

Appendix 13A: Full Comments

Introduction

Attachment 13, “Responses to Comments,” contains summaries of comments made throughout the 45-day public comment period, which began following the release of the Draft Environmental Impact Statement (DEIS) on November 2nd, 2020 and continued through December 17th, 2020 at 12:00 A.M. (midnight). Comments were received through oral testimony at the two public hearings held on November 17, 2020 and November 19, 2020, as well as submitted via online comment forms, email, U.S. mail, and the project information hotline. The summaries of these comments presented in Attachment 13, “Responses to Comments,” convey the substance of the comments made, but do not necessarily quote the comments verbatim. This appendix to Attachment 13, “Responses to Comments,” includes the full verbatim comments received on the GCL DEIS and project.

Within this appendix, the full comments are grouped by submission method. The comments made via email, U.S. mail, and the project information hotline are presented alphabetically by last name; the comments made via online comment forms are presented in the order in which they were submitted; the comments made through oral testimony during the two public hearings are presented in hearing transcripts and, therefore, appear in the order in which comments were given.

Appendix 13A -1: Oral Testimony (Public Hearing - November 17, 2020)

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

VIDEO CONFERENCE VIA ZOOM

November 17, 2020

6:00 p.m. - 7:30 p.m.

Reported by: Susan Petty

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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

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1
2 MR. NASH: Good evening, everyone.
3 My name is Jeff Nash. I'm the vice
4 chairman of the Delaware River Port
5 Authority. I'm also a Camden County
6 Freeholder to the Camden County
7 Commissioner.

8 On behalf of the DRPA, I would like
9 to welcome everyone to the GCL, the
10 Glassboro-Camden Line Public Hearing.

11 The panelists for this hearing who
12 will be listening to all of your comments
13 are Mike Howard, the project manager for
14 the Delaware River Port Authority.

15 We also have with us the CEO of the
16 Delaware River Port Authority and PATCO,
17 John Hanson. John, thanks for joining us.

18 Mike Venuto, who is DRPA's and
19 PATCO's chief engineer.

20 They will be participating as
21 panelists listening to comments and
22 responding accordingly.

23 We also are pleased to have Angelo
24 Aprile and Kiran Patel from the New Jersey
25 Transit Authority.

1
2 And from Camden County we have Kevin
3 Becica who is the chief engineer for
4 Camden County. Hi Kevin.

5 And then we also have Bill Shanahan
6 from the DRPA.

7 The purpose of today's hearing is to
8 receive public comments on the draft
9 environmental impact study. It's been a
10 process that is long in the making. We
11 have from STV John Manzoni. He is the
12 project manager for that company.

13 He was telling me a few minutes ago
14 that he has been with this project,
15 believe it or not, for 16 years. He
16 started right out of high school, I guess,
17 John.

18 But it has been a project very long
19 in the making. I feel that we are finally
20 at a point where we can move forward with
21 public discussion and talk about the
22 findings of the environmental impact
23 study.

24 We will be showing you a brief
25 presentation that provides an overview of

1
2 the GCL Project, and following that
3 presentation, John will go over the ground
4 rules for leaving an oral comment. And
5 then we will begin calling on speakers who
6 have registered to leave oral comments at
7 this session.

8 Please note that we also have a
9 second public hearing and discussion that
10 will be on Thursday 19th beginning at
11 3:00 p.m. So there are two opportunities
12 to discuss and learn more about the
13 environmental impact study.

14 With that, I'm going to turn it over
15 to John to begin the presentation. Thank
16 you everyone. Thanks for joining us
17 today.

18 MR. MANZONI: Thank you, Jeff. Good
19 evening, everyone. This is the public
20 hearing for the Glassboro-Camden Line
21 Environmental Impact Statement or EIS. The
22 meeting has now begun.

23 It started at 6:00 p.m. on Tuesday
24 November 17, 2020. Please note that this
25 meeting is being recorded.

1
2 Again, my name is John Manzoni. I
3 am the moderator for today's public
4 hearing on the GCL's draft EIS.

5 My role is to ensure that this
6 meeting is conducted in an orderly manner
7 which maximizes the public's opportunity
8 to comment on the draft EIS.

9 The draft EIS for the proposed
10 project was published on November 2nd.
11 This started a 45-day public comment
12 period, and that will end at 11:59 p.m. on
13 December 17, 2020.

14 We now will show a brief
15 presentation that is an overview of the
16 project, and I'll follow that up with some
17 more rules and regulations on how to leave
18 your oral comment during this public
19 hearing.

20 (The following is the video
21 footage.)

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

1
2 The public hearings are taking place
3 on Tuesday, November 17, 2020 between
4 3:00 p.m. and 6:00 p.m., Eastern Standard
5 Time.

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

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

12 All comments must be received by
13 11:59 p.m. Eastern Standard Time on
14 Thursday, December 17, 2020.

15 Members of the public who registered
16 for these meetings can provide and listen
17 to oral comments concerning the proposed
18 action and information contained in the
19 draft EIS.

20 Public hearings are official
21 proceedings held to provide the public
22 with an opportunity to submit oral
23 comments about the Glassboro-Camden Line
24 Project and the EIS.

25 Comments submitted during the

1
2 hearings will become part of the project's
3 record, which the project team will review
4 and address during the final EIS phase.

5 It should be noted that the hearing
6 panel will not respond to questions asked
7 during oral comments.

8 During the virtual public hearings,
9 a brief summary of the project and public
10 comment process will be provided, followed
11 by oral comments for the project record.

12 Comments will be accepted from
13 registered participants via the Zoom
14 virtual meeting platform as time permits.

15 However, the public may also submit
16 formal comments to the project team
17 through the project website, through
18 e-mail, U.S. Mail, and the project
19 information hotline as outlined on the
20 project sites How to Comment page. Again,
21 all comments will be recorded and
22 addressed in the final EIS.

23 The Glassboro-Camden Line is
24 proposed as a diesel light rail system
25 similar to New Jersey Transit's current

1
2 River Line service.

3 The Glassboro-Camden Line would
4 operate within the 18-mile corridor most
5 of which is owned and operated by Conrail.
6 The GCL service would coexist with
7 Conrail's existing freight service. The
8 GCL would pass through eleven communities.

9 Starting from north to south they
10 are: The City of Camden, Gloucester City,
11 Brooklawn, Westville, the City of
12 Woodbury, Woodbury Heights, Wenonah,
13 Deptford, Mantua, Pittman, and Glassboro.

14 There are 14 proposed stations; 13
15 new and one existing shared station at the
16 Walter Rand Transportation Center in
17 Camden where transfers can be made to
18 PATCO Speedline, New Jersey Transit River
19 Line, and multiple New Jersey bus routes.

20 The GCL System is proposed to carry,
21 approximately, 16,000 riders a day by the
22 year 2040.

23 There will be two maintenance and
24 yard facilities located at Woodbury
25 Heights and Glassboro.

1
2 The GCL would operate on one track,
3 and Conrail would operate on one track
4 between Woodbury and Camden with a maximum
5 footprint of 77 feet and a minimum
6 footprint of 63 feet.

7 There will be 39 feet between the
8 center of track of GCL and the center of
9 track of Conrail.

10 Space between the two systems was
11 preserved for a future Conrail second
12 track.

13 The GCL would operate on two tracks
14 between Woodbury and Glassboro with a
15 maximum footprint of 63 feet and a minimum
16 footprint of 49 feet.

17 There would be 25 feet between the
18 center of the two GCL tracks.

19 Conrail would operate on the second
20 track during late evenings and after the
21 GCL ceases operations for the night.

22 The GCL will operate similar to New
23 Jersey Transit's River Line using
24 low-floor diesel electric vehicles. The
25 GCL will operate with two car sets that

1
2 can carry up to 300 passengers per train
3 set.

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

7 The GCL would operate every
8 15 minutes during the peak and off-peak
9 period, and operate every 30 minutes late
10 night.

11 Stations are spaced every one- to
12 two miles, and would have low-level
13 platforms for easy boarding.

14 Two different station configurations
15 are proposed for the GCL; a center
16 platform and a side platform station
17 configuration. The center platform
18 station would be typical in the southern
19 half of the alignment, and the side
20 platform would be typical in the northern
21 half of the alignment.

22 The GCL's light rail vehicle would
23 be similar to the New Jersey Transit's
24 River Line vehicle with low floors and
25 diesel electric propulsion. There would

1
2 be 18 vehicles needed to operate the
3 system.

4 Vehicle maintenance and yard storage
5 will take place at two locations along the
6 alignment, in Woodbury Heights and in
7 Glassboro.

8 The Woodbury Heights vehicle
9 maintenance and storage yard would be
10 located just south of the proposed
11 Woodbury Heights Station off of Elm Avenue
12 on the former Anderson Door Factory site.

13 This facility would store vehicles
14 for easy deployment in the morning and
15 conduct light maintenance activities like
16 cleaning the vehicles.

17 This facility will have storage for
18 up to 24 vehicles. The Glassboro vehicle
19 maintenance facility and storage yard
20 would be located just south of Ellis
21 Street. This facility would store
22 vehicles and perform heavy maintenance
23 activities like vehicle overhauls. This
24 facility would have storage for up to 36
25 vehicles.

1
2 The GCL project followed the
3 guidelines set forth in the State of New
4 Jersey's Executive Order 215 for
5 conducting an environmental review.

6 The draft EIS available to the
7 public is a disclosure document that
8 documents all potential impacts this
9 project has on the built environment.

10 The project team took a conservative
11 look at all potential impacts. These
12 impacts will have to be avoided,
13 minimized, or mitigated through the design
14 phase of the GCL.

15 As a result of this project, there
16 will be no unmitigated impacts. Measures
17 to avoid impacts will be considered during
18 preliminary engineering and incorporated
19 into the project's design as appropriate
20 to offset potential adverse project
21 effects, and best practices to be
22 incorporated throughout construction and
23 operation of the GCL.

24 In addition, mitigation measures
25 will be in place throughout the

1
2 construction phase of the GCL.

3 All information contained in the
4 draft EIS document, including estimated
5 limits of disturbance that could result
6 within construction or operation of the
7 proposed GCL, is based on conceptual
8 design parameters that represent a
9 reasonable, conservative basis for
10 conducting environmental analysis.

11 As the proposed GCL is advanced
12 through preliminary engineering and
13 construction, efforts will continue to be
14 made to further refine the design and
15 minimize the project's footprint.

16 These refinements may result in the
17 potential to avoid and further reduce the
18 adverse effects as described within this
19 EIS.

20 The following are high-level
21 corridor wide potential impacts identified
22 by the project team.

23 Impact to air quality is a potential
24 impact which may be expected during
25 construction.

1
2 The dust from building the GCL has
3 the potential to affect air quality.

4 Hazardous materials within the
5 existing rail corridor may be disturbed
6 during construction.

7 Any identified sites will either be
8 avoided or mitigated through soil
9 remediation.

10 Natural resources such as trees and
11 animal habitat may be disturbed as a
12 result of construction.

13 Less than four acres of wetlands are
14 projected to be disturbed as part of
15 construction.

16 Potential wetland impacts occur near
17 water crossing where new track bridges
18 need to be built.

19 Noise and vibration impacts will be
20 caused during construction from the heavy
21 equipment needed to construct the train
22 line.

23 Again, all efforts will continue to
24 be made to further refine the design of
25 the GCL and minimize the project footprint

1
2 as the project advances through
3 preliminary engineering and construction.

4 These refinements may result in the
5 potential to avoid and further reduce the
6 adverse effects as described within this
7 draft EIS.

8 The next steps for the GCL project
9 include hosting the current public
10 hearings on Tuesday November 17, 2020 and
11 Thursday, November 19, 2020.

12 The project team will collect all
13 formal comments received during the 45-day
14 comment period that began on Monday,
15 November 2, 2020, and will end on
16 Thursday, December 17, 2020 at 11:59 p.m.
17 Eastern Standard Time.

18 The project team will address all
19 comments received and finalize the
20 environmental impact statement report by
21 the end of December, 2020.

22 At this point the EIS will be
23 considered complete.

24 For additional information on the
25 project or to leave a formal comment,

1
2 please visit the GCL project website at
3 www.glassborocamdenline.com.

4 Thank you for your participation in
5 the Glassboro-Camden Line public hearings
6 on the Draft Environmental Impact
7 Statement.

8 (End of Video.)

9 MR. MANZONI: All right. Thanks
10 everyone for sitting through that brief
11 project update. I'm just going to go over
12 a few guidelines for leaving your oral
13 comments, and then I'll begin calling out
14 names to give your oral comment.

15 Here our team will un-mute your
16 microphones so you can speak when it's
17 your turn to speak. So today's hearing is
18 scheduled to conclude at 8:00 p.m.

19 Comments regarding the draft EIS can
20 be made one of five ways. One way is by
21 making a formal public statement during
22 today's public hearing.

23 Additional methods include an online
24 comment form accessible from the project
25 website. Again, that project website is

1
2 www.glassborocamdenline.com.

3 You can comment over the phone where
4 you can verbally provide comment by
5 calling the project's information hotline.
6 That phone number is (855) 343-0130.

7 You can comment by mail. Send in
8 your written comments to Ms. Victoria
9 Malaszecki, Public Involvement Liaison,
10 P.O. Box 536, Mullica Hill, New Jersey,
11 08062.

12 This address is listed on the
13 project website in case I spoke too
14 quickly for you.

15 Also, you can download a comment
16 form on the project website. It's
17 available to assist with that process.

18 For those without printers, hardcopy
19 comment forms have been provided to area
20 libraries and municipal Buildings. The
21 list of libraries and municipal buildings
22 are on the project website, and comment
23 forms can be dropped off at the project
24 comment boxes at those locations.

25 These locations listed on the

1
2 project website also have hardcopies of
3 the draft EIS document, in case you would
4 like to view it. It's been out for a
5 couple weeks prior to this meeting so
6 people had the chance to view it. It's
7 also available on the project website.

8 And finally, formal comments can be
9 submitted via an e-mail to:

10 Publicinvolvement@glassborocamdenline.com.

11 All comments, no matter how they are
12 provided, will be incorporated with
13 responses by the project team on the final
14 EIS.

15 As stated previously, all formal
16 comments will be accepted until 11:59 p.m.
17 Eastern Standard Time on December 17,
18 2020.

19 So during tonight's hearing speakers
20 that indicated they wanted to leave an
21 oral comment will be called in the order
22 they are registered.

23 When your name is called, your line
24 will be un-muted by the project team and
25 you can begin your comment.

1
2 Please clearly state and spell your
3 name for the stenographer, and then
4 proceed with your comment.

5 Please note that project-specific
6 questions will not be answered tonight by
7 the moderator, DRPA, or any of the
8 panelists.

9 In the interest of time and so all
10 speakers can have the opportunity to leave
11 a formal comment on record, your comments
12 will be limited to three minutes.

13 A message will appear on the screen
14 30 seconds before the three-minute mark as
15 an indication to wrap up your comments.

16 All comments made here today will be
17 recorded by a certified stenographer, and
18 will be included in the final EIS
19 document.

20 Additionally, an American sign
21 language interpreter will be signing
22 throughout the hearing. If you wish to
23 provide your testimony in American sign
24 language and did not indicate so when you
25 registered, please type your request in

1
2 the Q&A box at the bottom of the screen,
3 and we can assist you with that.

4 You will be provided with
5 instructions on how to provide your
6 comment through ASL.

7 Attendees providing comments in
8 languages other than English are
9 encouraged to submit comments in writing
10 as described on the How to Comment page of
11 the project website, to ensure the
12 accuracy of the translation.

13 However, a Spanish interpreter is
14 available during this hearing, and will
15 verbally translate your Spanish comments
16 into English.

17 During this public hearing, we ask
18 that speakers refrain from demonstrating
19 aggressive behaviors. This includes using
20 discriminatory language, personal insults,
21 and obscenities.

22 In the event, this organizer and
23 moderator reserves the right to mute or
24 remove speakers who violate these
25 standards of conduct.

1
2 If you want to make a public comment
3 during this hearing but did not indicate
4 this during registration, please indicate
5 so in the Q&A tab in the Zoom window at
6 the bottom of the screen.

7 If there's time remaining at the end
8 of this meeting, we will call on you to
9 speak. If you are attending this meeting
10 on the phone and wish to provide oral
11 comment, you can press star 9 to raise
12 your hand indicating you would like to
13 provide a comment.

14 When your name is called, you can
15 press star 6 to un-mute yourself. And we
16 will remind you of that.

17 All right. Now I will call the
18 first speaker. Again, please speak
19 clearly and indicate your full name and
20 spell it out for us, so that the
21 stenographer can record it properly.

22 So the first speaker is Benjamin
23 Saracco. Forgive me if I pronounce your
24 name incorrectly.

25 MR. SARACCO: This is Benjamin

1
2 Saracco. One question I have and it's
3 really short is, I currently live near one
4 of the River Line trains in Camden, which
5 I love. I love the service. I'm really
6 excited about the potential line. I
7 couldn't be more excited about it
8 honestly. I do work in Glassboro
9 occasionally.

10 That being said, the diesel engines
11 on the existing River Line were
12 underpowered for a long period of time.
13 They put out a large amount of emission.

14 So, you know, when they would go by
15 you would smell them, and that wasn't
16 really great.

17 I've heard some politicians and
18 other leaders say that that line might be
19 electrified one day.

20 Can you tell us more about -- I
21 think I heard that these train cars are
22 being proposed to be both diesel and
23 electric.

24 Can you go into -- well, I guess not
25 now. But possibly moving forward, number

1
2 one, why they can't be fully electric.
3 And, number two, if that would be a
4 possibility easily to make them fully
5 electric in the future. My name is
6 Benjamin Saracco; B-E-N-J-A-M-I-N,
7 S-A-R-A-C-C-O. Thank again. I'm really
8 excited about it. Thanks.

9 MR. MANZONI: Thank you. The next
10 speaker will be Christopher Hammer.

11 (No verbal response.)

12 MR. MANZONI: If he joins later, we
13 will provide him the opportunity to speak.
14 We will move on to the next name. David
15 Siller? David Siller?

16 (No verbal response.)

17 MR. MANZONI: If you're on the
18 phone, please raise your hand so we can
19 un-mute you or tell you how to un-mute.

20 (No verbal response.)

21 MR. MANZONI: All right. Michael
22 Razze.

23 (No verbal response.)

24 MR. MANZONI: Michael, I see your
25 name and I see you un-muted, but I don't

1
2 hear you speaking.

3 Please hit star 6 if you're on the
4 phone.

5 (No verbal response.)

6 MR. MANZONI: We will come back to
7 Michael. Pappas Pappas? It just says
8 Pappas Pappas.

9 (No verbal response.)

10 MR. MANZONI: Michael Danko.

11 (No verbal response.)

12 MR. MANZONI: Is Michael Danko
13 there?

14 (No verbal response.)

15 MR. MANZONI: Michael Danko?

16 (No verbal response.)

17 MR. MANZONI: Dale Errico?

18 MR. ERRICO: This is Dale Errico.
19 D-A-L-E, E-R-R-I-C-O. I'm very excited
20 about the line. I'm looking forward to
21 the opportunity.

22 Following along the same line as the
23 first gentleman with reference to the
24 yards, I don't know if you were possibly
25 going to be, you know, any kind of green,

1
2 potentially solar, or, you know, wind or
3 something along those lines, possibly.

4 We have done similar work like that
5 out in Long Island. I don't know if that
6 was going to be a consideration for making
7 the yard and the facilities green. That's
8 a potential.

9 I greatly appreciate the opportunity
10 to speak to everyone here and look forward
11 to meeting you all and working with you
12 all, being in the rail industry.

13 MR. MANZONI: Thank you, Dale.

14 All right. The next one is Bill
15 Fleming.

16 MR. FLEMING: My name is Bill
17 Fleming, and I'm a councilman for the City
18 of Woodbury. But I would like to point
19 out that I'm not speaking on behalf of the
20 City. I've been following this project I
21 think as long as you have, for 17 years
22 now. And I'm also very anxious to see it
23 move forward.

24 I'm an environmental engineer, and a
25 geologist, a professional engineer, and

1 professional Planner II in my spare time.
2 And I think it's a project that will serve
3 the Southern New Jersey area greatly.
4

5 I hope it can move as quickly as
6 possible. I would like to compliment you
7 on what appears to be a very comprehensive
8 EO 215 Report.

9 I have not been able to get through
10 the entire document yet, and really only
11 spent some time on the executive summary.

12 I did want to provide just two quick
13 comments, and I'll try to follow up with
14 additional comments in writing after this.

15 First of all, I noted that we're
16 following an EO 215 process here and
17 format and that the EO 215 format is in
18 the New Jersey Environmental Impact
19 Statement format. Does that mean that
20 there are no Federal funds involved with
21 this, since we're not following NEPA? So
22 that was one question.

23 And my second question really has to
24 do with calling your attention to the
25 report of the 2019 Science and Technology

1
2 Advisory Panel. Our New Jersey's rising
3 sea level and changing coastal storm
4 indicate that the project will result in
5 lowering emissions, and that will result
6 in lowering the amount of sea level rise.
7 So please incorporate that to the extent
8 that you can into the environmental impact
9 statement. Thank you.

10 MR. MANZONI: Thank you. Next up is
11 Kelly Tamburello.

12 (No verbal response.)

13 MR. MANZONI: Kelly, I see your
14 name, but I don't hear you.

15 (No verbal response.)

16 MR. MANZONI: Kelly, can you hear
17 me?

18 MS. TAMBURELLO: This is Kelly
19 Tamburello. I live in Glassboro and I
20 work in Woodbury, in Woodbury Heights,
21 actually. And I'm very interested in this
22 moving forward and am excited about it. I
23 thought it was never going to happen. Now
24 all of a sudden it seems like it's
25 happening. This is great.

1
2 I do have some concerns similar to
3 the first speaker about the diesel aspect
4 of the trains.

5 Why couldn't you have electric? I
6 don't understand. I'm glad it's kind of a
7 hybrid thing, I guess, from what I
8 understand from reading the statement.

9 But I really wish it was dropping
10 the diesel part of it. But I still think
11 that even with that, it's going to be an
12 improvement overall environmentally,
13 because it's going to help reduce
14 vehicular traffic.

15 So I'm still in favor of it
16 regardless. So I just wanted to convey my
17 excitement about this project and how much
18 I support it.

19 MR. MANZONI: Thank you, Kelly.
20 Next up we have Megan Robinson.

21 MS. ROBINSON: Can you hear me?

22 MR. MANZONI: Yes.

23 MS. ROBINSON: This is Megan
24 Robinson; M-E-G-A-N, and Robinson just
25 like the song.

1
2 I'm a resident of Pitman, and I
3 actually just recently moved back. I was
4 here about 20 years ago when they first
5 said the line was coming.

6 So as other people mentioned, we are
7 all excited it's finally here. And I do
8 want to support kind of overall in
9 Glassboro and the surrounding areas with
10 the growth in the community.

11 But I recently relocated from a
12 major Metropolitan area. I know how
13 critical it is that it's implemented
14 correctly, and I really want to be smart
15 on how it comes through Pitman.

16 Specifically, I would like to
17 request some seriously in-depth meetings
18 with community planners or engineers as we
19 move forward, because Pitman is only two
20 miles big, and we have four major roads
21 that are going to be intersected by this
22 train.

23 The first one is Holly Avenue. The
24 second one is Pitman Avenue. The third
25 one is Broadway Avenue, and then the last

1
2 one is Cedar Avenue.

3 What I would like to see -- and I
4 think a lot of residents in town also
5 would like -- is to either have a below
6 grade like Hatfield or a raised grade for
7 the track to go at least over Holly,
8 Pitman, and Broadway.

9 Those are the three major parts that
10 lead into town, major streets that lead
11 into town. And basically, you know, if
12 you keep running the train there, you're
13 cutting me off from my Mom who I only live
14 .75 miles away from about three different
15 ways.

16 And there's a lot of other folks
17 that are in the same situation. The other
18 concern that I have is that a lot of the
19 work that was done on the study looks like
20 it was based on some older information.

21 I know Covid has changed traffic in
22 town. However, our pedestrian traffic has
23 increased, and we are only a walking
24 district for schools as well.

25 So I think there needs to be some

1
2 special considerations in our situation.
3 I looked at all the lines. I don't see
4 any other towns or areas where it's really
5 going through downtown in three
6 significant crossways.

7 So that's something I'll be watching
8 closely. I know there's a lot of folks in
9 town that are very resistant to the entire
10 idea, and they don't think that it's going
11 to happen, because they've been told it's
12 coming for 20 years.

13 I really want to make it happen, but
14 I want to make it happen the right way.

15 So I just want to go on the record
16 for that, and I will be providing pretty
17 extensive comments on the Pitman section
18 within the environmental study,
19 specifically to ask that we be included as
20 at least a raised platform area and
21 traffic throughway like you've got the
22 other three that have been mentioned in
23 there. Thank you.

24 MR. MANZONI: Thank you. Next up is
25 William Ritzler.

1
2 MR. RITZLER: William Ritzler,
3 R-I-T-Z-L-E-R. And before I begin the
4 main portion of my testimony, I would like
5 to underscore two points --

6 THE STENOGRAPHER: I'm sorry, sir.
7 Your connection is a bit gargled. It's
8 difficult to hear and understand what
9 you're saying.

10 MR. RITZLER: All right. The 2009
11 PATCO alternatives analysis process is
12 fundamentally flawed. The alternatives
13 analysis did not evaluate the concept of
14 the PATCO Light Rail and the extension of
15 the existing PATCO system using Light Rail
16 technology standards.

17 In previous studies, PATCO Transit
18 from Philadelphia to Glassboro via the
19 Conrail right of way would operate between
20 south of the City of Camden and switch
21 between third rail and overhead catenary
22 power supply.

23 While uncommon, this technology does
24 exist. Lines in the Netherlands operate
25 in this environment every day.

1
2 Closer to Philadelphia this
3 technology will be the leading option for
4 the extension of the MBTA heavy rail blue
5 line to the city in the northeast of
6 Boston, Massachusetts.

7 Passenger rail advocates repeatedly
8 asked DRPA to include the PATCO light rail
9 alternative in the analysis. The request
10 was ignored.

11 The initial matrix of alternatives
12 included for evaluation there have been
13 selected at the behest of and
14 contemporaneous with the DRPA leadership
15 team, who, in my humble opinion, sought to
16 eliminate further DRPA involvement based
17 on insular concerns regarding the size of
18 PATCO and a desire for making PATCO's
19 operations more complex.

20 Concurrent to DRPA's perspective in
21 2009, New Jersey transit had not and still
22 has not implemented the Light Rail transit
23 project without utilizing the proper
24 partnership designed to operate and
25 maintain scheme.

1
2 PR 3 rail system implementations
3 when managed properly could substantially
4 reduce the impact of New Jersey Transit by
5 making project delivery and rail system
6 operations less of a burden to administer
7 to the disposal of day-to-day
8 responsibility to the P3 entity.

9 However, P3 implementation
10 presupposes a new rail system that will
11 not be integrated with a non-P3 passenger
12 rail operation.

13 The bias exhibited by former DRPA
14 leadership is an abomination to parochial
15 New Jersey Transit approach to rail
16 transit system implementation represents a
17 fundamental flaw leading to the selection
18 of diesel Light Rail technology.

19 For these reasons, the 2009
20 alternatives analysis and this EIS should
21 be discarded and redone.

22 I see that I'm coming up against the
23 end of my speaking period, so I'll leave
24 my comment there. I will be submitting
25 the rest of my comments via the online

1
2 form on the website. Thank you.

3 MR. MANZONI: Thank you. Next up is
4 Assemblyman Bill Moen.

5 MR. MOEN: Good evening, everyone.
6 My name is Bill Moen; B-I-L-L, M-O-E-N. I
7 am the assemblyman for New Jersey's fifth
8 legislative district, which is made up of
9 19 municipalities across Camden and
10 Gloucester County.

11 I'm here tonight for two reasons.
12 The first is to hear concerns and opinions
13 of the residents who are on the call this
14 evening, and I believe that there have
15 been many valid points that have been
16 brought up throughout this conversation.

17 Secondly, it is to speak in support
18 of the Glassboro-Camden Line, and not just
19 as the State assemblyman who serves on the
20 assembly transportation committee in the
21 State house or a former Camden County
22 Freeholder, but as a lifelong resident of
23 this region.

24 And I believe that I bring a unique
25 perspective to this project that I hope I

1
2 can continue to serve as an advocate for.

3 And this unique perspective
4 is because I received my Bachelor's at
5 Rowan University in Glassboro, and I ended
6 up having to commute to Woodbury City to
7 work at a part-time job for four years
8 during my undergraduate career.

9 Then I commuted to Philadelphia for
10 graduate school, often utilizing the
11 Pathway Service to do so. I lived in
12 Camden for six years during my early
13 professional career.

14 I say all this to simply say that
15 over the last 15 years, I've lived my life
16 along this proposed line. I dreamed of
17 seeing a line like this come to fruition,
18 and I feel strongly about the potential
19 benefits to our region for generations to
20 come.

21 And there are a number of benefits
22 to this project and with the time
23 constraints in place, which I completely
24 understand, I will just name a few that I
25 think many of us are very aware of.

1
2 This will provide an alternative to
3 existing automobile dependency. It will
4 restore passenger rail service to
5 communities who have been historically
6 commuter rail.

7 It will alleviate congestion on
8 increasingly overburdened roadways in this
9 region. This will expand travel options
10 to residents throughout the study area.

11 The GCL strategic location primarily
12 within the existing rail right of way
13 takes advantage of the underutilized
14 transportation corridor, which we heard
15 already tonight.

16 This will create a fast, if not the
17 fastest, east to west mobility option, as
18 in comparison to auto or bus.

19 I think, just to wrap up, I will say
20 as someone who has lived in this region
21 for over three decades and hopes to live
22 three more and maybe more, I think this is
23 an absolute opportunity for us to bring
24 our region into that next generation.

25 And so I will conclude by thanking

1
2 each of you for the opportunity to
3 participate in this hearing. And I look
4 forward to continue being a partner in the
5 State house to help continue the work to
6 make this a reality. And I want to thank
7 everyone for their time again. Thank you.
8 Have a good night.

9 MR. MANZONI: Thank you. Next up is
10 Ryan Linhart.

11 (No verbal response.)

12 MR. MANZONI: William Earley.

13 (No verbal response.)

14 MR. MANZONI: Peter Slack.

15 (No verbal response.)

16 MR. MANZONI: I see Mr. Slack. I
17 can't hear him. He's muted. If you're on
18 the phone, it's star 6 to un-mute.

19 MR. SLACK: Can you hear me?

20 MR. MANZONI: Yes.

21 MR. SLACK: My name is Peter Slack;
22 P-E-T-E-R, S-L-A-C-K. I see the rail is
23 going to go through Pitman, and eminent
24 domain will take some land on both sides
25 of the track.

1
2 I just would like -- not tonight of
3 course -- but more information on what the
4 impact is going to be on the residents
5 there who own that land and how intrusive
6 that's going to be. That's it.

7 MR. MANZONI: Thank you. Next up is
8 Bill Wisely.

9 (No verbal response.)

10 MR. MANZONI: Next is Denise Brush.

11 MS. BRUSH: My name is Denise Brush;
12 D-E-N-I-S-E, B-R-U-S-H. I am a resident
13 of Glassboro, and I'm a member of the
14 Glassboro Green Team.

15 Since I moved to the area five years
16 ago, I've been looking forward to the
17 Light Rail line being built. And while I
18 am frustrated that this is taking so long,
19 I appreciate the diligence with which you
20 are investigating the environmental impact
21 of the proposed project.

22 I'm glad to see that all the
23 relevant State and Federal environmental
24 regulations are being followed, and I
25 trust that whoever does the construction

1
2 work and implements the mitigation
3 processes will take them just as
4 seriously.

5 I do have areas of concern about the
6 environmental impact of the project. One
7 concern is that with the project it
8 appears that we will still be at a
9 non-attainment level for ozone standards.

10 I am particularly concerned about
11 increased smog in the City of Camden,
12 which already has air pollution issues.
13 And I urge you to take special care to
14 avoid increasing the air pollution that
15 Camden residents are exposed to.

16 My second issue is your plan to use
17 diesel fuel for the trains. I recognize
18 that you have selected a lighter diesel,
19 but it is still a fossil fuel. It has
20 significant impact both on local pollution
21 levels and on the climate.

22 The Glassboro-Camden Line is
23 transportation infrastructure that will be
24 in operation for decades, perhaps even the
25 rest of the century. It really should be

1
2 operating on electricity only, not diesel.

3 At the very least, the design should
4 account for the probability that it will
5 have to be converted to all electric
6 operation during probably the first
7 20 years of its lifetime.

8 Anything that can be done in the
9 initial design and construction to make
10 that inevitable conversion easier and less
11 expensive should be done now.

12 Thank you very much, and I look
13 forward to riding the Glassboro-Camden
14 Line some day.

15 MR. MANZONI: Thank you. Next up is
16 Tavona Exum.

17 (No verbal response.)

18 MR. MANZONI: I see your name, but
19 you're still muted. If you're on the
20 phone, star 6.

21 (No verbal response.)

22 MR. MANZONI: We will come back to
23 you. Anna Miller.

24 (No verbal response.)

25 MR. MANZONI: Darrell Blood.

1
2 (No verbal response.)

3 MR. MANZONI: Brian Kutza.

4 MR. KUTZA: Can you hear me?

5 MR. MANZONI: Yes, I can.

6 MR. KUTZA: My name is Brian Kutza,
7 K-U-T-Z-A.

8 I am also a resident of Glassboro,
9 and I was just wondering when information
10 will be released about the parking garage
11 near the Glassboro Station.

12 I looked at the figures, and I saw
13 where the tracks will be. But I can't
14 find any information about the garage. I
15 see it's going to be a municipality one,
16 but when I call Glassboro, they didn't
17 know any information. So I was just
18 wondering if you could share that
19 information when you do know. Thank you.

20 MR. MANZONI: Next up is Thomas
21 Lombardo.

22 MR. LOMBARDO: Hi, John. Tommy
23 Lombardo. I am 66 years of age. My wife
24 and I, my family, we live on 1 East Maple
25 Street in Wenonah.

1
2 We've lived there 55 years right by
3 the crossing. We love the train now, CSX
4 train. And we are looking forward to the
5 Light Rail coming through.

6 If you remember, John, I was the
7 mayor in Wenonah from 2011 to 2014. You
8 spoke in front of the Wenonah residents.
9 I'm a big supporter of the Light Rail.

10 I know many people who are not. I
11 know some of the residents voted against a
12 stop, a station. I'm hoping that Wenonah
13 does get a station. Again, big supporter
14 of what you all are doing. So
15 hopefully -- my wife is giving me signals
16 of what I'm supposed to say.

17 Anyway, I have a couple degrees from
18 Roan. I have a couple degrees from
19 Rutgers. I think the line from Camden to
20 Glassboro is a great idea. Again, I've
21 always been a big supporter of it, and
22 it's going to come right in front of my
23 house.

24 My house is about, I guess, 75 feet
25 from the rail line, and I couldn't be a

1
2 bigger supporter of it.

3 I thank all of you for what you are
4 doing, and hopefully it will be
5 successful, and hopefully you'll get it
6 done. It's been a long time coming. Keep
7 up the good work, and I support all of
8 you. Thank you.

9 MR. MANZONI: Thanks Tom. Next up
10 is Robert Morison.

11 MR. MORISON: My name is Robert
12 Morison, M-O-R-I-S-O-N. I am from
13 Woodbury Heights. I would like to, I
14 guess, hear more about the neighborhood
15 character. A scenario that was described
16 in the report talks about how the
17 trajectory of the line doesn't really
18 disturb the connectivity between towns and
19 the like.

20 However, to me, at least in Woodbury
21 Heights and I would like to believe in
22 other towns, it does have the potential to
23 basically dissect the neighborhoods
24 themselves, separating students from
25 schools, police from people that they

1
2 police.

3 So I would like to hear a little bit
4 more about what was done as part of that
5 study in regards to each of the individual
6 towns.

7 The other question I would love to,
8 I guess, dive into a little bit more would
9 be the green acres scenario that's
10 described in the report.

11 I would have believed that the Green
12 acres property would be a non-starter, but
13 it seems based on what I've read -- and,
14 again, I have not been able to get through
15 the entire document, but it looks like
16 there are some property lines in this rail
17 line that would take up green acre space.
18 And I guess there would have to be some
19 kind of mitigation of that.

20 So I would like to hear how that
21 possibly would be handled, because of the,
22 I guess, the lockdown status of these
23 green acre lands. Thank you.

24 MR. MANZONI: Thank you, Robert.
25 Next is Michael Lahey.

1
2 MR. LAHEY: My name is Michael
3 Lahey, L-A-H-E-Y. So first off, my wife
4 and I, first off, we live in Wenonah
5 directly across the street from the
6 current tracks right at eye level.

7 We understand the need for the
8 tracks. We know we are not going to stand
9 in the way of progress, but because of
10 where we live, it's going to significantly
11 impact the quality of our life.

12 First off, the additional track, is
13 it going to be placed east or west of the
14 current track?

15 Will the Willow Avenue crossing be
16 closed or will that remain open? We would
17 like to get an idea of what the tracks are
18 going to look like from our house. Is
19 there going to be a wall there, or are we
20 going to be looking at a train going by
21 every seven minutes?

22 And we would also like to know what
23 property will be taken on our streets. We
24 live on Southwest Avenue, and this is
25 going to reduce the value of our house.

1
2 How will we be compensated for that, as
3 well as the other residents? That's
4 pretty much it. Thank you.

5 MR. MANZONI: Thank you, Michael.
6 Next up is Jackson Hurst.

7 MR. HURST: My name is Jackson
8 Hurst, and I highly support and approve of
9 the Glassboro-Camden Line. This will
10 create new transportation opportunities
11 for people who live in Southern New
12 Jersey, especially those that dread taking
13 the Atlantic City Expressway all the way
14 up to Philadelphia, or I-95 bordering New
15 Jersey Turnpike.

16 This will be a huge benefit to the
17 region, and it will be an economic
18 generator, and it will cut down on travel
19 times. Thank you.

20 Thank you, Jackson.

21 Margaret Whiteway?

22 (No verbal response.)

23 MR. MANZONI: How about Nick
24 Whiteway?

25 MR. WHITEWAY: My name is Nick

1
2 Whiteway, W-H-I-T-E-W-A-Y. I'm a resident
3 here in Pitman.

4 First, I would just like to say
5 regarding the comments from Megan
6 Robinson, Peter Slack, and Denise Brush, I
7 would fully support everything they just
8 said.

9 There are a couple other comments as
10 well, which may just support it. Namely,
11 the gentleman from Wenonah a couple of
12 comments ago, he mentioned about
13 depreciation of property values up and
14 down the line.

15 I live on the corner of Bellevue and
16 West Jersey, which is approximately 45
17 feet from the line. I know I'm personally
18 going to see a significant decrease in
19 property value from 97 diesel trains
20 passing by my house every single day.

21 The main talking points I wanted to
22 address are the Tables 7, 8, and 9 of the
23 noise vibration technical report. You see
24 there it says an average center line
25 receptive to the track distance and in

1
2 relation to the measuring devices they
3 used to measure the decibel change and
4 also the vibrations.

5 There seems to be a massive sway
6 from everything from 45 feet away from the
7 centerline taken from University of
8 Glassboro up to -- I think it was 490 feet
9 the receptor was taken away from the
10 center line along Church Street in
11 Glassboro.

12 Now, I think in Pitman I think it
13 was 110 feet, in receptor was taken away,
14 107. My house is only 40 feet away.

15 What consideration is going to be
16 given to the fact that my house is
17 considerably closer to the track line in
18 relation to the decibel noise and the
19 vibration that is going to be happening to
20 my property and every property that goes
21 up and down this line?

22 What compensation is going to be
23 given to us? What consideration is being
24 given in relation to, are there going to
25 be walls built? Any walls or any shrubs

1
2 or anything else that they will put up to
3 nullify the noise vibrations or the
4 increase in decibels from --

5 We only get the Path twice a day at
6 the moment, but it already causes
7 disruption being so close. 97 times a day
8 is going to cause significant disruption.

9 But I see on the report here, Page
10 7, it says there is going to be no impact.
11 I live 45 feet away from 97 trains. There
12 is going to be significant impact.

13 But also no matter what they do to
14 mitigate the sound increase, there's
15 nothing they can do to mitigate the
16 increase of vibration next to my house in
17 a hundred year old property.

18 And the fact that they state in the
19 report that there is going to be little to
20 no cosmetic damage, whatsoever, with 97
21 trains passing 45 feet from my house every
22 single day, and every house up and down
23 this line, is false.

24 So I would like details on how they
25 are going to properly take all of our

1
2 houses into consideration, because a
3 report from 490 feet away is not good
4 enough. Thank you.

5 MR. MANZONI: Thank you. Next up is
6 Dan Marro.

7 (No verbal response.)

8 MR. MANZONI: How about Steve
9 Graham?

10 (No verbal response.)

11 MR. MANZONI: Susanne Lawton?

12 MS. LAWTON: My name is Susanne
13 Lawton; S-U-S-A-N-N-E, L-A-W-T-O-N. I
14 live in the older area of Sewell. I live
15 four houses from the track.

16 Right now I barely notice the
17 slow-moving train that goes through just
18 twice a day.

19 I know that I was appalled to hear
20 that this track is now going to have
21 trains every 15 minutes, and some people
22 have said 97 trains a day. That is going
23 to significantly change the calm and
24 gentle atmosphere that I live in right
25 now.

1
2 There's a baseball field behind my
3 house that's filled with good noises
4 during the season. People walk their dogs
5 here. We drive slowly, and it's a quiet
6 calm neighborhood. That's going to change
7 so much.

8 It's not welcome at all. I
9 understand you need the transportation
10 options for people. You are going to ruin
11 our neighborhood. As far as the values of
12 the homes, that's not something I even
13 thought of before tonight. But these
14 people are correct.

15 The values of our homes are going to
16 plummet. Who wants to live near such a
17 noisy, obnoxious vehicle constantly?
18 Thank you. I'm against the line if you
19 couldn't tell. Bye.

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

22 MR. MOHEN: Can you hear me?

23 MR. MANZONI: Yes.

24 MR. MOHEN: This is Sean Mohen from
25 Tri-County Sustainability. It's S-E-A-N,

1
2 M-O-H-E-N. Tri-County Sustainability is
3 the hub for Gloucester, Camden, and
4 Burlington Counties.

5 Thank you to the RPT and PATCO for
6 considering this important project. The
7 GCL environmental consequences chapter
8 says the proposed GCL is predicted to have
9 negligible effect on greenhouse gas
10 emissions.

11 And so with this in mind, is the
12 Glassboro-Camden Line Project planning to
13 use low carbon concrete, perhaps even
14 adopting the low carbon concrete
15 specifications that the Port Authority of
16 New York and New Jersey just did in
17 September?

18 As a background, in 2019 concrete
19 generated about three billions tons of CO
20 2. That's eight percent of all global or
21 1 emissions greenhouse gases. So please
22 consider low carbon concrete, as it's an
23 economically feasible solution. Thank
24 you.

25 MR. MANZONI: Thank you, Sean. Next

1
2 up is Courtney Milward.

3 (No verbal response.)

4 MR. MANZONI: Peter Speth.

5 (No verbal response.)

6 MR. MANZONI: Stephanie Gandy.

7 MR. GANDY: This is Stephen Gandy.
8 I'm thinking that's probably what you're
9 looking at.

10 MR. MANZONI: Sorry.

11 MR. GANDY: My name is Stephen
12 Gandy; S-T-E-P-H-E-N, G-A-N-D-Y. I would
13 like to thank you for the opportunity to
14 speak. This has been a long time coming
15 for this project. I think it is a
16 fantastic project to connect Gloucester
17 County with Camden County via the rail
18 line.

19 There's many benefits for the
20 students at Roan to be able to connect
21 with the Meds and Eds in Camden City
22 itself, along with the residents of each
23 individual town being able to move free of
24 the motor vehicles with the Route 42, 55
25 Interchange, 676.

1
2 It would do a lot to reduce, you
3 know, carbon emissions from motor vehicles
4 and promote mass transit, which I think is
5 fantastic.

6 Again, the residents now have the
7 ability to connect with their doctors,
8 with Cooper University Medical Center.

9 I think it's a fantastic project,
10 and we totally support it. I look forward
11 to the long-term jobs created by the
12 project.

13 You have a bunch of construction
14 work that will need to be done, plus train
15 operators. It will create many jobs and
16 stimulate the economy in this area which
17 is really needed. Appreciate your time.
18 Thank you very much.

19 MR. MANZONI: Thank you. Next up is
20 John Hasse.

21 MR. HASSE: My name is John Hasse,
22 H-A-S-S-E.

23 I live in Glassboro, New Jersey, and
24 I'm a faculty member at Roan University.

25 I am very much in support of this

1
2 line, and I think it will have a lot of
3 repercussions environmentally and
4 economically in the area.

5 One thing I would like to bring into
6 the environmental impact assessment
7 discussion is the connection with
8 bicycles.

9 In order to really make a big
10 difference in getting cars off the road,
11 if we have bicycle networks that are
12 connected to station stops, I think that
13 will make a large measure in having a safe
14 and efficient way for people to bicycle to
15 stations, and also to be able to have
16 amenities for bicycles on the train.

17 So, for example, students could
18 bicycle to a station, ride to Roan, and
19 then bicycle around campus.

20 I didn't see that really mentioned
21 in the environmental assessment report. I
22 think that's a key factor to make this
23 really be able to have a public
24 transportation home run by connecting the
25 bicycles.

1
2 And also even in planning bicycle
3 paths along the rail, there's kind of a
4 growing movement that's called Rails With
5 Trails. To just take advantage, of, for
6 example, potential bicycle pedestrian
7 bridges over highway Route 55 that would
8 potentially be attached to bridges that
9 the train is on.

10 It sounds a little bit radical, but
11 it's really a good way of creating those
12 combination of public transportation,
13 pedestrian, and bicycle networks.

14 And also some of the streets that it
15 crosses over could really be good bicycle
16 connections as well. We see this rail
17 line as it crosses over the creek, there
18 is a pedestrian bridge that's attached to
19 the River Line there.

20 So that's what I'm actually here
21 for, to advocate for connecting with other
22 transportation modes, namely, bicycle and
23 pedestrian connections through the Light
24 Rail line. Thank you. And I look forward
25 to this line coming on line. Thank you.

1
2 MR. MANZONE: Thank you, John. Next
3 up is Jeff Taylor.

4 MR. TAYLOR: My name is Jeff Taylor;
5 J-E-F-F, T-A-Y-L-O-R. I will submit
6 additional comments later. But for now
7 the one thing I wanted to reflect on was
8 the at grade train crossings that were
9 mentioned.

10 One thing that wasn't mentioned,
11 though, was the substandard separated
12 crossing over US 130 at Brooklawn Circles.
13 The clearance of that overpass is signed
14 at 13 feet, zero inches. Additionally and
15 more significantly, the railroads under
16 this overpass are subjected to frequent
17 flooding which is a problem NJDOT has
18 tackled without much success due to
19 limitations in the area, including that
20 train crossing.

21 Any real project should include a
22 provision to raise that separated crossing
23 to a sufficient height to raise US 130
24 flooding levels, and to provide modern,
25 standard clearances underneath the

1
2 crossing. Thank you very much.

3 MR. MANZONI: Thank you, Jeff. Next
4 up is Jill Stetser.

5 (No verbal response.)

6 MR. MANZONI: David Heller.

7 MR. HELLER: Okay. I will make a
8 comment. I was going to submit it in
9 writing. My name is David Heller,
10 H-E-L-L-E-R. I haven't read the EIS yet,
11 but, again, I think it's a great idea. My
12 big concern is how are we going to pay for
13 it?

14 You know, we're in a sort of
15 recession and, you know, New Jersey
16 Transit already -- and they're not
17 necessarily the operator. All you hear
18 about is they have a funding shortage, and
19 whatnot. So that's my big question. How
20 is this going to be funded?

21 Thank you. But other than that, I
22 do look forward to the -- I do support the
23 project. Thank you.

24 MR. MANZONI: Thank you, David. All
25 right. So we made it through the initial

1
2 list where people registered. We're going
3 to go back to some of the names we called
4 who are registered to speak, but didn't
5 respond when called.

6 The first name is Christopher
7 Hammer.

8 (No verbal response.)

9 MR. MANZONI: David Siller.

10 (No verbal response.)

11 MR. MANZONI: Please press star 9 if
12 you're on the phone and wish to speak. I
13 see a Hillary Chebra is requesting to
14 speak. Star 6 to un-mute.

15 MS. CHEBRA: My name is Hillary
16 Chebra, C-H-E-B-R-A. Good evening. I am
17 the manager of government affairs for the
18 Chamber of Commerce, Southern New Jersey.

19 The chamber is the region's largest
20 in the local business association
21 representing 1,200 members of various
22 sizes in the industries.

23 I want to thank you for the
24 opportunity to weigh in on the
25 Glassboro-Camden Line as part of the EIS

1
2 public participation process.

3 As proposed, the GCL is an 18-mile
4 passenger rail that will provide quick,
5 reliable, and frequent service to
6 communities along the Glassboro and Camden
7 corridor, and is a project the region
8 desperately needs.

9 South Jersey has been void of
10 sufficient transportation options for
11 decades passed over by legislators,
12 governors, and Congress who have
13 prioritized projects in the north instead.

14 In the 1970's through the 1990's
15 when manufacturers that define the South
16 Jersey economy began closing their doors
17 and other regional based industries
18 struggled to stay afloat, the call for
19 assistance to invest in a greater
20 transportation infrastructure were not a
21 priority.

22 The simple fact is South Jersey has
23 consistently struggled in getting its fair
24 share of mass public transportation
25 support for its residents and businesses.

1
2 There have been some improvements to
3 infrastructure transportation projects in
4 the region, including the Port of
5 Paulsboro and the incredible economic
6 growth stimulated by the development of
7 Roan Boulevard between Roan University and
8 the City of Glassboro.

9 These two projects alone have
10 created considerable economic growth for
11 South Jersey, including the new hospital
12 opened in 2019.

13 This is further proof that
14 investment in infrastructure will
15 positively impact the community in more
16 ways than one.

17 Increasing mobility along the
18 corridor will certainly improve business
19 by providing better connection between the
20 people, businesses, and attractions in
21 South Jersey.

22 It will also make it possible for
23 people who do not have a car who wish to
24 reduce their dependence on their car to
25 have access to areas that were formally

1
2 accessible only by driving.

3 The increased use of public transit
4 via the GCL will reduce congestion,
5 pollutants, and greenhouse gases. So I
6 want to thank you again for the
7 opportunity to weigh in on this important
8 issue for some of the New Jersey residents
9 and businesses.

10 MR. MANZONI: Thank you, Hillary.

11 Next up is Pappas Pappas.

12 (No verbal response.)

13 MR. MANZONI: Michael Danko.

14 (No verbal response.)

15 MR. MANZONI: Ryan Linhart.

16 (No verbal response.)

17 MR. MANZONI: William Earley.

18 (No verbal response.)

19 MR. MANZONI: Just a reminder if
20 you're on our phone and I call your name,
21 star 6 to un-mute.

22 Bill wisely. Bill Wisely?

23 (No verbal response.)

24 MR. MANZONI: Tavona Exum.

25 (No verbal response.)

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MR. MANZONI: Anna Miller.

MS. MILLER: Good evening. My name is Anna Miller. I think the Rail Line is a good idea, but my concern is the impact it's going to have on the residents in the area that it will be passing through, very similar to what some of the residents from Pitman mentioned, as far as impacting their property values and the noise level.

So I know that pretty soon that will be addressed probably in the next meeting, but those are my major concerns. Thank you for your time.

MR. MANZONI: Thank you, Anna. Next up is Darrell Blood.

(No verbal response.)

MR. MANZONI: Next up is Dan Marro.

(No verbal response.)

MR. MANZONI: Steve Graham.

(No verbal response.)

MR. MANZONI: Courtney Milward.

(No verbal response.)

MR. MANZONI: Pete Speth.

(No verbal response.)

1
2 MR. MANZONI: Jill Stetser.

3 (No verbal response.)

4 MR. MANZONI: Okay. We have now
5 gone through everyone who has
6 preregistered to speak. If anyone else
7 wants to speak who did not register and
8 who is on the Webinar here, please raise
9 your hand. We would be happy to take your
10 public formal comment.

11 Robert Dzkinski?

12 Mr. DZKINSKI: Robert Dzkinski,
13 D-Z-K-I-N-S-K-I. I am a resident of
14 Pitman. Previously a resident of Hamfield
15 for many years. So I appreciate the
16 benefits of the PATCO line. I grew up
17 going on PATCO.

18 But as a resident of Pitman, as some
19 previous speakers have said, I am sort of
20 disappointed that there hasn't been a
21 consideration to eliminate the air grade
22 through town.

23 There are three crossings within a
24 quarter mile, and I do think it would be
25 much more beneficial if the line were

1 raised through town.

2
3 Pitman has made great progress over
4 the last five years. I think having a
5 train go through town every 15 minutes
6 would certainly hamper that. So that's my
7 comment. Thank you.

8 MR. MANZONI: Is there anyone else
9 on the line who would like to speak? If
10 you're on the phone, it's star 9 to raise
11 your hand. We would be glad to take your
12 comment if you're on the online.

13 Where you see the screen that says
14 place a comment in the Q&A tab, and we'll
15 call your name.

16 Okay. I'm not seeing anyone else
17 wishing to leave an oral comment. I just
18 want to thank everyone online for
19 participating tonight.

20 Again, there are multiple ways you
21 can leave a comment. If you weren't able
22 to leave your full comment, which a lot of
23 you indicated, you can do so by a couple
24 ways.

25 Go online and leave a comment at the

1
2 project website. Again, the project
3 website is www.glassborocamdenline.com.
4 It gives directions on the homepage and
5 you can leave your comment.

6 You can also go to multiple
7 municipalities and libraries which are
8 listed on the project website and pick up
9 a physical form, fill out that form, and
10 drop it in a project dropbox that is
11 clearly labeled GCL Project. Everyone
12 there can help you or direct you to where
13 to leave those comments.

14 You can also mail the comments in.
15 Print out a form or write it on a piece of
16 blue sleeve, and mail it to Victoria
17 Malaszecki, who is the public outreach
18 liaison. And her address again is Public
19 Involvement Liaison, P.O. Box 536, Mullica
20 Hill, New Jersey, 08062. Thank you.

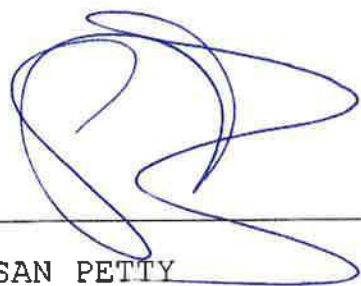
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C E R T I F I C A T E

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

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