 79:18, 81:10, 81:19, 87:5,</p>	<p>90:16, 91:25 looked [2] - 73:3, 87:6 looking [6] - 25:19, 30:4, 37:24, 73:2, 83:25, 84:2 looks [2] - 25:20, 38:11 loop [1] - 74:20 lost [2] - 68:22, 71:21 loud [5] - 39:25, 47:22, 59:20, 76:20, 77:2 low [5] - 11:9, 11:21, 12:9, 25:21, 90:24 low-floor [1] - 11:9 low-level [1] - 11:21 lower [1] - 90:25 LRT [1] - 50:14 Lucci [3] - 3:8, 41:7, 41:9 LUCCI [1] - 41:8</p>	<p>Manzoni [3] - 5:13, 5:25, 6:12 MANZONI [93] - 2:4, 6:2, 17:18, 23:11, 23:15, 24:2, 24:5, 24:14, 24:17, 24:24, 25:4, 25:9, 25:12, 27:8, 27:11, 29:9, 32:10, 32:14, 32:17, 33:7, 33:20, 33:23, 34:2, 34:4, 37:6, 38:24, 41:4, 41:7, 42:2, 42:5, 42:9, 44:11, 44:14, 44:16, 44:18, 44:22, 46:25, 47:4, 47:9, 49:14, 49:17, 52:24, 55:21, 56:5, 56:9, 56:11, 56:15, 56:17, 56:20, 56:25, 58:8, 58:12, 58:15, 58:19, 58:22, 59:5, 59:9, 59:14, 59:16, 60:4, 60:8, 60:10, 60:14, 60:16, 60:18, 60:20, 60:22, 61:2, 61:4, 61:6, 61:17, 65:22, 66:3, 66:6, 66:11, 66:13, 66:15, 66:17, 66:23, 71:6, 73:7, 73:10, 73:14, 73:17, 75:12, 78:6, 82:2, 82:11, 83:20, 84:4, 85:17, 88:11, 92:6 map [2] - 25:20, 26:2 Maple [4] - 40:15, 40:25, 84:12, 84:23 mapping [1] - 29:3 maps [1] - 26:25 Margaret [4] - 32:10, 32:11, 32:15, 60:18 mark [1] - 21:4 marlene [1] - 61:17 Marlene [7] - 3:12, 42:3, 42:6, 42:10, 61:15, 61:23, 65:22 MARLENE [1] - 61:24 marriage [1] - 93:13 masks [1] - 84:10 mass [1] - 78:3 materials [1] - 15:13 math [1] - 30:13 Matt [3] - 83:21, 83:22, 84:4 matter [2] - 19:24, 93:14 Matthew [1] - 3:15 maximizes [1] - 6:17 maximum [2] - 10:13, 10:24</p>	<p>McCollum [3] - 3:4, 25:4, 25:7 MCCOLLUM [1] - 25:6 mean [12] - 34:17, 35:13, 35:14, 35:17, 36:11, 36:20, 37:24, 38:16, 57:9, 80:11, 89:8, 90:9 means [3] - 30:16, 51:16, 76:17 measures [2] - 13:25, 14:9 medians [1] - 39:9 Medical [1] - 64:18 meeting [9] - 6:8, 6:11, 8:22, 22:19, 22:20, 29:17, 71:3, 82:13, 92:7 meetings [1] - 7:25 Mellon [2] - 60:20, 61:2 members [1] - 7:24 mention [1] - 41:15 merits [1] - 49:7 Merrian [2] - 3:6, 32:18 MERRIAN [2] - 32:19, 33:12 message [1] - 21:3 methods [1] - 18:5 MICHELE [1] - 73:20 Michele [4] - 3:14, 73:17, 73:19, 75:12 microphone [2] - 59:2, 61:20 mid [1] - 62:4 middle [2] - 90:24 middle-low [1] - 90:24 midnight [5] - 30:18, 40:21, 48:10, 60:2, 74:4 might [6] - 46:23, 59:6, 76:3, 76:5, 76:6, 81:2 Mike [6] - 4:7, 4:15, 4:16, 4:21, 75:15, 84:7 MIKE [1] - 2:11 miles [2] - 11:21, 45:4 Mill [3] - 32:24, 33:19, 52:4 Miller [3] - 41:5, 66:4, 66:9 million [2] - 69:11, 69:15 millions [2] - 50:11, 70:15 mind [1] - 86:7 mineralization [1] - 65:2</p>
M				
<p>M-C-C-O-L-L-U-M [1] - 25:7 magnitude [1] - 55:20 mail [4] - 9:3, 18:14, 19:22, 92:18 Mall [1] - 9:3 Main [1] - 82:18 main [3] - 45:9, 67:10, 81:11 maintenance [1] - 10:8, 12:13, 12:18, 12:24, 13:4, 13:7, 43:23, 46:8, 50:15, 63:23, 69:7 major [2] - 72:10, 74:11 majority [1] - 55:16 MALASZECKI [1] - 92:20 Malaszecki [2] - 18:16, 92:19 manage [2] - 26:16, 45:5 Management [1] - 2:15 Manager [4] - 2:4, 2:13, 4:15, 5:13 manifestation [1] - 50:8 manner [1] - 6:16 Mantua [1] - 9:22, 32:22, 34:7, 40:17, 53:8, 54:3, 59:21, 71:24, 74:11, 76:19, 82:17</p>				

<p>minimize [2] - 14:24, 16:10</p> <p>minimized [2] - 13:22, 65:14</p> <p>minimizing [1] - 63:2</p> <p>minimum [2] - 10:14, 10:24</p> <p>minute [1] - 21:4</p> <p>minutes [30] - 11:17, 11:18, 21:2, 30:17, 33:3, 36:20, 40:2, 40:8, 40:10, 40:21, 40:22, 48:8, 54:12, 67:2, 74:3, 76:13, 76:16, 76:20, 76:22, 77:2, 77:19, 78:16, 78:17, 78:19, 78:20, 84:16, 84:20, 84:25, 85:9, 88:14</p> <p>miraculous [1] - 37:15</p> <p>missed [1] - 23:17</p> <p>mitigate [5] - 29:24, 31:2, 31:24, 54:14, 83:13</p> <p>mitigated [3] - 13:22, 15:17, 79:3</p> <p>mitigation [1] - 14:9</p> <p>mobility [3] - 27:6, 62:25, 63:12</p> <p>mode [3] - 28:13, 43:12, 50:5</p> <p>Moderator [1] - 2:4</p> <p>moderator [2] - 6:13, 20:21</p> <p>modifications [1] - 48:5</p> <p>Mohen [1] - 33:21</p> <p>Monday [1] - 16:23</p> <p>money [6] - 36:24, 70:22, 79:16, 80:4, 80:13, 81:21</p> <p>Moon [1] - 75:5</p> <p>morning [5] - 12:23, 40:20, 47:24, 48:9, 86:3</p> <p>most [5] - 9:13, 25:21, 34:23, 80:23, 86:7</p> <p>moved [5] - 37:14, 86:10, 86:11, 87:5, 91:23</p> <p>Moving [1] - 24:2</p> <p>moving [1] - 83:18</p> <p>MR [102] - 4:2, 6:2, 17:18, 23:11, 23:15, 24:2, 24:5, 24:7, 24:14, 24:16, 24:17, 24:24, 25:4, 25:6, 25:9, 25:12, 25:13, 27:8, 27:11, 27:12, 29:9, 29:11, 32:10,</p>	<p>32:14, 32:17, 32:19, 33:7, 33:12, 34:4, 38:24, 41:4, 41:7, 42:2, 42:5, 42:9, 42:11, 44:11, 44:14, 44:16, 44:18, 44:22, 44:25, 46:25, 47:4, 47:9, 49:14, 49:17, 49:19, 55:21, 56:5, 56:9, 56:11, 56:15, 56:17, 56:20, 56:25, 58:8, 58:12, 58:15, 58:19, 58:22, 59:5, 59:9, 59:14, 59:16, 59:18, 60:4, 60:8, 60:10, 60:14, 60:16, 60:18, 60:20, 60:22, 61:2, 61:4, 61:6, 61:17, 65:22, 66:3, 66:6, 66:11, 66:13, 66:15, 66:17, 66:23, 71:6, 73:7, 73:10, 73:14, 73:17, 75:12, 78:6, 82:2, 82:11, 82:12, 83:20, 83:22, 84:4, 85:17, 88:11, 92:6</p> <p>MS [19] - 34:5, 37:10, 41:8, 47:14, 49:16, 53:2, 56:13, 56:16, 56:19, 56:21, 57:3, 58:10, 61:23, 65:24, 66:25, 71:18, 73:19, 78:9, 88:18</p> <p>Mullica [3] - 18:18, 91:24, 92:22</p> <p>multiple [1] - 10:4</p> <p>municipal [2] - 5:8, 19:6</p> <p>municipalities [3] - 5:7, 19:19, 92:16</p> <p>Murphy [1] - 69:16</p> <p>must [1] - 7:21</p> <p>mute [20] - 22:11, 23:2, 23:16, 23:18, 23:22, 32:12, 33:24, 42:6, 44:19, 47:6, 47:12, 58:24, 60:12, 60:24, 61:20, 66:8, 66:20, 71:14, 73:12, 82:6</p> <p>muted [4] - 20:12, 20:14, 58:23, 61:18</p> <p>muting [1] - 71:4</p>	<p>24:7, 24:20, 24:21, 24:22, 24:23, 25:6, 29:11, 32:17, 34:5, 37:10, 37:11, 39:2, 41:8, 42:11, 47:12, 49:15, 58:9, 61:13, 61:23, 66:25, 71:13, 71:14, 73:19, 82:4, 82:5, 82:14, 83:22, 86:17, 88:15</p> <p>names [2] - 55:22, 71:16</p> <p>narrow [1] - 48:11</p> <p>Nash [2] - 4:3, 6:2</p> <p>NASH [2] - 2:6, 4:2</p> <p>natural [2] - 15:19, 86:20</p> <p>Natural [1] - 45:18</p> <p>nature [1] - 79:12</p> <p>near [5] - 15:25, 67:3, 82:22, 82:24, 89:23</p> <p>nearby [1] - 83:24</p> <p>need [14] - 16:3, 25:25, 33:17, 37:4, 38:19, 51:11, 55:14, 79:25, 81:10, 81:18, 90:16, 91:11, 91:17, 91:24</p> <p>needed [6] - 12:11, 16:6, 68:5, 79:6, 81:20, 89:15</p> <p>needlessly [1] - 50:11</p> <p>needs [6] - 30:10, 38:8, 67:16, 69:7, 79:10, 92:2</p> <p>negative [2] - 49:9, 87:20</p> <p>neighborhood [9] - 37:4, 53:22, 54:8, 54:9, 54:13, 54:21, 55:17, 78:12, 80:21</p> <p>neighborhoods [4] - 63:14, 79:11, 90:2, 90:12</p> <p>neighbors [4] - 31:11, 34:22, 53:13, 78:13</p> <p>neighbors' [1] - 73:25</p> <p>never [7] - 72:22, 72:23, 79:18, 80:6, 81:22, 82:25, 87:17</p> <p>new [7] - 9:24, 16:2, 50:17, 64:12, 81:15, 83:7, 83:9</p> <p>New [47] - 4:8, 4:18, 4:19, 9:10, 10:3, 10:4, 11:7, 12:8, 13:12, 18:18, 20:21, 24:12, 27:5, 27:19, 28:18, 42:13, 42:17, 42:23, 43:18, 43:19,</p>	<p>50:21, 54:6, 61:25, 62:8, 62:11, 63:11, 63:17, 63:18, 64:23, 65:5, 65:20, 67:11, 67:14, 67:15, 68:4, 68:19, 69:4, 69:5, 69:10, 69:11, 69:14, 69:16, 74:19, 79:14, 86:12, 92:22, 93:6</p> <p>newly [1] - 50:19</p> <p>next [37] - 16:17, 23:24, 24:5, 25:2, 25:5, 25:10, 27:8, 29:9, 31:15, 32:6, 32:15, 32:21, 33:20, 37:7, 38:25, 40:6, 41:5, 42:3, 47:2, 47:13, 49:18, 52:25, 58:12, 58:22, 60:5, 61:4, 61:15, 65:23, 66:17, 73:8, 73:17, 75:13, 76:23, 76:24, 78:7, 83:21, 85:18</p> <p>Next [1] - 44:12</p> <p>Nick [2] - 29:10, 29:11</p> <p>nick [1] - 3:6</p> <p>night [5] - 11:6, 11:19, 34:11, 80:25, 92:25</p> <p>NJ [3] - 2:13, 2:15, 26:22</p> <p>nobody [2] - 38:10, 70:22</p> <p>noise [10] - 16:4, 33:6, 35:10, 38:3, 48:23, 49:10, 59:24, 71:25, 76:13, 81:12</p> <p>none [1] - 78:25</p> <p>nonexisting [1] - 69:13</p> <p>nonpartisan [1] - 42:14</p> <p>Nonpoint [1] - 65:10</p> <p>nonprofit [2] - 42:15, 62:2</p> <p>normal [1] - 87:16</p> <p>north [1] - 9:18</p> <p>North [3] - 89:17, 89:18, 91:12</p> <p>northern [1] - 12:5</p> <p>Notary [1] - 93:4</p> <p>note [2] - 6:11, 20:19</p> <p>noted [1] - 8:14</p> <p>nothing [3] - 31:23, 35:7, 38:16</p> <p>notified [3] - 41:12, 41:16, 71:19</p> <p>November [9] - 1:7, 6:9, 6:20, 7:12, 7:15, 7:19, 16:19, 16:20, 16:24</p>	<p>nowhere [2] - 67:3, 89:22</p> <p>nuisance [1] - 82:25</p> <p>number [5] - 18:12, 30:13, 55:2, 59:25, 92:13</p> <p>numbers [1] - 19:9</p> <p style="text-align: center;">O</p> <p>obscenities [1] - 22:9</p> <p>obvious [2] - 57:16, 57:18</p> <p>obviously [4] - 25:17, 37:19, 54:25, 75:16</p> <p>occupy [1] - 30:9</p> <p>occur [1] - 15:25</p> <p>Ocean [2] - 86:13, 86:15</p> <p>OF [1] - 3:2</p> <p>off-peak [1] - 11:17</p> <p>offered [2] - 57:8, 57:21</p> <p>offering [1] - 43:12</p> <p>offices [1] - 27:22</p> <p>official [1] - 8:5</p> <p>officials [2] - 5:21, 44:7</p> <p>offset [2] - 14:5, 80:18</p> <p>often [1] - 87:22</p> <p>Ogden [4] - 40:15, 40:25, 84:13, 84:23</p> <p>old [1] - 29:22</p> <p>Olenschneider [1] - 25:10</p> <p>Olenschleiger [2] - 60:5, 60:8</p> <p>on-and-off [1] - 39:15</p> <p>once [2] - 20:13, 75:4</p> <p>one [37] - 9:24, 10:11, 10:12, 11:20, 17:25, 18:3, 30:20, 34:9, 34:19, 34:24, 38:5, 48:12, 51:9, 55:2, 55:9, 57:7, 57:14, 61:10, 69:3, 69:14, 71:19, 72:10, 72:15, 74:11, 75:17, 75:18, 76:7, 77:4, 77:20, 80:24, 82:3, 82:13, 83:7, 86:2, 87:6, 88:19</p> <p>one-lane [1] - 74:11</p> <p>one-way [1] - 48:12</p> <p>online [5] - 5:4, 18:5, 47:10, 48:4, 58:7</p> <p>open [7] - 29:23, 45:5, 46:16, 76:24, 76:25, 84:19, 85:7</p>
N				
<p>name [38] - 3:3, 4:2, 6:12, 20:11, 20:17, 22:25, 23:18, 23:21,</p>				

<p>operate [12] - 9:13, 10:11, 10:12, 10:22, 11:4, 11:7, 11:10, 11:13, 11:16, 11:18, 12:11, 45:4</p> <p>operated [2] - 9:14, 51:12</p> <p>operating [1] - 51:17</p> <p>operation [4] - 14:8, 14:15, 43:22, 63:22</p> <p>operational [1] - 69:22</p> <p>operations [1] - 11:6</p> <p>opportunities [1] - 43:24</p> <p>opportunity [8] - 6:17, 8:7, 20:24, 23:19, 39:4, 44:9, 47:15, 76:10</p> <p>opposition [1] - 28:23</p> <p>option [3] - 26:9, 57:14, 62:25</p> <p>options [2] - 57:19, 62:19</p> <p>OR [1] - 1:4</p> <p>oral [11] - 5:17, 5:19, 7:4, 8:2, 8:7, 8:16, 8:20, 17:22, 20:9, 22:21, 23:7</p> <p>Order [1] - 13:13</p> <p>order [1] - 20:9</p> <p>orderly [1] - 6:16</p> <p>organization [1] - 62:4</p> <p>organizer [1] - 22:10</p> <p>oriented [1] - 64:7</p> <p>ought [1] - 46:19</p> <p>outcome [1] - 93:14</p> <p>outlined [1] - 9:4</p> <p>outreach [1] - 53:20</p> <p>outside [1] - 34:17</p> <p>overall [3] - 25:15, 25:19, 27:3</p> <p>overburdened [1] - 63:5</p> <p>overdue [1] - 28:14</p> <p>overhauls [1] - 13:8</p> <p>overview [3] - 5:10, 6:25, 17:19</p> <p>owls [2] - 36:17, 36:20</p> <p>own [1] - 35:19</p> <p>owned [3] - 9:14, 26:12, 26:18</p> <p>owner [1] - 82:16</p>	<p>6:22, 7:13, 7:16, 7:22, 16:25, 17:24, 20:5</p> <p>P.O [2] - 18:17, 92:22</p> <p>pack [1] - 68:15</p> <p>PAGE [2] - 3:3, 94:7</p> <p>page [2] - 9:5, 21:23</p> <p>Page [1] - 25:20</p> <p>paid [3] - 35:24, 67:24, 69:12</p> <p>pain [1] - 44:3</p> <p>Pandemic [1] - 37:20</p> <p>pandemic [1] - 44:3</p> <p>panel [1] - 8:15</p> <p>panelists [3] - 4:13, 4:21, 20:22</p> <p>pans [2] - 79:18, 81:22</p> <p>Pappas [5] - 3:11, 23:13, 56:11, 56:14</p> <p>pappas [1] - 56:11</p> <p>PAPPAS [6] - 56:13, 56:16, 56:19, 56:21, 57:3, 58:10</p> <p>parallel [3] - 50:18, 50:21, 73:22</p> <p>parameters [1] - 14:17</p> <p>park [1] - 33:14</p> <p>parked [1] - 90:12</p> <p>parking [4] - 33:17, 39:15, 76:10</p> <p>Parks [1] - 65:7</p> <p>part [4] - 8:11, 15:23, 46:14, 86:7</p> <p>partial [1] - 75:22</p> <p>participants [1] - 8:22</p> <p>participation [1] - 17:13</p> <p>particular [1] - 27:16</p> <p>particularly [2] - 43:25, 63:12</p> <p>parties [1] - 93:12</p> <p>partner [2] - 69:25, 74:25</p> <p>partners [1] - 69:3</p> <p>parts [1] - 40:3</p> <p>pass [1] - 9:17</p> <p>passed [1] - 53:16</p> <p>passenger [6] - 51:11, 62:16, 86:19, 87:8, 87:18, 88:8</p> <p>passengers [1] - 11:11</p> <p>passing [1] - 30:7</p> <p>past [1] - 35:15</p> <p>PATCO [19] - 2:9, 10:3, 24:12, 36:14, 37:17, 43:17, 49:5, 50:13, 50:19, 50:22, 51:4, 51:9, 51:22, 52:2, 52:4, 52:8,</p>	<p>52:12, 52:22, 63:16</p> <p>PATCO's [1] - 2:11</p> <p>PATEL [1] - 2:15</p> <p>Patel [1] - 4:19</p> <p>patience [1] - 71:5</p> <p>patient [1] - 68:20</p> <p>pay [1] - 72:22</p> <p>peacefulness [1] - 35:9</p> <p>peak [3] - 11:17, 48:8</p> <p>Penn [1] - 72:21</p> <p>people [42] - 19:14, 30:9, 31:6, 31:15, 31:20, 32:2, 32:5, 33:13, 34:23, 34:24, 35:25, 36:6, 38:6, 43:13, 53:21, 54:9, 54:16, 54:25, 55:11, 55:15, 55:16, 70:20, 70:24, 75:19, 76:12, 77:5, 78:15, 80:2, 80:23, 82:22, 83:3, 83:10, 86:22, 86:24, 87:14, 88:18, 88:20, 90:7, 90:10, 90:11, 90:16, 91:11</p> <p>people's [2] - 70:20, 90:23</p> <p>per [3] - 11:11, 52:6, 52:8</p> <p>perform [1] - 13:7</p> <p>performance [1] - 69:6</p> <p>performed [1] - 52:9</p> <p>perhaps [2] - 74:20, 74:23</p> <p>period [5] - 6:21, 7:18, 11:18, 16:23, 90:20</p> <p>periodically [1] - 23:3</p> <p>periods [1] - 39:18</p> <p>permits [2] - 8:23, 65:4</p> <p>person [2] - 23:6, 86:2</p> <p>personal [3] - 22:8, 49:8, 62:19</p> <p>perspective [1] - 83:16</p> <p>Peter [10] - 3:8, 24:2, 38:25, 39:2, 41:4, 59:12, 75:13, 78:6, 84:6, 85:17</p> <p>Petty [2] - 1:13, 93:4</p> <p>phase [3] - 8:13, 13:23, 14:11</p> <p>Phelan [3] - 3:11, 52:25, 53:2</p> <p>PHELAN [1] - 53:2</p> <p>Philadelphia [7] - 33:16, 37:18, 49:3, 51:7, 63:15, 72:20,</p>	<p>84:2</p> <p>Philly [1] - 87:9</p> <p>phone [22] - 18:10, 19:9, 22:21, 23:16, 32:12, 33:24, 42:6, 44:19, 44:23, 47:5, 56:6, 56:7, 56:16, 58:16, 59:7, 59:17, 60:11, 60:23, 66:7, 66:18, 73:11, 73:12</p> <p>phonetic [1] - 60:6</p> <p>pick [1] - 92:15</p> <p>picture [3] - 75:24, 77:6, 77:15</p> <p>Pitman [10] - 30:12, 30:13, 30:21, 31:8, 32:22, 40:18, 76:19, 85:23, 86:10, 87:11</p> <p>Pittman [1] - 9:22</p> <p>place [11] - 7:11, 12:14, 14:10, 40:20, 43:2, 46:6, 49:25, 64:5, 87:15, 90:13</p> <p>placed [1] - 39:11</p> <p>places [1] - 86:14</p> <p>plan [2] - 51:21, 52:15</p> <p>planned [2] - 39:12, 52:15</p> <p>planner [1] - 27:24</p> <p>Planning [1] - 2:4</p> <p>plans [3] - 38:12, 57:13, 57:14</p> <p>platform [6] - 8:23, 11:24, 11:25, 12:2, 12:4, 37:2</p> <p>platforms [1] - 11:22</p> <p>pleasure [1] - 5:25</p> <p>plus [1] - 83:10</p> <p>point [8] - 17:7, 26:5, 31:9, 38:18, 49:22, 50:8, 53:6, 90:20</p> <p>police [1] - 30:21</p> <p>policies [1] - 64:5</p> <p>policy [1] - 46:17</p> <p>polluting [1] - 40:11</p> <p>pollution [7] - 29:24, 33:6, 38:2, 48:18, 48:20, 49:10, 71:25</p> <p>Pollution [1] - 65:10</p> <p>populations [1] - 63:13</p> <p>Port [4] - 2:6, 2:9, 4:4, 4:16</p> <p>portion [1] - 26:17</p> <p>positive [1] - 27:17</p> <p>possibility [2] - 51:22, 52:13</p> <p>possible [1] - 44:8</p> <p>possibly [4] - 26:15, 31:13, 33:18, 35:8</p>	<p>potential [9] - 13:17, 13:20, 14:5, 15:2, 15:6, 15:8, 15:12, 15:25, 16:14</p> <p>potentially [1] - 30:14</p> <p>practices [1] - 14:6</p> <p>pre [1] - 71:8</p> <p>pre-registered [1] - 71:8</p> <p>predominantly [1] - 68:8</p> <p>preexisting [1] - 25:18</p> <p>preliminary [3] - 14:3, 14:21, 16:12</p> <p>premise [1] - 51:24</p> <p>Presbyterian [1] - 72:21</p> <p>present [1] - 58:7</p> <p>presentation [6] - 5:10, 5:12, 5:20, 6:25, 17:19, 30:5</p> <p>presented [1] - 30:5</p> <p>preserved [1] - 10:20</p> <p>president [2] - 42:12, 61:25</p> <p>press [4] - 23:2, 44:22, 47:5, 58:16</p> <p>pressing [1] - 22:22</p> <p>prevent [1] - 52:22</p> <p>prevention [5] - 29:13, 37:13, 51:21, 52:8, 52:11</p> <p>previously [1] - 20:4</p> <p>primarily [1] - 62:22</p> <p>printer [1] - 19:4</p> <p>prioritized [1] - 69:8</p> <p>Priority [1] - 45:18</p> <p>prison [1] - 67:23</p> <p>private [3] - 26:16, 45:14, 62:7</p> <p>privately [1] - 26:12</p> <p>privately-owned [1] - 26:12</p> <p>privilege [1] - 70:10</p> <p>problem [1] - 58:8</p> <p>proceed [1] - 20:18</p> <p>proceedings [1] - 8:6</p> <p>process [3] - 8:19, 65:3, 65:11</p> <p>professional [1] - 27:23</p> <p>Program [1] - 2:13</p> <p>programs [1] - 64:4</p> <p>Project [8] - 2:15, 4:5, 4:15, 5:13, 8:9, 43:7, 44:4, 62:13</p> <p>PROJECT [1] - 1:3</p> <p>project [56] - 5:11, 5:14, 5:20, 6:19, 7:2, 8:12, 8:18, 8:20,</p>
P				
<p>P-A-P-P-A-S [1] - 58:11</p> <p>P-H-E-L-A-N [1] - 53:3</p> <p>p.m [12] - 1:8, 6:9,</p>				

<p>8:25, 9:2, 9:3, 9:5, 13:11, 13:18, 13:19, 13:24, 14:5, 15:7, 16:10, 16:11, 16:17, 16:21, 17:3, 17:10, 17:11, 18:6, 18:11, 18:20, 18:24, 19:3, 19:10, 19:12, 19:13, 20:2, 20:12, 20:19, 21:23, 23:23, 24:10, 25:15, 44:8, 49:2, 50:6, 50:9, 50:25, 57:25, 65:4, 69:3, 69:25, 70:22, 71:21, 84:3, 85:20, 86:9, 92:9, 92:11</p> <p>project's [4] - 8:11, 14:4, 14:24, 65:14</p> <p>projected [2] - 15:23, 58:2</p> <p>promised [2] - 80:6, 80:13</p> <p>promote [1] - 64:3</p> <p>promoting [1] - 42:18</p> <p>propel [1] - 64:19</p> <p>proper [1] - 32:4</p> <p>properly [1] - 30:10</p> <p>property [6] - 31:22, 35:5, 35:7, 45:14, 54:24, 63:2, 72:25, 80:18</p> <p>proponent [1] - 67:11</p> <p>proposed [13] - 6:19, 8:2, 9:9, 9:23, 10:5, 11:24, 12:19, 14:16, 14:20, 45:7, 45:10, 64:8, 85:13</p> <p>propulsion [1] - 12:10</p> <p>Protection [1] - 65:7</p> <p>proven [1] - 64:21</p> <p>provide [13] - 7:25, 8:6, 21:12, 21:17, 22:21, 22:24, 43:23, 61:8, 61:10, 63:24, 64:8, 85:13, 85:14</p> <p>provided [6] - 8:19, 19:5, 19:25, 21:16, 32:5, 58:5</p> <p>provides [3] - 5:10, 28:20, 62:14</p> <p>providing [3] - 21:19, 63:15, 68:11</p> <p>public [29] - 4:11, 5:2, 6:4, 6:13, 6:21, 7:8, 7:11, 7:18, 7:24, 8:5, 8:6, 8:17, 8:18, 8:24, 13:16, 16:18, 17:14, 17:21, 18:3, 22:5, 22:13, 23:4, 26:13, 36:7, 36:11, 54:6,</p>	<p>55:14, 62:6, 92:20</p> <p>PUBLIC [1] - 1:2</p> <p>Public [2] - 18:16, 93:5</p> <p>public's [1] - 6:17</p> <p>publicinvolvement@glassborocamdenline.com [1] - 19:23</p> <p>published [1] - 6:19</p> <p>purchasing [1] - 87:7</p> <p>purpose [2] - 4:25, 25:24</p> <p>pushing [1] - 83:17</p> <p>put [9] - 36:23, 49:25, 73:5, 79:4, 80:9, 80:12, 82:4, 88:15, 90:18</p> <p>putting [1] - 83:7</p>	<p>46:17, 46:22, 47:21, 49:23, 50:5, 50:13, 51:4, 51:5, 51:23, 52:12, 52:17, 62:10, 62:16, 62:18, 62:22, 65:19, 67:18, 75:24, 75:25, 76:18, 77:16, 79:21, 83:4, 83:6, 84:12, 85:23</p> <p>railroad [1] - 72:9</p> <p>Railroad [2] - 48:6, 48:13</p> <p>rails [2] - 39:13, 79:18</p> <p>railway [1] - 45:25</p> <p>raise [3] - 22:23, 23:20, 47:10</p> <p>Rand [2] - 9:25, 51:17</p> <p>Ravine [1] - 45:18</p> <p>reach [1] - 78:13</p> <p>reactivated [1] - 28:10</p> <p>READ [1] - 94:7</p> <p>read [1] - 58:3</p> <p>reading [1] - 48:3</p> <p>ready [1] - 55:24</p> <p>reaffirm [1] - 49:22</p> <p>reality [1] - 29:7</p> <p>really [20] - 26:19, 37:4, 37:20, 38:4, 46:14, 46:20, 54:12, 54:18, 54:23, 55:19, 67:11, 70:19, 71:2, 86:9, 86:23, 87:2, 91:11, 91:17, 91:25</p> <p>reason [3] - 46:24, 80:10, 87:4</p> <p>reasonable [2] - 14:18, 41:2</p> <p>reasons [3] - 43:9, 44:5, 57:16</p> <p>receive [2] - 5:2, 68:13</p> <p>received [4] - 7:21, 16:22, 17:4, 70:14</p> <p>recently [1] - 67:7</p> <p>recognize [1] - 46:12</p> <p>reconstructed [2] - 39:7, 39:14</p> <p>record [6] - 8:12, 8:20, 20:25, 69:19, 69:21, 93:9</p> <p>recorded [4] - 6:12, 9:6, 21:7, 33:9</p> <p>recoup [1] - 69:11</p> <p>recover [1] - 44:2</p> <p>rectified [1] - 57:22</p> <p>red [1] - 33:4</p> <p>reduce [4] - 15:2, 16:14, 77:13, 77:14</p> <p>reduction [1] - 63:7</p> <p>reevaluated [2] - 38:9, 38:19</p>	<p>refine [2] - 14:23, 16:9</p> <p>refinements [2] - 14:25, 16:13</p> <p>refrain [1] - 22:6</p> <p>refreshments [1] - 85:15</p> <p>regarding [3] - 17:24, 25:16, 76:12</p> <p>region [4] - 28:18, 43:12, 43:25, 63:6</p> <p>Regional [2] - 2:4, 64:6</p> <p>regions [1] - 63:25</p> <p>registered [8] - 5:19, 7:24, 8:21, 20:10, 21:14, 23:6, 61:14, 71:8</p> <p>registration [2] - 22:15, 61:9</p> <p>regulated [1] - 52:22</p> <p>regulations [1] - 52:14</p> <p>regulatory [1] - 52:18</p> <p>related [1] - 93:11</p> <p>Relations [1] - 2:19</p> <p>released [2] - 67:7, 69:5</p> <p>relevant [1] - 24:13</p> <p>relieve [2] - 76:2, 76:6</p> <p>relying [1] - 26:16</p> <p>remaining [1] - 22:18</p> <p>remains [1] - 28:11</p> <p>remediation [2] - 15:18, 63:4</p> <p>remember [1] - 24:8</p> <p>remind [1] - 23:3</p> <p>remove [1] - 22:11</p> <p>removed [3] - 46:2, 46:7, 46:18</p> <p>removes [1] - 46:9</p> <p>removing [1] - 46:4</p> <p>rendered [1] - 67:6</p> <p>reopen [1] - 68:23</p> <p>repeatedly [1] - 69:24</p> <p>replace [2] - 77:7, 78:3</p> <p>replacing [1] - 36:25</p> <p>report [1] - 17:5</p> <p>Report [1] - 25:20</p> <p>reported [1] - 1:13</p> <p>reporter [1] - 93:4</p> <p>represent [2] - 14:17, 62:6</p> <p>representing [1] - 59:21</p> <p>request [2] - 21:15, 61:11</p> <p>require [4] - 51:10, 51:14, 65:4, 65:12</p> <p>required [2] - 51:2,</p>	<p>51:25</p> <p>requirements [1] - 74:5</p> <p>requires [1] - 51:6</p> <p>rescinded [1] - 68:14</p> <p>reserves [1] - 22:10</p> <p>resident [7] - 27:19, 27:20, 30:11, 41:10, 47:16, 82:19, 83:24</p> <p>residential [6] - 34:16, 54:9, 79:11, 80:21, 88:25, 90:22</p> <p>residents [6] - 28:24, 38:23, 54:20, 57:9, 57:10, 59:23</p> <p>Resource [1] - 65:6</p> <p>resources [1] - 15:19</p> <p>respond [1] - 8:15</p> <p>response [54] - 23:10, 23:14, 23:25, 24:4, 25:3, 25:11, 27:10, 32:13, 32:16, 33:22, 33:25, 34:3, 37:8, 41:6, 42:4, 42:8, 44:13, 44:15, 44:17, 44:21, 47:3, 47:8, 56:4, 56:10, 56:12, 58:14, 58:18, 58:21, 59:4, 59:8, 59:13, 59:15, 60:7, 60:9, 60:13, 60:15, 60:17, 60:19, 60:21, 60:25, 61:3, 61:5, 61:16, 66:5, 66:10, 66:12, 66:14, 66:16, 66:22, 73:9, 73:13, 73:16, 78:8, 82:10</p> <p>responses [1] - 20:2</p> <p>responsibilities [1] - 69:23</p> <p>responsible [1] - 68:19</p> <p>rest [3] - 28:12, 57:18, 83:19</p> <p>restoring [1] - 62:16</p> <p>result [6] - 13:24, 14:14, 14:25, 15:21, 16:13, 28:5</p> <p>resulting [1] - 50:10</p> <p>resurgence [1] - 71:23</p> <p>return [4] - 38:5, 68:22, 80:5, 80:6</p> <p>review [4] - 8:12, 13:14, 31:5, 65:11</p> <p>revitalization [1] - 64:22</p> <p>Rhodes [5] - 3:13, 32:15, 58:23, 66:24, 67:2</p> <p>RHODES [1] - 66:25</p>
Q				
	<p>Q&A [6] - 21:15, 22:16, 61:11, 71:13, 82:5, 88:15</p> <p>quality [3] - 15:8, 15:12, 42:22</p> <p>question-and-answer [1] - 53:6</p> <p>questionable [2] - 68:12, 69:9</p> <p>questions [8] - 8:15, 20:20, 24:19, 25:16, 33:8, 53:4, 57:5, 58:6</p> <p>queue [3] - 82:3, 82:8, 88:13</p> <p>quick [2] - 61:6, 89:14</p> <p>quickly [2] - 47:12, 59:20</p> <p>quiet [4] - 34:9, 34:18, 35:9, 54:8</p> <p>quite [3] - 33:17, 47:22, 78:12</p>			
R				
	<p>R-H-O-D-E-S [1] - 67:2</p> <p>R-I-T-Z-L-E-R [1] - 49:20</p> <p>R-O-G-E-R [1] - 37:12</p> <p>Rail [2] - 27:25, 67:8</p> <p>rail [49] - 9:9, 12:7, 15:14, 25:18, 26:3, 26:9, 26:13, 26:17, 27:4, 28:4, 28:6, 28:8, 28:9, 29:6, 29:19, 35:20, 39:10, 41:20, 41:24, 45:7, 45:10, 45:23, 46:11,</p>			

<p>ride [2] - 47:19, 54:10 riders [1] - 10:6 ridership [8] - 35:17, 36:3, 36:13, 37:13, 37:21, 38:21, 67:19 Ridge [1] - 86:11 right-of-way [2] - 46:13, 46:19 Ritzler [3] - 3:10, 49:18, 49:20 RITZLER [1] - 49:19 River [10] - 2:6, 2:9, 4:16, 9:11, 10:3, 11:8, 12:9, 43:18, 47:19, 63:17 river [1] - 64:2 Road [4] - 32:24, 33:19, 74:13, 84:24 road [2] - 39:17, 72:10 roads [6] - 40:6, 40:17, 40:23, 43:11, 74:24, 77:8 roadways [2] - 63:5, 63:8 Roan [8] - 64:10, 64:16, 64:18, 68:8, 74:19, 74:21, 75:2, 81:14 ROGER [1] - 37:10 Roger [2] - 3:7, 37:9 role [1] - 6:15 room [1] - 86:6 route [4] - 26:23, 39:6, 79:9, 88:24 Route [11] - 33:13, 39:7, 39:8, 74:13, 74:14, 76:4, 79:4, 83:7, 84:24 routes [4] - 10:4, 43:20, 63:19, 81:10 routine [1] - 46:7 ruled [1] - 70:6 rules [3] - 5:16, 7:3, 17:21 run [4] - 69:17, 76:14, 76:15, 89:25 running [3] - 30:19, 34:15, 68:8 Rutgers [3] - 64:11, 64:16, 68:7 Ryan [4] - 3:5, 25:12, 25:13, 27:8</p> <p style="text-align: center;">S</p> <p>S-H-E [1] - 24:23 S-P-E-T-H [1] - 39:3 safely [1] - 84:10 safety [4] - 43:21,</p>	<p>57:17, 69:19, 69:21 saw [2] - 87:10, 87:11 scenario [1] - 64:25 schedule [3] - 69:2, 69:7, 74:3 scheduled [2] - 17:23, 68:4 School [2] - 64:18, 84:12 school [5] - 30:22, 30:23, 76:23, 84:18, 85:5 schools [1] - 40:7 Sciences [1] - 64:13 Scott [4] - 3:9, 44:24, 44:25, 46:25 screen [3] - 21:3, 58:25, 61:19 screwed [1] - 91:10 Sean [3] - 33:21, 60:20, 61:2 second [6] - 10:20, 11:4, 52:2, 56:3, 57:12, 61:14 secondary [1] - 50:14 seconds [1] - 21:4 section [1] - 53:9 sectors [1] - 62:7 see [15] - 23:11, 31:21, 34:20, 36:2, 36:21, 37:20, 38:5, 38:21, 49:8, 58:23, 59:16, 61:17, 84:5, 84:21, 84:22 segments [1] - 46:22 select [1] - 52:17 selection [1] - 50:4 senator [1] - 67:10 send [2] - 67:6, 68:20 sending [1] - 18:14 Senior [2] - 2:13, 5:13 sense [3] - 25:18, 28:9, 38:17 serious [1] - 67:4 served [1] - 62:17 serves [1] - 28:16 service [13] - 9:11, 9:15, 9:16, 26:13, 28:6, 28:9, 28:10, 51:21, 51:25, 52:15, 62:10, 62:16, 65:19 Service [1] - 65:9 serviced [1] - 62:18 set [4] - 11:12, 13:12, 79:2, 93:8 sets [7] - 11:10, 39:25, 40:4, 40:5, 77:2, 84:19, 85:8 seven [13] - 11:14, 40:2, 40:8, 40:10,</p>	<p>76:22, 77:2, 77:19, 78:15, 78:17, 84:16, 84:20, 84:25, 85:9 several [6] - 5:21, 40:17, 47:18, 51:8, 53:10, 54:20 severe [1] - 30:8 severely [1] - 48:15 Sewell [3] - 71:24, 74:9, 76:19 shake [1] - 86:4 SHANAHAN [1] - 2:19 Shanahan [1] - 4:22 share [1] - 70:17 shared [2] - 9:24, 26:11 sharp [1] - 6:8 SHE [3] - 24:7, 24:16, 24:22 sheer [1] - 30:6 SHEET [1] - 94:2 short [1] - 86:14 SHOULD [1] - 94:7 show [2] - 6:24, 85:11 showing [1] - 5:9 shown [1] - 29:3 shuttered [1] - 68:23 side [8] - 11:25, 12:4, 30:20, 50:18, 50:20, 59:3, 85:6, 87:20 sign [2] - 21:9, 21:13 signed [1] - 54:22 significant [3] - 31:21, 63:9, 64:21 significantly [2] - 67:15, 67:21 signing [1] - 21:10 Siller [4] - 23:9, 23:12, 56:2, 56:9 similar [4] - 9:10, 11:7, 12:8, 37:17 single [5] - 30:7, 30:15, 32:8, 63:9, 73:25 sit [3] - 34:17, 34:20, 36:16 Site [1] - 45:19 site [1] - 12:21 sites [2] - 9:5, 15:16 sitting [1] - 17:18 situation [1] - 49:8 situations [1] - 36:15 six [3] - 31:8, 31:12, 45:4 sized [1] - 62:5 Skoy [4] - 47:2, 47:7, 66:18, 66:21 Slack [2] - 24:3, 59:12 slower [2] - 89:7, 89:9</p>	<p>small [1] - 75:10 smart [1] - 64:4 SNJDC [1] - 65:16 soccer [1] - 71:23 social [2] - 84:10, 86:25 soil [1] - 15:17 someone [3] - 59:16, 87:19, 87:25 Somerset [1] - 86:11 sometimes [1] - 55:6 somewhere [1] - 54:17 soon [2] - 38:20, 44:8 sorry [1] - 56:21 sort [4] - 46:2, 46:3, 46:5, 54:15 sound [3] - 28:17, 74:6, 76:21 sounds [2] - 47:21, 56:25 south [3] - 9:18, 12:19, 13:5 South [3] - 27:5, 43:8, 54:6 southern [2] - 12:3, 62:11 Southern [4] - 28:18, 62:8, 64:23, 65:20 space [3] - 10:19, 45:5, 46:16 spaced [1] - 11:20 spaces [1] - 64:15 Spanish [2] - 21:25, 22:3 speaker [1] - 23:8 speakers [5] - 5:18, 20:7, 20:24, 22:6, 22:11 SPEAKERS [1] - 3:2 speaking [1] - 53:13 species [1] - 45:15 specific [1] - 20:19 specifically [4] - 26:12, 49:24, 57:8, 57:10 specifics [1] - 25:22 Speed [1] - 63:17 Speedline [2] - 10:3, 43:18 spell [4] - 20:16, 24:20, 49:14, 58:9 spend [1] - 81:21 spending [2] - 70:21, 79:15 spent [2] - 67:18, 79:17 Speth [5] - 3:8, 38:25, 39:3, 75:13, 84:6 SPETH [9] - 39:2,</p>	<p>75:14, 84:7 spoken [1] - 74:25 stand [1] - 84:14 Standard [6] - 6:22, 7:13, 7:17, 7:22, 17:2, 20:6 standards [1] - 22:12 star [24] - 22:22, 23:2, 23:16, 32:12, 33:24, 42:5, 44:19, 44:22, 44:23, 47:5, 47:6, 56:6, 56:7, 58:16, 58:17, 60:11, 60:12, 60:23, 60:24, 66:8, 66:18, 66:19, 73:11, 73:12 start [5] - 23:5, 33:14, 53:18, 66:7, 71:16 started [2] - 6:20, 34:24 startling [1] - 9:18 state [5] - 20:16, 43:4, 46:19, 64:14, 69:4 State [11] - 13:12, 28:12, 35:19, 43:8, 64:6, 68:5, 68:18, 74:5, 81:23, 90:16, 93:5 statement [3] - 17:5, 18:4, 22:14 STATEMENT [1] - 1:4 Statement [3] - 6:6, 7:9, 17:16 states [2] - 28:20, 45:19 station [12] - 9:24, 11:23, 11:25, 12:2, 26:24, 28:21, 29:2, 29:5, 32:25, 33:13, 83:15, 86:17 Station [2] - 12:20, 32:22 stations [5] - 9:23, 11:20, 45:13, 83:12, 85:13 stenographer [3] - 20:17, 21:7, 58:9 Stephen [1] - 80:7 steps [2] - 16:17, 23:4 Steve [1] - 67:10 still [3] - 80:10, 81:8, 81:19 stimulus [1] - 63:24 stop [4] - 38:15, 40:11, 40:22, 70:25 stopping [3] - 72:6, 84:16, 85:3 stops [2] - 74:9, 77:19 stopwatch [1] - 85:3 storage [5] - 12:13,</p>	11
---	---	---	---	--	----

<p>12:18, 13:2, 13:4, 13:9</p> <p>store [2] - 12:22, 13:6</p> <p>strange [1] - 87:13</p> <p>strategic [1] - 62:21</p> <p>street [6] - 37:2, 48:12, 50:20, 72:19, 85:23, 89:11</p> <p>Street [5] - 13:6, 40:15, 72:17, 74:10, 82:18</p> <p>streets [2] - 46:15, 77:4</p> <p>stress [1] - 39:17</p> <p>strongly [1] - 62:12</p> <p>structural [1] - 57:16</p> <p>structure [1] - 57:18</p> <p>Stuart [2] - 3:6, 32:18</p> <p>students [3] - 74:20, 74:21, 75:3</p> <p>study [5] - 5:3, 19:7, 55:11, 67:4</p> <p>Study [1] - 67:8</p> <p>stuff [6] - 36:18, 79:6, 79:8, 80:12, 90:2, 90:25</p> <p>STV [2] - 2:4, 5:14</p> <p>submit [4] - 8:7, 8:24, 21:21, 61:11</p> <p>submitted [2] - 8:10, 19:22</p> <p>subsidies [2] - 35:22, 35:23</p> <p>substantial [1] - 68:13</p> <p>successful [1] - 65:18</p> <p>sufficient [2] - 52:20, 52:21</p> <p>suggest [1] - 31:13</p> <p>suing [1] - 69:11</p> <p>summarize [1] - 67:5</p> <p>summary [2] - 8:18, 83:16</p> <p>super [1] - 85:19</p> <p>supervision [1] - 52:19</p> <p>support [6] - 24:9, 25:8, 25:15, 27:16, 29:6, 43:5</p> <p>supportive [1] - 27:3</p> <p>supports [2] - 62:12, 65:16</p> <p>suppose [1] - 26:25</p> <p>supposed [2] - 31:7, 41:15</p> <p>surely [1] - 75:8</p> <p>surrounding [2] - 34:21, 64:2</p> <p>Susan [4] - 1:13, 44:16, 44:20, 93:4</p> <p>Susanne [1] - 66:15</p>	<p>sustainable [3] - 35:19, 36:22, 90:15</p> <p>sustained [1] - 68:2</p> <p>Sweeney [2] - 67:10, 80:7</p> <p>sworn [1] - 93:8</p> <p>system [12] - 9:9, 12:12, 43:23, 49:23, 50:10, 51:4, 51:9, 63:23, 70:7, 77:16, 89:17, 89:22</p> <p>System [1] - 10:5</p> <p>systems [3] - 10:19, 42:25, 77:10</p>	<p>16:25</p> <p>tireless [1] - 62:9</p> <p>Tobin [3] - 3:14, 73:18, 73:20</p> <p>TOBIN [1] - 73:19</p> <p>today [5] - 6:9, 21:6, 43:4, 43:22, 45:9</p> <p>today's [4] - 6:13, 17:23, 18:4, 61:10</p> <p>together [1] - 70:25</p> <p>Tom [4] - 44:12, 44:14, 66:11, 68:13</p> <p>tonight [2] - 20:20, 44:10</p> <p>tonight's [1] - 20:7</p> <p>took [2] - 13:19, 79:5</p> <p>top [1] - 55:25</p> <p>total [1] - 30:17</p> <p>totally [3] - 31:25, 54:21, 67:9</p> <p>town [6] - 30:23, 38:15, 53:25, 72:11, 74:16, 86:21</p> <p>towns [2] - 28:3, 57:23</p> <p>Township [2] - 59:22, 82:17</p> <p>track [9] - 10:11, 10:12, 10:17, 10:18, 10:21, 11:5, 16:2, 57:11, 85:7</p> <p>trackage [1] - 50:20</p> <p>tracks [22] - 10:22, 11:3, 31:6, 31:16, 31:20, 32:6, 32:8, 32:21, 34:7, 34:15, 47:18, 57:25, 73:22, 78:10, 83:9, 85:22, 85:23, 86:8, 86:18, 86:22, 87:11, 87:20</p> <p>traffic [26] - 33:18, 35:15, 40:22, 40:24, 48:10, 49:10, 63:8, 72:5, 76:2, 76:3, 76:5, 76:6, 77:3, 77:13, 77:19, 79:3, 80:22, 84:14, 84:16, 84:22, 85:3, 87:3, 87:24, 90:6, 91:16</p> <p>trail [1] - 45:21</p> <p>trails [1] - 45:4</p> <p>train [33] - 11:11, 16:6, 31:11, 31:15, 31:20, 32:21, 33:15, 34:10, 35:3, 37:15, 37:25, 39:24, 39:25, 47:23, 48:10, 51:16, 54:11, 71:25, 72:5, 73:4, 73:5, 73:22, 74:2, 74:8, 80:24, 82:24, 83:15, 83:24, 85:24,</p>	<p>87:22, 88:2, 88:21</p> <p>train's [1] - 72:18</p> <p>training [1] - 64:15</p> <p>trains [13] - 30:6, 30:14, 30:19, 32:8, 32:20, 48:7, 48:24, 49:5, 52:6, 59:25, 76:14, 89:8, 91:17</p> <p>transactions [1] - 69:9</p> <p>transcript [2] - 93:9, 94:5</p> <p>transfer [2] - 51:7, 72:23</p> <p>transfers [1] - 10:2</p> <p>Transit [19] - 2:13, 2:15, 4:9, 4:18, 4:20, 10:3, 20:21, 24:12, 26:23, 43:18, 43:19, 50:22, 63:17, 69:4, 69:6, 69:12, 69:14, 69:17, 74:19</p> <p>transit [7] - 50:5, 51:5, 62:19, 63:13, 63:18, 64:7, 74:22</p> <p>Transit's [3] - 9:10, 11:8, 12:8</p> <p>transit-dependent [1] - 63:13</p> <p>transit-oriented [1] - 64:7</p> <p>translate [1] - 22:3</p> <p>translation [1] - 21:24</p> <p>transportation [18] - 28:14, 36:7, 36:11, 42:24, 43:13, 54:6, 62:24, 64:9, 67:16, 69:18, 77:10, 78:3, 81:11, 81:17, 85:14, 89:4, 89:22, 90:15</p> <p>Transportation [2] - 9:25, 51:18</p> <p>travel [2] - 43:17, 64:10</p> <p>travelers [1] - 51:6</p> <p>tree [4] - 36:17, 36:20, 45:12, 46:10</p> <p>trees [7] - 15:19, 45:10, 45:25, 46:4, 46:13, 46:15, 46:18</p> <p>Trenton [1] - 63:16</p> <p>tri [1] - 62:10</p> <p>tripling [1] - 37:24</p> <p>trips [1] - 69:13</p> <p>trouble [1] - 71:3</p> <p>true [1] - 93:9</p> <p>Trump [1] - 67:12</p> <p>trunk [2] - 52:4, 52:8</p> <p>try [5] - 59:6, 67:5, 76:3, 76:5, 80:4</p> <p>Tuesday [3] - 7:12,</p>	<p>16:19, 49:21</p> <p>turn [2] - 54:10, 81:6</p> <p>TV [1] - 86:6</p> <p>two [14] - 10:8, 10:19, 10:22, 11:3, 11:10, 11:21, 11:22, 12:14, 27:16, 40:7, 51:14, 72:9, 75:16, 82:13</p> <p>Tylers [2] - 32:24, 33:19</p> <p>Tylers-Mill [2] - 32:24, 33:19</p> <p>type [3] - 21:15, 39:17, 71:13</p> <p>typical [2] - 12:3, 12:5</p> <p>typically [1] - 46:10</p>
T				
<p>T-O-B-I-N [1] - 73:20</p> <p>tab [2] - 22:16, 61:11</p> <p>tables [1] - 30:4</p> <p>target [1] - 26:4</p> <p>tax [3] - 38:4, 68:13, 69:20</p> <p>taxes [3] - 38:22, 80:15, 80:18</p> <p>taxpayers [2] - 35:24, 67:23</p> <p>team [9] - 8:12, 8:25, 13:19, 15:7, 16:21, 17:3, 20:2, 20:12, 23:23</p> <p>technical [1] - 56:22</p> <p>Technology [1] - 81:14</p> <p>terms [1] - 51:20</p> <p>test [1] - 64:25</p> <p>testimony [4] - 21:12, 71:9, 93:7, 93:10</p> <p>testing [1] - 52:9</p> <p>THE [3] - 1:3, 37:9, 66:16</p> <p>themselves [1] - 35:25</p> <p>thereby [1] - 43:13</p> <p>thinking [1] - 37:14</p> <p>Third [1] - 70:5</p> <p>third [1] - 26:10</p> <p>thousands [1] - 42:15</p> <p>three [8] - 21:2, 21:4, 36:19, 40:5, 67:2, 84:9, 84:19, 85:8</p> <p>Three [1] - 25:20</p> <p>three-minute [1] - 21:4</p> <p>throughout [7] - 14:7, 14:10, 19:7, 21:11, 30:17, 57:22, 62:11</p> <p>thrown [1] - 87:12</p> <p>Thursday [5] - 6:9, 7:15, 7:23, 16:20,</p>				
U				
<p>U.S [1] - 9:3</p> <p>Uber [1] - 74:25</p> <p>ultimately [1] - 49:3</p> <p>un-mute [17] - 23:2, 23:16, 23:22, 32:12, 33:24, 42:6, 44:19, 47:6, 47:12, 60:12, 60:24, 61:20, 66:8, 66:20, 71:14, 73:12, 82:6</p> <p>un-muted [4] - 20:12, 20:14, 58:23, 61:18</p> <p>un-muting [1] - 71:4</p> <p>unable [1] - 77:16</p> <p>unacceptable [2] - 30:25, 31:25</p> <p>under [1] - 68:11</p> <p>underground [2] - 89:6, 89:24</p> <p>understood [1] - 53:11</p> <p>undertaking [1] - 27:3</p> <p>underutilized [1] - 62:23</p> <p>undetermined [1] - 68:9</p> <p>unequivocally [1] - 29:6</p> <p>unit [1] - 68:18</p> <p>University [5] - 64:11, 64:16, 64:17, 64:18, 74:21</p> <p>unmitigated [1] - 13:25</p> <p>unsustainable [1] - 52:2</p> <p>up [5] - 11:11, 13:3, 13:9, 21:5, 23:24, 24:5, 25:2, 27:8, 29:9, 29:17, 31:6,</p>				

<p>32:15, 33:14, 33:20, 35:8, 37:7, 38:24, 41:5, 42:3, 44:12, 47:2, 47:13, 47:23, 49:18, 50:25, 52:25, 54:22, 58:12, 58:22, 60:5, 61:4, 61:15, 65:23, 66:17, 68:15, 73:8, 73:17, 75:13, 75:19, 78:7, 79:2, 80:18, 81:13, 82:9, 83:21, 85:17, 86:11, 86:16, 88:5, 89:12, 92:15</p> <p>updated [1] - 26:25</p> <p>upset [1] - 34:22</p> <p>urged [1] - 39:21</p> <p>users [1] - 45:21</p> <p>utility [1] - 42:16</p> <p>utmost [1] - 65:13</p>	<p>verify [1] - 20:14</p> <p>versions [1] - 19:18</p> <p>via [3] - 8:22, 19:22, 63:16</p> <p>VIA [1] - 1:6</p> <p>viaduct [1] - 50:17</p> <p>vibration [3] - 16:4, 48:24, 57:17</p> <p>vibrations [1] - 35:12</p> <p>Vice [2] - 2:6, 4:3</p> <p>Victoria [2] - 18:15, 92:19</p> <p>VICTORIA [1] - 92:19</p> <p>VIDEO [1] - 1:6</p> <p>Video [1] - 17:17</p> <p>video [2] - 7:2, 7:5</p> <p>vincent [1] - 82:11</p> <p>Vincent [3] - 3:14, 82:14, 83:20</p> <p>violate [1] - 22:12</p> <p>virtual [3] - 8:17, 8:22, 68:8</p> <p>virtually [1] - 51:19</p> <p>visit [3] - 17:11, 43:3, 84:11</p> <p>visitors [1] - 68:6</p> <p>visual [1] - 46:4</p> <p>volume [1] - 30:6</p>	<p>92:9</p> <p>week [1] - 11:15</p> <p>welcome [2] - 4:11, 7:7</p> <p>Wenonah [15] - 9:21, 27:19, 28:21, 28:23, 28:24, 29:2, 29:4, 40:15, 45:3, 45:6, 45:18, 54:2, 76:18, 84:11, 91:20</p> <p>west [2] - 50:18, 52:4</p> <p>Westfield [1] - 86:13</p> <p>Westville [2] - 9:20, 41:10</p> <p>wetland [1] - 15:25</p> <p>wetlands [1] - 15:22</p> <p>whatsoever [1] - 77:13</p> <p>WHITEWAY [1] - 29:11</p> <p>Whiteway [6] - 3:6, 29:10, 29:12, 32:11, 60:18</p> <p>whole [1] - 34:14</p> <p>wide [1] - 15:6</p> <p>William [3] - 3:10, 49:18, 49:19</p> <p>win [2] - 44:5</p> <p>win-win [1] - 44:5</p> <p>window [2] - 22:17, 84:18</p> <p>windows [3] - 76:24, 76:25, 85:7</p> <p>wise [1] - 24:9</p> <p>wish [4] - 21:12, 22:21, 82:4, 88:13</p> <p>wishes [1] - 71:12</p> <p>wishing [1] - 71:9</p> <p>WITNESS [2] - 37:9, 66:16</p> <p>witness(es) [1] - 93:7</p> <p>witness(es) [1] - 93:10</p> <p>wondering [1] - 24:11</p> <p>Woodbury [2] - 9:21, 10:9, 10:13, 10:23, 12:15, 12:17, 12:20, 37:14, 40:16, 50:15, 74:13, 76:4, 76:5, 76:18, 80:9, 80:10, 82:16, 82:18, 85:4, 91:22</p> <p>work-from-home [1] - 68:25</p> <p>workable [1] - 80:20</p> <p>world [1] - 77:21</p> <p>worse [2] - 64:25, 68:18</p> <p>worst [1] - 69:17</p> <p>worst-run [1] - 69:17</p>	<p>worth [2] - 70:15, 87:23</p> <p>wrap [2] - 21:5, 88:5</p> <p>write [1] - 18:21</p> <p>writing [1] - 21:22</p> <p>written [1] - 18:15</p> <p>www.</p> <p>glassborocamdenline.com [3] - 17:12, 18:8, 92:10</p> <p style="text-align: center;">Y</p> <p>yard [4] - 10:9, 12:13, 12:18, 13:4</p> <p>year [1] - 10:7</p> <p>years [12] - 5:15, 27:21, 28:2, 31:9, 31:12, 38:10, 41:11, 53:7, 53:10, 53:24, 54:24, 73:23</p> <p>York [1] - 93:6</p> <p>yourself [3] - 23:2, 33:24, 44:19</p>
V			
<p>validated [1] - 69:15</p> <p>value [5] - 31:22, 49:22, 54:24, 55:4, 91:9</p> <p>values [3] - 35:5, 35:7, 72:25</p> <p>various [1] - 65:5</p> <p>vehicle [7] - 12:7, 12:9, 12:13, 12:17, 13:3, 13:8, 50:15</p> <p>vehicles [7] - 11:9, 12:11, 12:22, 12:25, 13:3, 13:7, 13:10</p> <p>VENUTO [1] - 2:11</p> <p>Venuto [2] - 4:7, 4:22</p> <p>verbal [55] - 18:10, 23:10, 23:14, 23:25, 24:4, 25:3, 25:11, 27:10, 32:13, 32:16, 33:22, 33:25, 34:3, 37:8, 41:6, 42:4, 42:8, 44:13, 44:15, 44:17, 44:21, 47:3, 47:8, 56:4, 56:10, 56:12, 58:14, 58:18, 58:21, 59:4, 59:8, 59:13, 59:15, 60:7, 60:9, 60:13, 60:15, 60:17, 60:19, 60:21, 60:25, 61:3, 61:5, 61:16, 66:5, 66:10, 66:12, 66:14, 66:16, 66:22, 73:9, 73:13, 73:16, 78:8, 82:10</p> <p>verbally [1] - 22:3</p> <p>verified [1] - 52:8</p>	<p style="text-align: center;">W</p> <p>W-H-I-T-E-W-A-Y [1] - 29:12</p> <p>wait [1] - 40:11</p> <p>wakes [1] - 47:23</p> <p>walk [4] - 30:23, 54:9, 83:11, 83:14</p> <p>walking [2] - 45:4, 45:23</p> <p>wall [1] - 79:22</p> <p>Walter [2] - 9:25, 51:17</p> <p>wandering [1] - 90:7</p> <p>wants [2] - 80:8, 88:17</p> <p>warrant [1] - 38:22</p> <p>Washington [2] - 89:5, 89:21</p> <p>watch [1] - 85:2</p> <p>watching [1] - 86:6</p> <p>Water [2] - 65:8, 65:9</p> <p>water [3] - 16:2, 42:24, 53:12</p> <p>ways [3] - 18:2, 18:25, 72:3</p> <p>web [1] - 47:11</p> <p>website [13] - 5:4, 9:2, 17:11, 18:7, 18:20, 18:24, 19:3, 19:10, 19:20, 21:23, 26:22,</p>		<p style="text-align: center;">Z</p> <p>ZOOM [1] - 1:6</p> <p>Zoom [5] - 8:22, 22:17, 58:25, 61:19, 73:21</p>