

Page 1

PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
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BOARD OF COMMISSIONERS PUBLIC HEARING  
RE: PROPOSED ADJUSTMENTS TO THE PORT AUTHORITY'S  
TOLLS, FARES, AND FEES  
AND THE 2017-2026 CAPITAL PLAN  
New York, New York  
July 16, 2019

BEFOE:  
Michael Farbiarz, Hearing Officer

JANE ROSE REPORTING  
Nicole Ellis, Court Reporter

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Page 3

INDEX OF SPEAKERS

Begin at 8:15 a.m. / End at 10:00 a.m.

SPEAKER	PAGE
Nat Bottigheimer, RPA.....	15
Ya-Ting Liu, Via.....	19
David Beier, Comm. For Taxi Safety.....	22
Lauren Paterno, AAA Northeast.....	26
Hailing Chen, Independent Drivers Guild.....	28

Page 2

**A P P E A R A N C E S:**  
Board of Commissioners:  
Jeff Lynford, Vice Chairman  
Kevin McCabe

Also Present:  
Members of the Press  
Members of the Public

JANE ROSE REPORTING  
74 Fifth Avenue  
New York, New York  
1-800-825-3341

Page 4

1 THE HEARING OFFICER: Good  
2 morning, and thank you for being here.  
3 My name is Michael Farbiarz, I'm  
4 the general counsel for the Port Authority and  
5 I'm this morning's hearing officer.  
6 With me to my right is Vice  
7 Chairman Jeff Lynford, and to his right  
8 Commissioner Kevin McCabe. They serve on the  
9 Board of Commissioners, the agency's governing  
10 body.  
11 There are two distinct purposes to  
12 today's public hearing. First is to get  
13 comments on the proposed adjustments to Port  
14 Authority's tolls, fares, and fees. And  
15 second to get comments on the proposed  
16 adjustments to the Port Authority's 2017 to  
17 2026 capital plan.  
18 For the sake of convenience,  
19 thought the proposed adjustments and changes  
20 are separate and distinct, they are described  
21 in a single video. That video is going to  
22 play in a moment. The video will also be  
23 playing on a continuous loop outside in room  
24 number two should you want to watch it later,  
25 and the changes I've just alluded to are also

<p style="text-align: right;">Page 5</p> <p>1 in written handouts by the door. 2 Comments today will be limited to 3 three minutes per person. The commissioners 4 are here to listen but there won't be a back 5 and forth conversation today. We have a clock 6 to keep track of things so we know as the 7 three minutes elapses, and I'll let you know 8 when you're getting close toward the end of 9 your comment time. 10 If you'd like to comment further, 11 if you'd like to provide more elaboration than 12 the three minutes allows, there are a number 13 of ways for you to do that. 14 First you can go to our website, 15 panynj.gov, and make written comments there. 16 There are iPads in the back of the room where 17 you can make written comments should you want 18 to elaborate further. And in addition, there 19 are people in the back of the room who can 20 take audio comments from you as well. 21 All comments made today in any 22 form will be transcribed and also summarized 23 by Port Authority staff so that everything you 24 share can be considered by the full Port 25 Authority Board of Commissioners.</p>	<p style="text-align: right;">Page 7</p> <p>1 proposal, the proposed changes in tolls, 2 fares, and fees. 3 The Port Authority is committed to 4 making major investments in its facilities by 5 intensively addressing its important 6 infrastructure needs, and is charting a course 7 that is different from many across the country 8 by reversing underinvestment in legacy 9 facilities. 10 Our airports, trains, bridges, 11 tunnels, and terminals are vital to the 12 regional and national economy and are 13 experiencing record or near-record volumes. 14 The agency's airports have set 15 passenger volume records each year for the 16 last five years. AirTrain ridership is at an 17 all time high. 18 Five years of consistent growth 19 has led to record PATH ridership. 20 Port Authority ports are driving 21 record growth becoming the second busiest port 22 in the nation for the first time in two 23 decades. 24 And Port Authority bridges and 25 tunnels are handling more than 120 million</p>
<p style="text-align: right;">Page 6</p> <p>1 There's Spanish translators here 2 as well as an American Sign Language 3 translator should that be useful to you. 4 I will call people up to the 5 microphone in the order in which they have 6 signed in, and if you haven't signed in quite 7 yet there's a sign-in sheet by the door. 8 We'll play the video now and after 9 that video is done we'll begin the taking of 10 comments. 11 <b>PRERECORDED PRESENTATION:</b> 12 Hello. Thank you for attending 13 the Port Authority of New York and New 14 Jersey's public hearing on two distinct 15 proposals. 16 The first is the proposed changes 17 in tolls, fares, and other fees; and the 18 second is the proposed changes to the 2017 to 19 2026 Capital Plan. The Board of Commissioners 20 of the Port Authority values your input. 21 The purpose of this presentation 22 is to provide an overview of the two distinct 23 proposals and layout the purpose and need for 24 each. 25 I will start with the first</p>	<p style="text-align: right;">Page 8</p> <p>1 vehicles each year. 2 It is against this backdrop that 3 the Port Authority's board adopted its 2017 to 4 2026 Capital Plan in February of 2017, its 5 largest ever, with spending in the period 6 totaling \$32.2 billion. 7 Here you can see the spending by 8 department. This capital plan reflects the 9 Port Authority's return to its core mission of 10 keeping the region moving. And the agency is 11 beginning to deliver concrete, tangible 12 results as noted in the photos you saw as you 13 came in and in the available handouts. 14 A few highlights include: 15 The completion of two new bridges, 16 the Goethals and the Bayonne; 17 New gates and a new concourse have 18 been opened at LaGuardia Airport as part of 19 the complete rebuild of the airport; 20 Construction began nearly a year 21 ago on a new world-class Terminal 1 at Newark 22 Liberty International Airport, the Port 23 Authority's largest investment in New Jersey 24 in its history; 25 PATH completed two new head houses</p>

<p style="text-align: right;">Page 9</p> <p>1 at Harrison Station;</p> <p>2 And the Port completed the final</p> <p>3 major element of ship-to-rail infrastructure.</p> <p>4 While we are making progress and</p> <p>5 spending wisely, there's still much to do and</p> <p>6 this level of investment in continued growth</p> <p>7 requires funding.</p> <p>8 The Port Authority is a</p> <p>9 self-funded, independent agency, it does not</p> <p>10 rely on taxpayer dollars or funding from the</p> <p>11 states of New York and New Jersey.</p> <p>12 The Port Authority works to</p> <p>13 minimize the need for toll and fare increases,</p> <p>14 maximize non-toll and non-fare revenues, and</p> <p>15 leverage private sector investment in its</p> <p>16 facilities. In fact, nearly two-thirds of our</p> <p>17 revenues come from non-toll and non-fare</p> <p>18 sources. Nonetheless, these sources are not</p> <p>19 enough to fund the Port Authority's operations</p> <p>20 and its continued investment requirement.</p> <p>21 The Port Authority board has long</p> <p>22 recognized the need to ensure that the</p> <p>23 revenues that the agency generates keep pace</p> <p>24 with inflation and are sufficient to make the</p> <p>25 necessary investments in its facilities.</p>	<p style="text-align: right;">Page 11</p> <p>1 are detailed in schedules on the Port</p> <p>2 Authority's website. These include:</p> <p>3 For bridge and tunnel tolls, which</p> <p>4 last changed in 2015, a \$1 increase in the</p> <p>5 auto cash and tolls by mail rate effective</p> <p>6 January 5th, 2020;</p> <p>7 For PATH fares, which last changed</p> <p>8 in 2014, maintaining the existing single ride</p> <p>9 fare at \$2.75 while lowering the discount on</p> <p>10 multi-fare tickets effective November 1st,</p> <p>11 2019;</p> <p>12 For AirTrain fares to and from JFK</p> <p>13 and Newark Liberty, which last changed in 2003</p> <p>14 and 2005 respectively, increase the fare to</p> <p>15 \$7.75 effective November 1st, 2019;</p> <p>16 And consistent with peer airports</p> <p>17 around the country, adopt an airport ground</p> <p>18 transportation access fee for for-hire</p> <p>19 vehicles and taxis. The proposed fee would be</p> <p>20 \$4 for each for-hire pickup and drop-off and</p> <p>21 \$4 for each taxi pickup with no fee for a taxi</p> <p>22 drop-off. The fee would be effective mid to</p> <p>23 late 2020.</p> <p>24 These proposals, which are</p> <p>25 estimated to generate \$235 million of</p>
<p style="text-align: right;">Page 10</p> <p>1 In 2008, 2011, and 2017, the Port</p> <p>2 Authority board took specific actions to that</p> <p>3 effect. One such action was the adoption of</p> <p>4 an inflation adjustment mechanism related to</p> <p>5 bridge and tunnel tolls that is triggered when</p> <p>6 the cumulative impact of the inflation reaches</p> <p>7 \$1, which is expected to occur in 2020.</p> <p>8 Another was the recognition in</p> <p>9 2017, when adopting the capital plan, that the</p> <p>10 board's decision rested on the assumption that</p> <p>11 the Board of Commissioners will take certain</p> <p>12 actions in the future to create or raise</p> <p>13 certain fees and charges at Port Authority</p> <p>14 facilities to maintain a balanced capital</p> <p>15 plan.</p> <p>16 Given these prior board actions,</p> <p>17 staff has reviewed the Port Authority's bridge</p> <p>18 and tunnel tolls, PATH fares, AirTrain fares,</p> <p>19 and other fees and has proposed increases.</p> <p>20 Each of these proposals are rationally tied to</p> <p>21 inflation, are similar to actions by peer</p> <p>22 agencies in the region and nation, and are</p> <p>23 consistent with the board's prior actions.</p> <p>24 Summaries of the proposed actions</p> <p>25 are in the handout provided at the hearing and</p>	<p style="text-align: right;">Page 12</p> <p>1 incremental annual net revenues, are critical</p> <p>2 to continue to deliver on the capital plan and</p> <p>3 create world-class facilities capable of</p> <p>4 meeting 21st century expectations.</p> <p>5 Once again, summaries of the</p> <p>6 proposed actions are in the handout provided</p> <p>7 at the hearing and are detailed in schedules</p> <p>8 on the Port Authority's website.</p> <p>9 Now let me move to the second</p> <p>10 topic that is the subject of these hearings.</p> <p>11 As I noted earlier, these are two distinct</p> <p>12 proposals. This matter is the proposed</p> <p>13 changes to the 2017 to 2026 Capital Plan.</p> <p>14 The capital plan that I described</p> <p>15 to you earlier was meant to be a blueprint for</p> <p>16 spending in the period. At the time the plan</p> <p>17 was adopted, the board recognized that facts</p> <p>18 and circumstances, risks, and priorities may</p> <p>19 change over a ten-year planning horizon;</p> <p>20 therefore, the board required a biennial</p> <p>21 reassessment of the capital plan that would:</p> <p>22 One, review progress and account</p> <p>23 for changed circumstances;</p> <p>24 Two, assure the state of good</p> <p>25 repair, or SGR, assessment and prioritization</p>

<p style="text-align: right;">Page 13</p> <p>1 was appropriate; 2 Three, confirm capital capacity 3 remains sufficient to deliver the plan; 4 And four, account for actions 5 already taken by the board that differed from 6 assumptions made when the plan was adopted. 7 Staff is recommending an increase 8 in the 2017 to 2026 Capital Plan of 9 \$4.8 billion, 94 percent, or \$4.5 billion, of 10 which is being funded from incremental 11 project-specific revenues. 12 As you can see from the pie chart 13 on this slide, the largest new revenue sources 14 are third-party incremental terminal rentals, 15 incremental airline cost recoveries, and 16 passenger facility charges, or PFCs, which are 17 collected from airline passengers. 18 This chart shows a breakdown of 19 the significant proposed project changes with 20 new projects highlighted in bold. The largest 21 of those new projects is a replacement of the 22 AirTrain at Newark Liberty International 23 Airport at a total project cost of 24 \$2.05 billion. 25 This represents an entirely new</p>	<p style="text-align: right;">Page 15</p> <p>1 More information on the proposed 2 changes to the 2017 to 2026 Capital Plan can 3 be found on the Port Authority's website. 4 Thank you for attending this 5 public hearing. The Port Authority board 6 values your input. 7 In addition to comments submitted 8 here, the Port Authority will be accepting 9 public comments on its website an via the mail 10 through September 13th, 2019. 11 THE HEARING OFFICER: With the 12 conclusion of the video, we'll now be having 13 public comments. 14 And our first commenter is Nat 15 Bottigheimer. And please address the 16 commissioners from the podium, thank you. 17 MR. BOTTIGHEIMER: Good morning. 18 I'm Nat Bottigheimer, New Jersey director at 19 the Regional Plan Association. 20 Investing in our regional 21 transportation system is essential for those 22 who live and work in the New York region, and 23 to support continued economic growth. 24 Regional Plan Association supports 25 the Port Authority's recently announces</p>
<p style="text-align: right;">Page 14</p> <p>1 project that replaces the planned spending to 2 maintain the old AirTrain in a state of good 3 repair. The increase in the capital plan 4 allocations to the new AirTrain will be 5 covered by additional project-specific 6 revenues. 7 The next large new project is the 8 PATH improvement plan. This project adds a 9 capital commitment of \$200 million to increase 10 capacity, reduce delays, and improve customer 11 experience including key station modifications 12 to enable the running of nine-car trains on 13 the Newark to World Trade Center line. 14 As part of reassessment, staff 15 also recommended three adjustments to projects 16 already in the capital plan. The proposals 17 for Newark Terminal 1 and JFK redevelopment 18 reflect the technical capital plan provisions 19 catching up to the authorization made by the 20 board in 2018. 21 The proposal for AirTrain 22 LaGuardia is informed by the planning efforts 23 currently underway. These proposed increases 24 are projected to be funded by incremental 25 project-specific revenues.</p>	<p style="text-align: right;">Page 16</p> <p>1 amendments to its capital plan to build 2 transit links to our airports which will 3 benefit both drivers and transit riders. 4 While nobody ever wants to pay 5 more, toll increases on our congested tunnels 6 and bridges are necessary to generate 7 investment on our infrastructure systems and 8 maintain regional competitiveness. 9 It's more important than ever to 10 reduce carbon emissions and fund critical 11 trans-Hudson projects including Gateway, PATH, 12 and the Port Authority Bus Terminal. RPA 13 strongly supports the Port Authority in taking 14 these steps. 15 The fare and toll increases will 16 allow the following projects to move forward: 17 A new PATH improvement plan; 18 Increasing capacity on the Newark 19 World Trade Center line by 40 percent and on 20 all other lines by 20 percent by 2022. This 21 is vital as population growth continues in 22 Jersey City and its neighbors, and as other 23 cross-Hudson transit options become 24 increasingly unreliable; 25 Planning for a New Terminal Two at</p>

<p style="text-align: right;">Page 17</p> <p>1 Newark Airport; 2 Construction of new AirTrains at 3 Newark Airport and LaGuardia Airport; 4 And improvements to JFK 5 redevelopment and Newark Terminal 1. 6 RPA has the following 7 recommendations as you continue this dialogue: 8 Apply drop-off fees more broadly 9 and consider fees consistent with AirTrain 10 fees. RPA has long advocated for drop-off and 11 pickup charges to pay for these investments. 12 We applaud the Port Authority for their 13 proposal to join other major airports around 14 the country in doing this. 15 We also urge consideration of 16 higher vehicle drop-off fees so transit and 17 auto trips to the airport are equalized. 18 Under the current proposal, drop-off fees are 19 \$4 and the AirTrain fares will be \$7.75. 20 We also support drop-off fees on 21 all vehicles to help pay for needed 22 investments, including private automobiles. 23 Ensure the AirTrain replacement in 24 Newark Airport benefits Newark residents. 25 Because its construction was funded with</p>	<p style="text-align: right;">Page 19</p> <p>1 access in the rain station but from south 2 Newark as well. 3 We have additional comments but 4 we'll submit those electronically. 5 THE HEARING OFFICER: Thank you. 6 Ya-Ting Liu. 7 MS. LIU: Good morning, 8 commissioners. My name Ya-Ting Liu and I'm 9 the director of Government Affairs and Policy 10 for Via, the leading provider of efficient 11 pool rides in New York City, where the company 12 is also headquartered. 13 Pool rides account for roughly 14 95 percent of our bookings in New York City 15 and Via operates with the highest utilization 16 standards in the industry. Data from New York 17 City's own Taxi &amp; Limousine Commission shows 18 Via to be three times more efficient than 19 other companies across a variety of metrics. 20 And to date, Via's share rides 21 have eliminated 30 million driver miles on New 22 York City streets. 23 Thank you for the opportunity to 24 comment today on the Port Authority's proposal 25 for airport access fees.</p>
<p style="text-align: right;">Page 18</p> <p>1 passenger facility charges, the Newark Airport 2 rail station is not accessible to members of 3 the public, only those accessing the airport 4 to travel or for airport workers. 5 This lack of access prevents the 6 airport rail station area from providing 7 support services to the aviation community, 8 such as hotel and convention space, and other 9 aviation support services that can be a simple 10 AirTrain trip away from Newark terminals. 11 The inaccessibility of the airport 12 rail station denies the city of Newark a 13 meaningful economic development opportunity, 14 denies Newark Airport uses a potentially 15 valuable amenity, and prevents area residents 16 from taking advantage of new employment 17 opportunities in the heart of their community. 18 RPA recommends that as part of the 19 plan, the AirTrain rebuilding program, the 20 Port Authority reconstructs the AirTrain rail 21 station, make land along the avenue directly 22 available, and to work with property owners in 23 the rail station area as sellers, partners or 24 stakeholders so that rebuilding of the 25 AirTrain allows not just reliable tunnel</p>	<p style="text-align: right;">Page 20</p> <p>1 We agree the future of our 2 region's economy is inextricably linked to the 3 health of our regional transportation 4 infrastructure. We commend the Port 5 Authority's commitment to strengthening this 6 critical network. 7 However, at a time when New York 8 has passed historic legislation to tackle 9 climate change congestion by addressing the 10 impact of all types of vehicles, the Port 11 Authority proposes to go in the opposite 12 direction by targeting at-base companies with 13 a \$4 flat regressive tax on all pickups and 14 drop-offs and failing to differentiate pool 15 rides from single passenger ones. 16 These new charges would be on top 17 of what are already some of the highest taxes 18 and fees in the nation, including an 19 8.75 percent sales tax, a black car fund fee, 20 a congestion surcharge, and existing tolls on 21 the crossings. 22 The proposal would actually 23 penalize pool rides. The \$4 charge on all 24 pickups and drop-offs will act as a higher tax 25 on pool trips. For example, if three</p>

<p style="text-align: right;">Page 21</p> <p>1 strangers who separately book and agree to 2 share a ride, the Port Authority would collect 3 triple the amount of someone who reserved a 4 vehicle to himself or herself. 5 By failing to differentiate 6 between pool rides and single passenger rides, 7 the Port Authority's proposed new fee would be 8 inconsistent with the advice of leading 9 environmental transportation groups as well as 10 policies New York State's very own congestion 11 charge, which recently took effect on all 12 for-hire vehicle and taxi rides south of 96th 13 Street. 14 Many of these organizations sent a 15 letter to Governor Cuomo last year advocating, 16 quote, "that tax structures should encourage 17 the use of multi-passenger options and 18 discourage the use of vehicles being driven 19 alone or transporting only one passenger, and 20 that taxes should clearly incentivize 21 multi-passenger and pooling options," end 22 quote. 23 Transportation is the number one 24 source of greenhouse gas emissions in New York 25 and New Jersey and pool trips help reduce</p>	<p style="text-align: right;">Page 23</p> <p>1 transportation access fee for taxis. 2 As I'm sure you are aware, the 3 taxi industry is under an unprecedented amount 4 of financial distress caused by disjointed 5 policy decisions without an understanding of 6 how each policy decision would impact the 7 industry. 8 The result was a flood of for-hire 9 vehicles on the streets leading to a 10 congestion nightmare and the decrease of 11 medallion values costing more than 1,000 12 bankruptcies filed by medallion owners, 13 financial ruin to thousands more medallion 14 owners, and horribly driver suicides. 15 This additional access fee for an 16 already struggling sector adds costs not based 17 on the current financial reality of this 18 industry and financial devastation of both 19 owners and drivers. 20 More specifically as with the 21 implementation of the Manhattan congestion 22 surcharge, no consideration has been given to 23 the increase in credit card processing fees 24 resulting from adding this \$4 to the fares. 25 As an example the credit card processing fees</p>
<p style="text-align: right;">Page 22</p> <p>1 traffic and greenhouse gas emissions when 2 compared to single passenger trips. 3 Via strongly supports efforts to 4 reduce congestion and invest in our region's 5 transportation infrastructure, but pool rides 6 should not be taxed if we allow private 7 vehicles to pickup and drop-off one passenger 8 for free. At a minimum, the airport access 9 fee should be substantially less for pool 10 rides and we urge the Port Authority Board of 11 Commissioners to set clear policies that 12 encourage reliable, affordable, sustainable 13 modes of transportation. Thank you. 14 THE HEARING OFFICER: Thank you. 15 David Beier. 16 MR. BEIER: Good morning. My name 17 is David Beier and I'm the president of the 18 Committee For Taxi Safety. 19 The committee is comprised of 20 licensed New York City taxi agents managing 21 approximately 20 percent of the yellow 22 medallion vehicles in New York City. 23 I appreciate the opportunity to 24 testify today. I urge the Port Authority to 25 reconsider the proposed airport ground</p>	<p style="text-align: right;">Page 24</p> <p>1 generated by the congestion surcharge comes to 2 approximately \$0.08 per trip or \$120 per 3 month, per vehicle. The credit card 4 processing fee was not passed on to the 5 passengers due to the failure of the New York 6 City Taxi &amp; Limousine Commission to pass any 7 regulation implementing this pass. 8 These credit card processing fees 9 are now being paid for by medallion owners and 10 agents. For an agent managing 200 cars, the 11 credit card processing fee is approximately 12 \$280,000 per year. Here, the credit card 13 processing fee for the access fee costs about 14 \$0.12 per ride, \$0.04 more than the congestion 15 surcharge. 16 Moreover, the proposal is not 17 clear on who pays this access fee. In 18 contrast to Uber and Lyft, taxis are not 19 allowed to increase fares to pay for increased 20 costs and taxis need TLC authorization for any 21 increase to the fares. 22 This proposal also does not take 23 into account that its fares for trips 24 increases, ridership is effected. When the 25 MTA and financial resources embraced the</p>

Page 25	Page 27
<p>1 congestion plan and imposed the single largest 2 increase in taxi fares in the industry's 3 history, the resulting loss of passengers was 4 about 20 percent. 5 As important, the City and this 6 authority seem to have forgotten that the taxi 7 industry has already paid for the right to 8 pickup at the airports. We were charged 9 hundreds of thousands of dollars for license 10 fees to have that very right. In contrast, 11 the e-hail car services have not paid a single 12 dollar for that right. 13 With e-hail services having 14 approximately 100,000 vehicles on the streets 15 and taxis only approximately 13,000 vehicles, 16 the taxis having already paid for the right to 17 pickup at the airports and the e-hail services 18 having paid nothing, we urge the Authority to 19 exempt taxis from this fee. 20 The taxi industry and its drivers 21 can no longer sustain financial strain and 22 added costs of doing business in the city. We 23 need to make sure this industry and workforce, 24 which has been a staple and integral part of 25 the City of New York, can survive.</p>	<p>1 Cash customers will have to pay an 2 unprecedented \$16 per trip. Off-peak E-ZPass 3 customers will be paying an additional 4 12 percent. In less than ten years, E-ZPass 5 rates will have by 57 percent. If you factor 6 in for inflation, from 2011 to 2020, the 7 off-peak rate would now be approximately 8.75 8 instead of the 11.75 being proposed. 9 AAA strongly opposes tying the 10 current proposed tolls to the rate of 11 inflation. This practice, we believe, 12 undermines the public review process and the 13 Port Authority's own financial review process 14 to determine appropriate and fare toll rates. 15 We have greatly appreciated the 16 Port Authority's longstanding practice of 17 providing all E-ZPass users the same E-ZPass 18 rate. This ensures fairness and parity for 19 all drivers while maintaining the operability 20 that E-ZPass promised. 21 We were very disappointed to see 22 the Port Authority propose a mandatory cash 23 rate for those traveling without a New York 24 and New Jersey E-ZPass. For example, under 25 the current proposal a commuter from</p>
Page 26	Page 28
<p>1 Thank you, again, for the 2 opportunity to testify. 3 THE HEARING OFFICER: Thank you. 4 Lauren Paterno. 5 MS. PATERNO: Good morning. My 6 name is Lauren Paterno, government affairs 7 representative for AAA Northeast, which serves 8 5.7 million members across the northeast. 9 AAA Northeast strongly opposes the 10 Port Authority's proposed toll hikes. Even 11 prior to implementing the proposed toll 12 increases, tunnels, bridges and terminals are 13 operating with a sizable profit. 14 According to the projected 2019 15 Port Authority budget, the tunnels, bridges 16 and terminals are operating with \$328 million 17 in free cash flow. 18 The proposed toll hike, again, 19 requests drivers to pay more while tunnels and 20 bridges function with plenty of cash on hand. 21 Under the current proposal, the E-ZPass peak 22 rate will increase by ten percent in 2020. 23 New York/New Jersey peak drivers will be 24 forced to budget approximately \$3,600 annually 25 to commute daily into rush hour commuting.</p>	<p>1 Pennsylvania will now have to pay up to 2 52 percent more each trip over the George 3 Washington Bridge. 4 We believe this is an extremely 5 unfair practice and unjustly targets 6 out-of-state drivers. We believe all drivers 7 utilizing E-ZPass should be provided the same 8 toll rate. 9 Thank you. 10 THE HEARING OFFICER: Thank you. 11 If there are other people who 12 would like to comment, please sign up and then 13 come forward to the podium. 14 If there are not other commenters 15 at the moment, the commissioners will remain 16 here and ready to take other comments as 17 people may come in. 18 (Pause in the proceedings.) 19 THE HEARING OFFICER: Hailing 20 Chen. 21 MR. CHEN: I am an Uber driver. 22 I'm also a member of Independent Drivers 23 Guild, who emphasize on the rights of the 24 drivers. 25 And with regard with this</p>

Page 29

1 proposal, we feel it's really, deeply unfair.  
2 Since we have all hear about the driver  
3 exploitation by big company like Uber, we're  
4 already paying a lot of the commission that's  
5 expensive already, including the vehicle  
6 expense, including the rental expense,  
7 including all other expenses.  
8 The proposal that today Port  
9 Authority is giving \$4 additional charge,  
10 additional surcharge, is definitely unfair for  
11 the drivers. A lot of the drivers that I have  
12 met, I have heard their concerns over and over  
13 again, hundred times, a thousand times.  
14 I think it's definitely something  
15 that you should consider, like, you know,  
16 change because it's all up to the drivers, it  
17 will be very devastating and we will see a  
18 wave of suicide, possible suicide, after this  
19 surcharge.  
20 We think it's definitely unfair.  
21 If you have any questions for me,  
22 like, I would like to hear about, like,  
23 something from you?  
24 THE HEARING OFFICER: Mr. Chen, as  
25 we explained at the beginning, this is not a

Page 30


1 back and forth process, just an opportunity  
2 for the commissioners to hear from commenters,  
3 such as yourself.  
4 MR. CHEN: Well I do want you to  
5 know that drivers life, it's really, like, in  
6 a devastating state. And I want you to  
7 recognize that it's very difficult situation  
8 for the drivers. And being able to make a  
9 real policy that is good for the rider for the  
10 drivers and also for the Port Authority.  
11 Okay.  
12 Thank you very much.  
13 THE HEARING OFFICER: Thank you.  
14 (Pause in the proceedings.)  
15 THE HEARING OFFICER: Just a  
16 reminder that should anybody wish to provide  
17 additional public comments, they should sign  
18 in at the back and then approach the podium,  
19 thanks.  
20 (Pause in the proceedings.)  
21 THE HEARING OFFICER: Again, a  
22 remainder to any members of the public who  
23 would like to speak, there's a sign-up sheet  
24 in the back and you can approach the podium.  
25 The comment period will be closing

Page 31

1 at 10:00. Thanks.  
2 (Pause in the proceedings.)  
3 THE HEARING OFFICER: It is now  
4 10:00, the morning's public hearing period is  
5 now closed.  
6 There will be five additional  
7 public hearing sessions at which members of  
8 the public will have an opportunity to  
9 comment.  
10 The next one is tomorrow morning  
11 at 8:00 in Jersey City at 2 Montgomery Street.  
12 Separate and apart from the live public  
13 hearing opportunity, there's also a chance to  
14 provide written comments to the Port  
15 Authority's website until September 13th.  
16 Thank you.  
17 (Time noted: 10:00 a.m.)  
18  
19  
20  
21  
22  
23  
24  
25

Page 32

1 C E R T I F I C A T E  
2  
3 STATE OF NEW YORK )  
4 : ss.:  
5 COUNTY OF QUEENS )  
6  
7 I, NICOLE ELLIS, a Notary Public for and  
8 within the State of New York, do hereby certify:  
9 I reported the proceedings in the  
10 within-entitled matter, and that the within  
11 transcript is a true record of such proceedings.  
12 I further certify that I am not related to  
13 any of the parties to this action by blood or by  
14 marriage and that I am in no way interested in the  
15 outcome of this matter.  
16 IN WITNESS WHEREOF, I have hereunto set my  
17 hand this 19th day of July 2019.  
18  
19  
20  
21  
22  
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24  
25

  
*Jane Rose Reporting*  
NICOLE ELLIS



<b>A</b>	<b>AirTrains</b>	<b>B</b>	<b>car</b>	<b>5:15,17,20,21 6:10</b>
<b>AAA</b> 3:10 26:7,9 27:9	<b>allocations</b> 14:4	<b>back</b> 5:4,16,19 30:1	<b>carbon</b> 16:10	15:7,9,13 19:3 28:16
<b>able</b> 30:8	<b>allow</b> 16:16 22:6	30:18,24	<b>card</b> 23:23,25 24:3,8	30:17 31:14
<b>accepting</b> 15:8	<b>allowed</b> 24:19	<b>backdrop</b> 8:2	24:11,12	<b>commission</b> 19:17
<b>access</b> 11:18 18:5	<b>allows</b> 5:12 18:25	<b>balanced</b> 10:14	<b>cars</b> 24:10	24:6 29:4
19:1,25 22:8 23:1,15	<b>alluded</b> 4:25	<b>bankruptcies</b> 23:12	<b>cash</b> 11:5 26:17,20	<b>Commissioner</b> 4:8
24:13,17	<b>amendments</b> 16:1	<b>based</b> 23:16	27:1,22	<b>commissioners</b> 1:5
<b>accessible</b> 18:2	<b>amenity</b> 18:15	<b>Bayonne</b> 8:16	<b>catching</b> 14:19	2:2 4:9 5:3,25 6:19
<b>accessing</b> 18:3	<b>American</b> 6:2	<b>becoming</b> 7:21	<b>caused</b> 23:4	10:11 15:16 19:8
<b>account</b> 12:22 13:4	<b>amount</b> 21:3 23:3	<b>BEFOE</b> 1:13	<b>Center</b> 14:13 16:19	22:11 28:15 30:2
19:13 24:23	<b>announces</b> 15:25	<b>began</b> 8:20	<b>century</b> 12:4	<b>commitment</b> 14:9
<b>act</b> 20:24	<b>annual</b> 12:1	<b>beginning</b> 8:11 29:25	<b>certain</b> 10:11,13	20:5
<b>action</b> 10:3 32:13	<b>annually</b> 26:24	<b>Beier</b> 3:9 22:15,16,17	<b>certify</b> 32:8,12	<b>committed</b> 7:3
<b>actions</b> 10:2,12,16,21	<b>anybody</b> 30:16	<b>believe</b> 27:11 28:4,6	<b>Chairman</b> 2:3 4:7	<b>committee</b> 22:18,19
10:23,24 12:6 13:4	<b>apart</b> 31:12	<b>benefit</b> 16:3	<b>chance</b> 31:13	<b>community</b> 18:7,17
<b>added</b> 25:22	<b>applaud</b> 17:12	<b>benefits</b> 17:24	<b>change</b> 12:19 20:9	<b>commute</b> 26:25
<b>adding</b> 23:24	<b>Apply</b> 17:8	<b>biennial</b> 12:20	29:16	<b>commuter</b> 27:25
<b>addition</b> 5:18 15:7	<b>appreciate</b> 22:23	<b>big</b> 29:3	<b>changed</b> 11:4,7,13	<b>commuting</b> 26:25
<b>additional</b> 14:5 19:3	<b>appreciated</b> 27:15	<b>billion</b> 8:6 13:9,9,24	12:23	<b>companies</b> 19:19
23:15 27:3 29:9,10	<b>approach</b> 30:18,24	<b>black</b> 20:19	<b>changes</b> 4:19,25 6:16	20:12
30:17 31:6	<b>appropriate</b> 13:1	<b>blood</b> 32:13	6:18 7:1 12:13 13:19	<b>company</b> 19:11 29:3
<b>address</b> 15:15	27:14	<b>blueprint</b> 12:15	15:2	<b>compared</b> 22:2
<b>addressing</b> 7:5 20:9	<b>approximately</b> 22:21	<b>board</b> 1:5 2:2 4:9 5:25	<b>charge</b> 20:23 21:11	<b>competitiveness</b> 16:8
<b>adds</b> 14:8 23:16	24:2,11 25:14,15	6:19 8:3 9:21 10:2	29:9	<b>complete</b> 8:19
<b>adjustment</b> 10:4	26:24 27:7	10:11,16 12:17,20	<b>charged</b> 25:8	<b>completed</b> 8:25 9:2
<b>adjustments</b> 1:6 4:13	<b>area</b> 18:6,15,23	13:5 14:20 15:5	<b>charges</b> 10:13 13:16	<b>completion</b> 8:15
4:16,19 14:15	<b>assessment</b> 12:25	22:10	17:11 18:1 20:16	<b>comprised</b> 22:19
<b>adopt</b> 11:17	<b>Association</b> 15:19,24	<b>board's</b> 10:10,23	<b>chart</b> 13:12,18	<b>concerns</b> 29:12
<b>adopted</b> 8:3 12:17	<b>assumption</b> 10:10	<b>body</b> 4:10	<b>charting</b> 7:6	<b>conclusion</b> 15:12
13:6	<b>assumptions</b> 13:6	<b>bold</b> 13:20	<b>Chen</b> 3:11 28:20,21	<b>concourse</b> 8:17
<b>adopting</b> 10:9	<b>assure</b> 12:24	<b>book</b> 21:1	29:24 30:4	<b>concrete</b> 8:11
<b>adoption</b> 10:3	<b>attending</b> 6:12 15:4	<b>bookings</b> 19:14	<b>circumstances</b> 12:18	<b>confirm</b> 13:2
<b>advantage</b> 18:16	<b>at-base</b> 20:12	<b>Bottigheimer</b> 3:7	12:23	<b>congested</b> 16:5
<b>advice</b> 21:8	<b>audio</b> 5:20	15:15,17,18	<b>city</b> 16:22 18:12 19:11	<b>congestion</b> 20:9,20
<b>advocated</b> 17:10	<b>authority</b> 1:1 4:4 5:23	<b>breakdown</b> 13:18	19:14,22 22:20,22	21:10 22:4 23:10,21
<b>advocating</b> 21:15	5:25 6:13,20 7:3,20	<b>bridge</b> 10:5,17 11:3	24:6 25:5,22,25	24:1,14 25:1
<b>affairs</b> 19:9 26:6	7:24 9:8,12,21 10:2	28:3	31:11	<b>consider</b> 17:9 29:15
<b>affordable</b> 22:12	10:13 15:5,8 16:12	<b>bridges</b> 7:10,24 8:15	<b>City's</b> 19:17	<b>consideration</b> 17:15
<b>agencies</b> 10:22	16:13 17:12 18:20	16:6 26:12,15,20	<b>clear</b> 22:11 24:17	23:22
<b>agency</b> 8:10 9:9,23	20:11 21:2 22:10,24	<b>broadly</b> 17:8	<b>clearly</b> 21:20	<b>considered</b> 5:24
<b>agency's</b> 4:9 7:14	25:6,18 26:15 27:22	<b>budget</b> 26:15,24	<b>climate</b> 20:9	<b>consistent</b> 7:18 10:23
<b>agent</b> 24:10	29:9 30:10	<b>build</b> 16:1	<b>clock</b> 5:5	11:16 17:9
<b>agents</b> 22:20 24:10	<b>Authority's</b> 1:6 4:14	<b>Bus</b> 16:12	<b>close</b> 5:8	<b>construction</b> 8:20
<b>ago</b> 8:21	4:16 8:3,9,23 9:19	<b>busiest</b> 7:21	<b>closed</b> 31:5	17:2,25
<b>agree</b> 20:1 21:1	10:17 11:2 12:8 15:3	<b>business</b> 25:22	<b>closing</b> 30:25	<b>continue</b> 12:2 17:7
<b>airline</b> 13:15,17	15:25 19:24 20:5		<b>collect</b> 21:2	<b>continued</b> 9:6,20
<b>airport</b> 8:18,19,22	21:7 26:10 27:13,16		<b>collected</b> 13:17	15:23
11:17 13:23 17:1,3,3	31:15		<b>come</b> 9:17 28:13,17	<b>continues</b> 16:21
17:17,24 18:1,3,4,6	<b>authorization</b> 14:19	<b>C</b> 2:1 32:1,1	<b>comes</b> 24:1	<b>continuous</b> 4:23
18:11,14 19:25 22:8	24:20	<b>call</b> 6:4	<b>Comm</b> 3:9	<b>contrast</b> 24:18 25:10
22:25	<b>auto</b> 11:5 17:17	<b>capable</b> 12:3	<b>commend</b> 20:4	<b>convenience</b> 4:18
<b>airports</b> 7:10,14 11:16	<b>automobiles</b> 17:22	<b>capacity</b> 13:2 14:10	<b>comment</b> 5:9,10 19:24	<b>convention</b> 18:8
16:2 17:13 25:8,17	<b>available</b> 8:13 18:22	16:18	28:12 30:25 31:9	<b>conversation</b> 5:5
<b>AirTrain</b> 7:16 10:18	<b>avenue</b> 2:17 18:21	<b>capital</b> 1:8 4:17 6:19	<b>commenter</b> 15:14	<b>COPY</b> 1:24
11:12 13:22 14:2,4	<b>aviation</b> 18:7,9	8:4,8 10:9,14 12:2	<b>commenters</b> 28:14	<b>core</b> 8:9
14:21 17:9,19,23	<b>aware</b> 23:2	12:13,14,21 13:2,8	30:2	<b>cost</b> 13:15,23
18:10,19,20,25	<b>a.m</b> 3:3,3 31:17	14:3,9,16,18 15:2	<b>comments</b> 4:13,15 5:2	<b>costing</b> 23:11
		16:1		

<p><b>costs</b> 23:16 24:13,20 25:22 <b>counsel</b> 4:4 <b>country</b> 7:7 11:17 17:14 <b>COUNTY</b> 32:5 <b>course</b> 7:6 <b>Court</b> 1:18 <b>covered</b> 14:5 <b>create</b> 10:12 12:3 <b>credit</b> 23:23,25 24:3,8 24:11,12 <b>critical</b> 12:1 16:10 20:6 <b>crossings</b> 20:21 <b>cross-Hudson</b> 16:23 <b>cumulative</b> 10:6 <b>Cuomo</b> 21:15 <b>current</b> 17:18 23:17 26:21 27:10,25 <b>currently</b> 14:23 <b>customer</b> 14:10 <b>customers</b> 27:1,3</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>daily</b> 26:25 <b>Data</b> 19:16 <b>date</b> 19:20 <b>David</b> 3:9 22:15,17 <b>day</b> 32:17 <b>decades</b> 7:23 <b>decision</b> 10:10 23:6 <b>decisions</b> 23:5 <b>decrease</b> 23:10 <b>deeply</b> 29:1 <b>definitely</b> 29:10,14,20 <b>delays</b> 14:10 <b>deliver</b> 8:11 12:2 13:3 <b>denies</b> 18:12,14 <b>department</b> 8:8 <b>described</b> 4:20 12:14 <b>detailed</b> 11:1 12:7 <b>determine</b> 27:14 <b>devastating</b> 29:17 30:6 <b>devastation</b> 23:18 <b>development</b> 18:13 <b>dialogue</b> 17:7 <b>differed</b> 13:5 <b>different</b> 7:7 <b>differentiate</b> 20:14 21:5 <b>difficult</b> 30:7 <b>direction</b> 20:12 <b>directly</b> 18:21 <b>director</b> 15:18 19:9 <b>disappointed</b> 27:21</p>	<p><b>discount</b> 11:9 <b>discourage</b> 21:18 <b>disjointed</b> 23:4 <b>distinct</b> 4:11,20 6:14 6:22 12:11 <b>distress</b> 23:4 <b>doing</b> 17:14 25:22 <b>dollar</b> 25:12 <b>dollars</b> 9:10 25:9 <b>door</b> 5:1 6:7 <b>driven</b> 21:18 <b>driver</b> 19:21 23:14 28:21 29:2 <b>drivers</b> 3:11 16:3 23:19 25:20 26:19 26:23 27:19 28:6,6 28:22,24 29:11,11 29:16 30:5,8,10 <b>driving</b> 7:20 <b>drop-off</b> 11:20,22 17:8 17:10,16,18,20 22:7 <b>drop-offs</b> 20:14,24 <b>due</b> 24:5</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>E</b> 2:1,1 32:1,1 <b>earlier</b> 12:11,15 <b>economic</b> 15:23 18:13 <b>economy</b> 7:12 20:2 <b>effect</b> 10:3 21:11 <b>effected</b> 24:24 <b>effective</b> 11:5,10,15 11:22 <b>efficient</b> 19:10,18 <b>efforts</b> 14:22 22:3 <b>elaborate</b> 5:18 <b>elaboration</b> 5:11 <b>elapses</b> 5:7 <b>electronically</b> 19:4 <b>element</b> 9:3 <b>eliminated</b> 19:21 <b>Ellis</b> 1:18 32:7,23 <b>embraced</b> 24:25 <b>emissions</b> 16:10 21:24 22:1 <b>emphasize</b> 28:23 <b>employment</b> 18:16 <b>enable</b> 14:12 <b>encourage</b> 21:16 22:12 <b>ensure</b> 9:22 17:23 <b>ensures</b> 27:18 <b>entirely</b> 13:25 <b>environmental</b> 21:9 <b>equalized</b> 17:17 <b>essential</b> 15:21 <b>estimated</b> 11:25</p>	<p><b>example</b> 20:25 23:25 27:24 <b>exempt</b> 25:19 <b>existing</b> 11:8 20:20 <b>expectations</b> 12:4 <b>expected</b> 10:7 <b>expense</b> 29:6,6 <b>expenses</b> 29:7 <b>expensive</b> 29:5 <b>experience</b> 14:11 <b>experiencing</b> 7:13 <b>explained</b> 29:25 <b>exploitation</b> 29:3 <b>extremely</b> 28:4 <b>e-hail</b> 25:11,13,17 <b>E-ZPass</b> 26:21 27:2,4 27:17,17,20,24 28:7</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>F</b> 32:1 <b>facilities</b> 7:4,9 9:16,25 10:14 12:3 <b>facility</b> 13:16 18:1 <b>fact</b> 9:16 <b>factor</b> 27:5 <b>facts</b> 12:17 <b>failing</b> 20:14 21:5 <b>failure</b> 24:5 <b>fairness</b> 27:18 <b>Farbiarz</b> 1:14 4:3 <b>fare</b> 9:13 11:9,14 16:15 27:14 <b>fares</b> 1:7 4:14 6:17 7:2 10:18,18 11:7,12 17:19 23:24 24:19 24:21,23 25:2 <b>February</b> 8:4 <b>fee</b> 11:18,19,21,22 20:19 21:7 22:9 23:1 23:15 24:4,11,13,13 24:17 25:19 <b>feel</b> 29:1 <b>fees</b> 1:7 4:14 6:17 7:2 10:13,19 17:8,9,10 17:16,18,20 19:25 20:18 23:23,25 24:8 25:10 <b>Fifth</b> 2:17 <b>filed</b> 23:12 <b>final</b> 1:24 9:2 <b>financial</b> 23:4,13,17 23:18 24:25 25:21 27:13 <b>first</b> 4:12 5:14 6:16,25 7:22 15:14 <b>five</b> 7:16,18 31:6 <b>flat</b> 20:13</p>	<p><b>flood</b> 23:8 <b>flow</b> 26:17 <b>following</b> 16:16 17:6 <b>forced</b> 26:24 <b>forgotten</b> 25:6 <b>form</b> 5:22 <b>forth</b> 5:5 30:1 <b>forward</b> 16:16 28:13 <b>for-hire</b> 11:18,20 21:12 23:8 <b>found</b> 15:3 <b>four</b> 13:4 <b>free</b> 22:8 26:17 <b>full</b> 5:24 <b>function</b> 26:20 <b>fund</b> 9:19 16:10 20:19 <b>funded</b> 13:10 14:24 17:25 <b>funding</b> 9:7,10 <b>further</b> 5:10,18 32:12 <b>future</b> 10:12 20:1</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>gas</b> 21:24 22:1 <b>gates</b> 8:17 <b>Gateway</b> 16:11 <b>general</b> 4:4 <b>generate</b> 11:25 16:6 <b>generated</b> 24:1 <b>generates</b> 9:23 <b>George</b> 28:2 <b>getting</b> 5:8 <b>given</b> 10:16 23:22 <b>giving</b> 29:9 <b>go</b> 5:14 20:11 <b>Goethals</b> 8:16 <b>going</b> 4:21 <b>good</b> 4:1 12:24 14:2 15:17 19:7 22:16 26:5 30:9 <b>governing</b> 4:9 <b>government</b> 19:9 26:6 <b>Governor</b> 21:15 <b>greatly</b> 27:15 <b>greenhouse</b> 21:24 22:1 <b>ground</b> 11:17 22:25 <b>groups</b> 21:9 <b>growth</b> 7:18,21 9:6 15:23 16:21 <b>Guild</b> 3:11 28:23</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>Hailing</b> 3:11 28:19 <b>hand</b> 26:20 32:17 <b>handling</b> 7:25 <b>handout</b> 10:25 12:6</p>	<p><b>handouts</b> 5:1 8:13 <b>Harrison</b> 9:1 <b>head</b> 8:25 <b>headquartered</b> 19:12 <b>health</b> 20:3 <b>hear</b> 29:2,22 30:2 <b>heard</b> 29:12 <b>hearing</b> 1:5,14 4:1,5 4:12 6:14 10:25 12:7 15:5,11 19:5 22:14 26:3 28:10,19 29:24 30:13,15,21 31:3,4,7 31:13 <b>hearings</b> 12:10 <b>heart</b> 18:17 <b>Hello</b> 6:12 <b>help</b> 17:21 21:25 <b>hereunto</b> 32:16 <b>high</b> 7:17 <b>higher</b> 17:16 20:24 <b>highest</b> 19:15 20:17 <b>highlighted</b> 13:20 <b>highlights</b> 8:14 <b>hike</b> 26:18 <b>hikes</b> 26:10 <b>historic</b> 20:8 <b>history</b> 8:24 25:3 <b>horizon</b> 12:19 <b>horribly</b> 23:14 <b>hotel</b> 18:8 <b>hour</b> 26:25 <b>houses</b> 8:25 <b>hundred</b> 29:13 <b>hundreds</b> 25:9</p> <hr/> <p style="text-align: center;"><b>I</b></p> <hr/> <p><b>impact</b> 10:6 20:10 23:6 <b>implementation</b> 23:21 <b>implementing</b> 24:7 26:11 <b>important</b> 7:5 16:9 25:5 <b>imposed</b> 25:1 <b>improve</b> 14:10 <b>improvement</b> 14:8 16:17 <b>improvements</b> 17:4 <b>inaccessibility</b> 18:11 <b>incentivize</b> 21:20 <b>include</b> 8:14 11:2 <b>including</b> 14:11 16:11 17:22 20:18 29:5,6,7 <b>inconsistent</b> 21:8 <b>increase</b> 11:4,14 13:7 14:3,9 23:23 24:19 24:21 25:2 26:22</p>
---	---	---	--	---

<p><b>increased</b> 24:19 <b>increases</b> 9:13 10:19 14:23 16:5,15 24:24 26:12 <b>Increasing</b> 16:18 <b>increasingly</b> 16:24 <b>incremental</b> 12:1 13:10,14,15 14:24 <b>independent</b> 3:11 9:9 28:22 <b>INDEX</b> 3:1 <b>industry</b> 19:16 23:3,7 23:18 25:7,20,23 <b>industry's</b> 25:2 <b>inextricably</b> 20:2 <b>inflation</b> 9:24 10:4,6 10:21 27:6,11 <b>information</b> 15:1 <b>informed</b> 14:22 <b>infrastructure</b> 7:6 9:3 16:7 20:4 22:5 <b>input</b> 6:20 15:6 <b>integral</b> 25:24 <b>intensively</b> 7:5 <b>interested</b> 32:14 <b>International</b> 8:22 13:22 <b>invest</b> 22:4 <b>Investing</b> 15:20 <b>investment</b> 8:23 9:6 9:15,20 16:7 <b>investments</b> 7:4 9:25 17:11,22 <b>iPads</b> 5:16</p> <hr/> <p style="text-align: center;"><b>J</b></p> <p><b>JANE</b> 1:17,25 2:16 <b>January</b> 11:6 <b>Jeff</b> 2:3 4:7 <b>Jersey</b> 1:1 8:23 9:11 15:18 16:22 21:25 26:23 27:24 31:11 <b>Jersey's</b> 6:14 <b>JFK</b> 11:12 14:17 17:4 <b>join</b> 17:13 <b>July</b> 1:10 32:17</p> <hr/> <p style="text-align: center;"><b>K</b></p> <p><b>keep</b> 5:6 9:23 <b>keeping</b> 8:10 <b>Kevin</b> 2:4 4:8 <b>key</b> 14:11 <b>know</b> 5:6,7 29:15 30:5</p> <hr/> <p style="text-align: center;"><b>L</b></p> <p><b>lack</b> 18:5 <b>LaGuardia</b> 8:18 14:22</p>	<p>17:3 <b>land</b> 18:21 <b>Language</b> 6:2 <b>large</b> 14:7 <b>largest</b> 8:5,23 13:13 13:20 25:1 <b>late</b> 11:23 <b>Lauren</b> 3:10 26:4,6 <b>layout</b> 6:23 <b>leading</b> 19:10 21:8 23:9 <b>led</b> 7:19 <b>legacy</b> 7:8 <b>legislation</b> 20:8 <b>letter</b> 21:15 <b>level</b> 9:6 <b>leverage</b> 9:15 <b>Liberty</b> 8:22 11:13 13:22 <b>license</b> 25:9 <b>licensed</b> 22:20 <b>life</b> 30:5 <b>limited</b> 5:2 <b>Limousine</b> 19:17 24:6 <b>line</b> 14:13 16:19 <b>lines</b> 16:20 <b>linked</b> 20:2 <b>links</b> 16:2 <b>listen</b> 5:4 <b>Liu</b> 3:8 19:6,7,8 <b>live</b> 15:22 31:12 <b>long</b> 9:21 17:10 <b>longer</b> 25:21 <b>longstanding</b> 27:16 <b>loop</b> 4:23 <b>loss</b> 25:3 <b>lot</b> 29:4,11 <b>lowering</b> 11:9 <b>Lyft</b> 24:18 <b>Lynford</b> 2:3 4:7</p> <hr/> <p style="text-align: center;"><b>M</b></p> <p><b>mail</b> 11:5 15:9 <b>maintain</b> 10:14 14:2 16:8 <b>maintaining</b> 11:8 27:19 <b>major</b> 7:4 9:3 17:13 <b>making</b> 7:4 9:4 <b>managing</b> 22:20 24:10 <b>mandatory</b> 27:22 <b>Manhattan</b> 23:21 <b>marriage</b> 32:14 <b>matter</b> 12:12 32:10,15 <b>maximize</b> 9:14 <b>McCabe</b> 2:4 4:8 <b>meaningful</b> 18:13</p>	<p><b>meant</b> 12:15 <b>mechanism</b> 10:4 <b>medallion</b> 22:22 23:11 23:12,13 24:9 <b>meeting</b> 12:4 <b>member</b> 28:22 <b>members</b> 2:8,9 18:2 26:8 30:22 31:7 <b>met</b> 29:12 <b>metrics</b> 19:19 <b>Michael</b> 1:14 4:3 <b>microphone</b> 6:5 <b>mid</b> 11:22 <b>miles</b> 19:21 <b>million</b> 7:25 11:25 14:9 19:21 26:8,16 <b>minimize</b> 9:13 <b>minimum</b> 22:8 <b>minutes</b> 5:3,7,12 <b>mission</b> 8:9 <b>modes</b> 22:13 <b>modifications</b> 14:11 <b>moment</b> 4:22 28:15 <b>Montgomery</b> 31:11 <b>month</b> 24:3 <b>morning</b> 4:2 15:17 19:7 22:16 26:5 31:10 <b>morning's</b> 4:5 31:4 <b>move</b> 12:9 16:16 <b>moving</b> 8:10 <b>MTA</b> 24:25 <b>multi-fare</b> 11:10 <b>multi-passenger</b> 21:17,21</p> <hr/> <p style="text-align: center;"><b>N</b></p> <p><b>N</b> 2:1 <b>name</b> 4:3 19:8 22:16 26:6 <b>Nat</b> 3:7 15:14,18 <b>nation</b> 7:22 10:22 20:18 <b>national</b> 7:12 <b>nearly</b> 8:20 9:16 <b>near-record</b> 7:13 <b>necessary</b> 9:25 16:6 <b>need</b> 6:23 9:13,22 24:20 25:23 <b>needed</b> 17:21 <b>needs</b> 7:6 <b>neighbors</b> 16:22 <b>net</b> 12:1 <b>network</b> 20:6 <b>new</b> 1:1,1,9,9 2:18,18 6:13,13 8:15,17,17 8:21,23,25 9:11,11</p>	<p>13:13,20,21,25 14:4 14:7 15:18,22 16:17 16:25 17:2 18:16 19:11,14,16,21 20:7 20:16 21:7,10,24,25 22:20,22 24:5 25:25 26:23 27:23,24 32:3 32:8 <b>Newark</b> 8:21 11:13 13:22 14:13,17 16:18 17:1,3,5,24,24 18:1,10,12,14 19:2 <b>Nicole</b> 1:18 32:7,23 <b>nightmare</b> 23:10 <b>nine-car</b> 14:12 <b>non-fare</b> 9:14,17 <b>non-toll</b> 9:14,17 <b>northeast</b> 3:10 26:7,8 26:9 <b>Notary</b> 32:7 <b>noted</b> 8:12 12:11 31:17 <b>November</b> 11:10,15 <b>number</b> 4:24 5:12 21:23</p> <hr/> <p style="text-align: center;"><b>O</b></p> <p><b>occur</b> 10:7 <b>officer</b> 1:14 4:1,5 15:11 19:5 22:14 26:3 28:10,19 29:24 30:13,15,21 31:3 <b>off-peak</b> 27:2,7 <b>Okay</b> 30:11 <b>old</b> 14:2 <b>Once</b> 12:5 <b>ones</b> 20:15 <b>opened</b> 8:18 <b>operability</b> 27:19 <b>operates</b> 19:15 <b>operating</b> 26:13,16 <b>operations</b> 9:19 <b>opportunities</b> 18:17 <b>opportunity</b> 18:13 19:23 22:23 26:2 30:1 31:8,13 <b>opposes</b> 26:9 27:9 <b>opposite</b> 20:11 <b>options</b> 16:23 21:17 21:21 <b>order</b> 6:5 <b>organizations</b> 21:14 <b>outcome</b> 32:15 <b>outside</b> 4:23 <b>out-of-state</b> 28:6 <b>overview</b> 6:22 <b>owners</b> 18:22 23:12</p>	<p>23:14,19 24:9</p> <hr/> <p style="text-align: center;"><b>P</b></p> <p><b>P</b> 2:1,1 <b>pace</b> 9:23 <b>PAGE</b> 3:5 <b>paid</b> 24:9 25:7,11,16 25:18 <b>panynj.gov</b> 5:15 <b>parity</b> 27:18 <b>part</b> 8:18 14:14 18:18 25:24 <b>parties</b> 32:13 <b>partners</b> 18:23 <b>pass</b> 24:6,7 <b>passed</b> 20:8 24:4 <b>passenger</b> 7:15 13:16 18:1 20:15 21:6,19 22:2,7 <b>passengers</b> 13:17 24:5 25:3 <b>Paterno</b> 3:10 26:4,5,6 <b>PATH</b> 7:19 8:25 10:18 11:7 14:8 16:11,17 <b>Pause</b> 28:18 30:14,20 31:2 <b>pay</b> 16:4 17:11,21 24:19 26:19 27:1 28:1 <b>paying</b> 27:3 29:4 <b>pays</b> 24:17 <b>peak</b> 26:21,23 <b>peer</b> 10:21 11:16 <b>penalize</b> 20:23 <b>Pennsylvania</b> 28:1 <b>people</b> 5:19 6:4 28:11 28:17 <b>percent</b> 13:9 16:19,20 19:14 20:19 22:21 25:4 26:22 27:4,5 28:2 <b>period</b> 8:5 12:16 30:25 31:4 <b>person</b> 5:3 <b>PFCs</b> 13:16 <b>photos</b> 8:12 <b>pickup</b> 11:20,21 17:11 22:7 25:8,17 <b>pickups</b> 20:13,24 <b>pie</b> 13:12 <b>plan</b> 1:8 4:17 6:19 8:4 8:8 10:9,15 12:2,13 12:14,16,21 13:3,6,8 14:3,8,16,18 15:2,19 15:24 16:1,17 18:19 25:1 <b>planned</b> 14:1</p>
--	--	---	---	--

<p><b>planning</b> 12:19 14:22 16:25 <b>play</b> 4:22 6:8 <b>playing</b> 4:23 <b>please</b> 15:15 28:12 <b>plenty</b> 26:20 <b>podium</b> 15:16 28:13 30:18,24 <b>policies</b> 21:10 22:11 <b>policy</b> 19:9 23:5,6 30:9 <b>pool</b> 19:11,13 20:14 20:23,25 21:6,25 22:5,9 <b>pooling</b> 21:21 <b>population</b> 16:21 <b>port</b> 1:1,6 4:4,13,16 5:23,24 6:13,20 7:3 7:20,21,24 8:3,9,22 9:2,8,12,19,21 10:1 10:13,17 11:1 12:8 15:3,5,8,25 16:12,13 17:12 18:20 19:24 20:4,10 21:2,7 22:10 22:24 26:10,15 27:13,16,22 29:8 30:10 31:14 <b>ports</b> 7:20 <b>possible</b> 29:18 <b>potentially</b> 18:14 <b>practice</b> 27:11,16 28:5 <b>PRERECORDED</b> 6:11 <b>Present</b> 2:7 <b>presentation</b> 6:11,21 <b>president</b> 22:17 <b>Press</b> 2:8 <b>prevents</b> 18:5,15 <b>prior</b> 10:16,23 26:11 <b>priorities</b> 12:18 <b>prioritization</b> 12:25 <b>private</b> 9:15 17:22 22:6 <b>proceedings</b> 28:18 30:14,20 31:2 32:9 32:11 <b>process</b> 27:12,13 30:1 <b>processing</b> 23:23,25 24:4,8,11,13 <b>profit</b> 26:13 <b>program</b> 18:19 <b>progress</b> 9:4 12:22 <b>project</b> 13:19,23 14:1 14:7,8 <b>projected</b> 14:24 26:14 <b>projects</b> 13:20,21 14:15 16:11,16 <b>project-specific</b> 13:11</p>	<p>14:5,25 <b>promised</b> 27:20 <b>property</b> 18:22 <b>proposal</b> 7:1 14:21 17:13,18 19:24 20:22 24:16,22 26:21 27:25 29:1,8 <b>proposals</b> 6:15,23 10:20 11:24 12:12 14:16 <b>propose</b> 27:22 <b>proposed</b> 1:6 4:13,15 4:19 6:16,18 7:1 10:19,24 11:19 12:6 12:12 13:19 14:23 15:1 21:7 22:25 26:10,11,18 27:8,10 <b>proposes</b> 20:11 <b>provide</b> 5:11 6:22 30:16 31:14 <b>provided</b> 10:25 12:6 28:7 <b>provider</b> 19:10 <b>providing</b> 18:6 27:17 <b>provisions</b> 14:18 <b>public</b> 1:5 2:9 4:12 6:14 15:5,9,13 18:3 27:12 30:17,22 31:4 31:7,8,12 32:7 <b>purpose</b> 6:21,23 <b>purposes</b> 4:11</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>QUEENS</b> 32:5 <b>questions</b> 29:21 <b>quite</b> 6:6 <b>quote</b> 21:16,22</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>R</b> 2:1 32:1 <b>rail</b> 18:2,6,12,20,23 <b>rain</b> 19:1 <b>raise</b> 10:12 <b>rate</b> 11:5 26:22 27:7 27:10,18,23 28:8 <b>rates</b> 27:5,14 <b>rationality</b> 10:20 <b>reaches</b> 10:6 <b>ready</b> 28:16 <b>real</b> 30:9 <b>reality</b> 23:17 <b>really</b> 29:1 30:5 <b>reassessment</b> 12:21 14:14 <b>rebuild</b> 8:19 <b>rebuilding</b> 18:19,24 <b>recognition</b> 10:8</p>	<p><b>recognize</b> 30:7 <b>recognized</b> 9:22 12:17 <b>recommendations</b> 17:7 <b>recommended</b> 14:15 <b>recommending</b> 13:7 <b>recommends</b> 18:18 <b>reconsider</b> 22:25 <b>reconstructs</b> 18:20 <b>record</b> 7:13,19,21 32:11 <b>records</b> 7:15 <b>recoveries</b> 13:15 <b>redevelopment</b> 14:17 17:5 <b>reduce</b> 14:10 16:10 21:25 22:4 <b>reflect</b> 14:18 <b>reflects</b> 8:8 <b>regard</b> 28:25 <b>region</b> 8:10 10:22 15:22 <b>regional</b> 7:12 15:19,20 15:24 16:8 20:3 <b>region's</b> 20:2 22:4 <b>regressive</b> 20:13 <b>regulation</b> 24:7 <b>related</b> 10:4 32:12 <b>reliable</b> 18:25 22:12 <b>rely</b> 9:10 <b>remain</b> 28:15 <b>remainder</b> 30:22 <b>remains</b> 13:3 <b>reminder</b> 30:16 <b>rental</b> 29:6 <b>rentals</b> 13:14 <b>repair</b> 12:25 14:3 <b>replacement</b> 13:21 17:23 <b>replaces</b> 14:1 <b>reported</b> 32:9 <b>Reporter</b> 1:18 <b>REPORTING</b> 1:17,25 2:16 <b>representative</b> 26:7 <b>represents</b> 13:25 <b>requests</b> 26:19 <b>required</b> 12:20 <b>requirement</b> 9:20 <b>requires</b> 9:7 <b>reserved</b> 21:3 <b>residents</b> 17:24 18:15 <b>resources</b> 24:25 <b>respectively</b> 11:14 <b>rested</b> 10:10 <b>result</b> 23:8 <b>resulting</b> 23:24 25:3</p>	<p><b>results</b> 8:12 <b>return</b> 8:9 <b>revenue</b> 13:13 <b>revenues</b> 9:14,17,23 12:1 13:11 14:6,25 <b>reversing</b> 7:8 <b>review</b> 12:22 27:12,13 <b>reviewed</b> 10:17 <b>ride</b> 11:8 21:2 24:14 <b>rider</b> 30:9 <b>riders</b> 16:3 <b>ridership</b> 7:16,19 24:24 <b>rides</b> 19:11,13,20 20:15,23 21:6,6,12 22:5,10 <b>right</b> 4:6,7 25:7,10,12 25:16 <b>rights</b> 28:23 <b>risks</b> 12:18 <b>room</b> 4:23 5:16,19 <b>ROSE</b> 1:17,25 2:16 <b>roughly</b> 19:13 <b>RPA</b> 3:7 16:12 17:6,10 18:18 <b>ruin</b> 23:13 <b>running</b> 14:12 <b>rush</b> 26:25</p> <hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p><b>S</b> 2:1 <b>Safety</b> 3:9 22:18 <b>sake</b> 4:18 <b>sales</b> 20:19 <b>saw</b> 8:12 <b>schedules</b> 11:1 12:7 <b>second</b> 4:15 6:18 7:21 12:9 <b>sector</b> 9:15 23:16 <b>see</b> 8:7 13:12 27:21 29:17 <b>self-funded</b> 9:9 <b>sellers</b> 18:23 <b>sent</b> 21:14 <b>separate</b> 4:20 31:12 <b>separately</b> 21:1 <b>September</b> 15:10 31:15 <b>serve</b> 4:8 <b>serves</b> 26:7 <b>services</b> 18:7,9 25:11 25:13,17 <b>sessions</b> 31:7 <b>set</b> 7:14 22:11 32:16 <b>SGR</b> 12:25 <b>share</b> 5:24 19:20 21:2 <b>sheet</b> 6:7 30:23</p>	<p><b>ship-to-rail</b> 9:3 <b>shows</b> 13:18 19:17 <b>sign</b> 6:2 28:12 30:17 <b>signed</b> 6:6,6 <b>significant</b> 13:19 <b>sign-in</b> 6:7 <b>sign-up</b> 30:23 <b>similar</b> 10:21 <b>simple</b> 18:9 <b>single</b> 4:21 11:8 20:15 21:6 22:2 25:1,11 <b>situation</b> 30:7 <b>sizable</b> 26:13 <b>slide</b> 13:13 <b>source</b> 21:24 <b>sources</b> 9:18,18 13:13 <b>south</b> 19:1 21:12 <b>space</b> 18:8 <b>Spanish</b> 6:1 <b>speak</b> 30:23 <b>SPEAKER</b> 3:5 <b>SPEAKERS</b> 3:1 <b>specific</b> 10:2 <b>specifically</b> 23:20 <b>spending</b> 8:5,7 9:5 12:16 14:1 <b>ss</b> 32:4 <b>staff</b> 5:23 10:17 13:7 14:14 <b>stakeholders</b> 18:24 <b>standards</b> 19:16 <b>staple</b> 25:24 <b>start</b> 6:25 <b>state</b> 12:24 14:2 30:6 32:3,8 <b>states</b> 9:11 <b>State's</b> 21:10 <b>station</b> 9:1 14:11 18:2 18:6,12,21,23 19:1 <b>steps</b> 16:14 <b>strain</b> 25:21 <b>strangers</b> 21:1 <b>Street</b> 21:13 31:11 <b>streets</b> 19:22 23:9 25:14 <b>strengthening</b> 20:5 <b>strongly</b> 16:13 22:3 26:9 27:9 <b>structures</b> 21:16 <b>struggling</b> 23:16 <b>subject</b> 12:10 <b>submit</b> 19:4 <b>submitted</b> 15:7 <b>substantially</b> 22:9 <b>sufficient</b> 9:24 13:3 <b>suicide</b> 29:18,18 <b>suicides</b> 23:14</p>
--	---	--	---	--

<p><b>summaries</b> 10:24 12:5 <b>summarized</b> 5:22 <b>support</b> 15:23 17:20 18:7,9 <b>supports</b> 15:24 16:13 22:3 <b>surcharge</b> 20:20 23:22 24:1,15 29:10 29:19 <b>sure</b> 23:2 25:23 <b>survive</b> 25:25 <b>sustain</b> 25:21 <b>sustainable</b> 22:12 <b>system</b> 15:21 <b>systems</b> 16:7</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>T</b> 32:1,1 <b>tackle</b> 20:8 <b>take</b> 5:20 10:11 24:22 28:16 <b>taken</b> 13:5 <b>tangible</b> 8:11 <b>targeting</b> 20:12 <b>targets</b> 28:5 <b>tax</b> 20:13,19,24 21:16 <b>taxed</b> 22:6 <b>taxes</b> 20:17 21:20 <b>taxi</b> 3:9 11:21,21 19:17 21:12 22:18 22:20 23:3 24:6 25:2 25:6,20 <b>taxis</b> 11:19 23:1 24:18 24:20 25:15,16,19 <b>taxpayer</b> 9:10 <b>technical</b> 14:18 <b>ten</b> 26:22 27:4 <b>ten-year</b> 12:19 <b>terminal</b> 8:21 13:14 14:17 16:12,25 17:5 <b>terminals</b> 7:11 18:10 26:12,16 <b>testify</b> 22:24 26:2 <b>thank</b> 4:2 6:12 15:4,16 19:5,23 22:13,14 26:1,3 28:9,10 30:12 30:13 31:16 <b>thanks</b> 30:19 31:1 <b>things</b> 5:6 <b>think</b> 29:14,20 <b>third-party</b> 13:14 <b>thought</b> 4:19 <b>thousand</b> 29:13 <b>thousands</b> 23:13 25:9 <b>three</b> 5:3,7,12 13:2 14:15 19:18 20:25 <b>tickets</b> 11:10</p>	<p><b>tied</b> 10:20 <b>time</b> 5:9 7:17,22 12:16 20:7 31:17 <b>times</b> 19:18 29:13,13 <b>TLC</b> 24:20 <b>today</b> 5:2,5,21 19:24 22:24 29:8 <b>today's</b> 4:12 <b>toll</b> 9:13 16:5,15 26:10 26:11,18 27:14 28:8 <b>tolls</b> 1:7 4:14 6:17 7:1 10:5,18 11:3,5 20:20 27:10 <b>tomorrow</b> 31:10 <b>top</b> 20:16 <b>topic</b> 12:10 <b>total</b> 13:23 <b>totaling</b> 8:6 <b>track</b> 5:6 <b>Trade</b> 14:13 16:19 <b>traffic</b> 22:1 <b>trains</b> 7:10 14:12 <b>transcribed</b> 5:22 <b>transcript</b> 32:11 <b>transit</b> 16:2,3,23 17:16 <b>translator</b> 6:3 <b>translators</b> 6:1 <b>transportation</b> 11:18 15:21 20:3 21:9,23 22:5,13 23:1 <b>transporting</b> 21:19 <b>trans-Hudson</b> 16:11 <b>travel</b> 18:4 <b>traveling</b> 27:23 <b>triggered</b> 10:5 <b>trip</b> 18:10 24:2 27:2 28:2 <b>triple</b> 21:3 <b>trips</b> 17:17 20:25 21:25 22:2 24:23 <b>true</b> 32:11 <b>tunnel</b> 10:5,18 11:3 18:25 <b>tunnels</b> 7:11,25 16:5 26:12,15,19 <b>two</b> 4:11,24 6:14,22 7:22 8:15,25 12:11 12:24 16:25 <b>two-thirds</b> 9:16 <b>tying</b> 27:9 <b>types</b> 20:10</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>Uber</b> 24:18 28:21 29:3 <b>underinvestment</b> 7:8 <b>undermines</b> 27:12 <b>understanding</b> 23:5</p>	<p><b>underway</b> 14:23 <b>unfair</b> 28:5 29:1,10,20 <b>unjustly</b> 28:5 <b>unprecedented</b> 23:3 27:2 <b>unreliable</b> 16:24 <b>urge</b> 17:15 22:10,24 25:18 <b>use</b> 21:17,18 <b>useful</b> 6:3 <b>users</b> 27:17 <b>uses</b> 18:14 <b>utilization</b> 19:15 <b>utilizing</b> 28:7</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>valuable</b> 18:15 <b>values</b> 6:20 15:6 23:11 <b>variety</b> 19:19 <b>vehicle</b> 17:16 21:4,12 24:3 29:5 <b>vehicles</b> 8:1 11:19 17:21 20:10 21:18 22:7,22 23:9 25:14 25:15 <b>Via's</b> 19:20 <b>Vice</b> 2:3 4:6 <b>video</b> 4:21,21,22 6:8,9 15:12 <b>vital</b> 7:11 16:21 <b>volume</b> 7:15 <b>volumes</b> 7:13</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>want</b> 4:24 5:17 30:4,6 <b>wants</b> 16:4 <b>Washington</b> 28:3 <b>watch</b> 4:24 <b>wave</b> 29:18 <b>way</b> 32:14 <b>ways</b> 5:13 <b>website</b> 5:14 11:2 12:8 15:3,9 31:15 <b>we'll</b> 6:8,9 15:12 19:4 <b>we're</b> 29:3 <b>WHEREOF</b> 32:16 <b>wisely</b> 9:5 <b>wish</b> 30:16 <b>within-entitled</b> 32:10 <b>WITNESS</b> 32:16 <b>work</b> 15:22 18:22 <b>workers</b> 18:4 <b>workforce</b> 25:23 <b>works</b> 9:12 <b>World</b> 14:13 16:19 <b>world-class</b> 8:21 12:3 <b>written</b> 5:1,15,17</p>	<p>31:14</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>Ya-Ting</b> 3:8 19:6,8 <b>year</b> 7:15 8:1,20 21:15 24:12 <b>years</b> 7:16,18 27:4 <b>yellow</b> 22:21 <b>York</b> 1:1,9,9 2:18,18 6:13 9:11 15:22 19:11,14,16,22 20:7 21:10,24 22:20,22 24:5 25:25 27:23 32:3,8 <b>York/New</b> 26:23</p> <hr/> <p style="text-align: center;"><b>\$</b></p> <hr/> <p><b>\$0.04</b> 24:14 <b>\$0.08</b> 24:2 <b>\$0.12</b> 24:14 <b>\$1</b> 10:7 11:4 <b>\$120</b> 24:2 <b>\$16</b> 27:2 <b>\$2.05</b> 13:24 <b>\$2.75</b> 11:9 <b>\$200</b> 14:9 <b>\$235</b> 11:25 <b>\$280,000</b> 24:12 <b>\$3,600</b> 26:24 <b>\$32.2</b> 8:6 <b>\$328</b> 26:16 <b>\$4</b> 11:20,21 17:19 20:13,23 23:24 29:9 <b>\$4.5</b> 13:9 <b>\$4.8</b> 13:9 <b>\$7.75</b> 11:15 17:19</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1</b> 8:21 14:17 17:5 <b>1st</b> 11:10,15 <b>1,000</b> 23:11 <b>1-800-825-3341</b> 1:25 2:19 <b>10:00</b> 3:3 31:1,4,17 <b>100,000</b> 25:14 <b>11.75</b> 27:8 <b>12</b> 27:4 <b>120</b> 7:25 <b>13th</b> 15:10 31:15 <b>13,000</b> 25:15 <b>15</b> 3:7 <b>16</b> 1:10 <b>19</b> 3:8 <b>19th</b> 32:17</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> 31:11</p>	<p><b>20</b> 16:20 22:21 25:4 <b>200</b> 24:10 <b>2003</b> 11:13 <b>2005</b> 11:14 <b>2008</b> 10:1 <b>2011</b> 10:1 27:6 <b>2014</b> 11:8 <b>2015</b> 11:4 <b>2017</b> 4:16 6:18 8:3,4 10:1,9 12:13 13:8 15:2 <b>2017-2026</b> 1:8 <b>2018</b> 14:20 <b>2019</b> 1:10 11:11,15 15:10 26:14 32:17 <b>2020</b> 10:7 11:6,23 26:22 27:6 <b>2022</b> 16:20 <b>2026</b> 4:17 6:19 8:4 12:13 13:8 15:2 <b>21st</b> 12:4 <b>22</b> 3:9 <b>26</b> 3:10 <b>28</b> 3:11</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>30</b> 19:21</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>40</b> 16:19</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>5th</b> 11:6 <b>5.7</b> 26:8 <b>52</b> 28:2 <b>57</b> 27:5</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>74</b> 2:17</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8.75</b> 20:19 27:7 <b>8:00</b> 31:11 <b>8:15</b> 3:3</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>94</b> 13:9 <b>95</b> 19:14 <b>96th</b> 21:12</p>
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