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PUBLIC HEARING

before

SENATE AND ASSEMBLY COMMITTEES ON TRANSPORTATION  
AND PUBLIC UTILITIES

ON

Senate Bill No. 377 and Assembly Bill No. 433  
[Jetport Authority]

Held:  
March 4, 1969  
State Museum Auditorium  
Trenton, New Jersey

Members of Committee present:

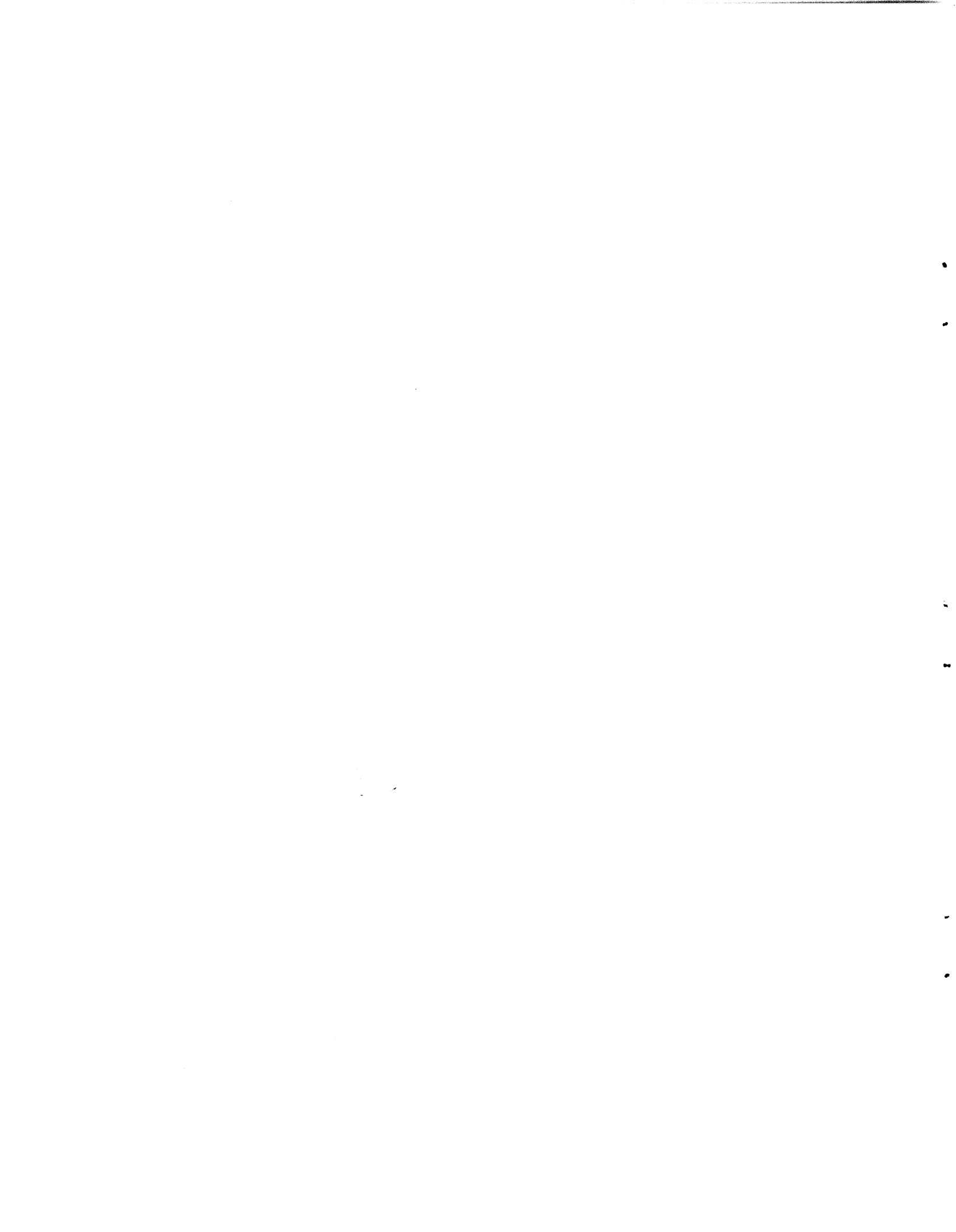
Senator Richard R. Stout [Chairman, Senate Committee]  
Assemblyman Harry Randall (Chairman, Assembly Committee)  
Senator J. Edward Crabel  
Senator Garrett W. Hagedorn  
Senator Hugh A. Kelly  
Assemblyman Kenneth T. Wilson  
Assemblyman Michael P. Esposito  
Joseph Azzolina  
George C. Richardson  
Everett B. Vreeland  
Richard A. Olsen

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SENATOR RICHARD R. STOUT (Chairman): I will call this joint meeting of the Senate and Assembly Transportation Committees to order. This is a hearing on bills presently before this Legislature concerning jetports in New Jersey. They are: Senate Bill 73, Senate Bill 377, Assembly Bill 53, Assembly Bill 421, Assembly Bill 422, and Assembly Bill 433.

The general plan is to have the proponents of these measures present their arguments for them and we will hear not only from the sponsors of these bills but also other groups interested in supporting them; and ample time will be given to those who object to these measures and also some who may have some other suggestions that this Committee would like to hear.

I would like to present to all of you Assemblyman Harry Randall of Bergen County, Chairman of the Assembly Transportation Committee, on my right; Senator Edward Crabiel of Middlesex County, a member of the Senate Committee; Assemblyman Everett Vreeland of Morris County; next is Assemblyman George Richardson of Essex County; on my immediate left, Senator Garrett Hagedorn of Bergen County; Senator Hugh Kelly of Camden County; and Assemblyman Richard Olsen of Middlesex County.

As all of you know, the Governor appointed a commission to study this matter and representatives of that commission will be here to support the report that was recently made by it. However, the first witness I will call this morning will be Senator Joseph Maraziti who is the principal sponsor of Senate Bill 73 and Senate Bill 377.

Senator Maraziti.

J O S E P H     J.     M A R A Z I T I: Mr. Chairman and members of the Joint Committee, I will speak in reference to Senate Bill 377 which incorporates to a major degree the elements of Senate Bill 73.

My observations will be of a general nature. I leave it to the many experts, that I'm sure will follow, to assist you in arriving at a decision on many of the intricate problems concerned with this question of a jet airport.

I speak as one of the sponsors of the legislation and I've been requested by Senator Bateman, another major co-sponsor, to report to the Committee that he is unable to appear here today but will testify at the next meeting of the Joint Committee.

Senate Bill 377 sets up a mechanism to break the jet airport deadlock and to get us off center on this crucial problem. For ten years there has been a need for a jet airport and we have seen no overt action.

The Port of New York Authority has not seen fit to consider the construction of a jet airport in some areas of our State where it might be acceptable and where we can utilize the area and create and construct a jet airport that will meet the needs of New Jersey, New York and Central Jersey.

Senate Bill 377 does not designate a site. As I said, it's a mechanism. It creates an entity, the New Jersey Airport Authority. This is something that we need. We need an agency, we need an organization to correlate all the information, get the facts and assist the Legislature and the Governor in the

making of a decision.

I won't go through all the terms of the bill. It sets up a five-member commission appointed by the Governor with the advice and consent of the Senate.

Now the function of the airport authority is contained in a section of the bill and I would like to read this short paragraph to indicate just what the authority would do.

"The Authority shall prepare and file with the Governor and each House of the Legislature a technical report including the following information: (1) a reasonable description of the location of the proposed site; (2) an estimate of the cost and proposed method of acquisition; (3) a schedule for proposed completion; (4) a statement of official approvals required and received."

And now we come to the important point: "Unless and until the site selection shall be approved by the Legislature, the authority shall have no power to proceed with the airport project." In other words, the complete control of the site, of the locale remains vested in the Legislature and the Governor of the State of New Jersey.

I think this is important because I realize that there is a dispute as to the locale for a jet airport and I think the first thing we have got to do is set up the agency, set up the authority to grapple with the problems and consult with the airlines and consult with the railroads and consult with the highway authorities and render a report, - and in conclusion, the Legislature of the State of New Jersey.

I realize that we are dealing here with broad legislation, Senate 377, and perhaps I could stop at this point and not get into the question of possible sites. However, I anticipate that before these hearings close there will be representations made, as to various areas in the State that should be considered, by the proponents of other legislation. Therefore, I will take the liberty to briefly indicate what I consider to be a number of possible sites for consideration of the Committee, because you will have other legislation to consider.

First, there is the area of Lakehurst. I know this is a naval base and is presently in use to train helicopter pilots, and that's about the only purpose to which this airport is being put at the present time. And I don't think it's necessary to use this vast facility to train helicopter pilots. This can be done in many, many other locations here in the State of New Jersey or elsewhere.

I understand that Lakehurst has one of the largest runways in the world and there is available about 60 square miles of land.

Another possible locale is the area referred to in a general way as the Pine Barrens, toward the south, a little further south, about six or seven miles south of Lakehurst. There is an area there, a huge triangle bounded on the northwest by Route 70, on the southwest by Route 72, and on the east by county highway 539. And in that triangle, that huge triangle, there are about 45 square miles.

A third possibility is McGuire Air Force Base. I do

know that considerable controversy has been raised about this area and there may be technical problems having to do with the use of the base by the Federal Government. But it is a possibility and if either McGuire Air Base or Lakehurst can be acquired, there is mechanism in the Senate Bill 377 to give authority to the Jetport Authority with the consent of the Legislature to make the necessary arrangements and contacts.

Now, another point or two. I realize that there are, and have been raised, a number of objections to the location of a jet airport in Central Jersey. One has to do with access to the airport by the commuting public from North Jersey and the metropolitan area of New York.

I say that we can overcome the question of ground transportation. There is access to these areas by the Garden State Parkway, New Jersey Turnpike, and we know that a new link will be built for the Garden State Parkway leading from the New Brunswick area south which will make the area even closer. We can also utilize the Penn-Central Railroad, the main line of the Penn-Central Railroad running from New York through Newark, New Brunswick, and then construct a spur line into the jetport area. And there isn't any reason why we couldn't initiate an airport special high speed rail transit from New York-Newark area down into the airport area.

I think it calls for a little imaginative engineering and thinking in the future to utilize the many high speed methods of travel that we have at our disposal. We've heard of monorail, it may be too costly, but there are other

methods. I've heard of an inverted T, a concrete T using an air cushion. I don't think this is too expensive. But I ask the Committee in its deliberations to look into the question of existing methods of land travel and perhaps future methods that have been used in other parts of the world to speed the passengers from the areas in which they live to the airport. I think it can be done. And I don't think the travel time will be over at the most an hour and twenty minutes, an hour and thirty minutes and in some cases maybe an hour and ten minutes.

There is another objection that's been raised and this is the question of air space. And I won't go into this in any great detail because I know you have people who will testify on both sides of that question. But air lanes and air traffic is man made and certainly the rules can be adjusted and modified to such an extent to accommodate a jet airport in a section of our State where I think we can get the greatest good and serve the greatest number.

These areas that I spoke of are flat, they are vast, the cost of acquisition will be very, very, very little compared to cost of acquisition of land in other sections of the State. The cost of construction will be much less than construction of airports in other sections of the State because of the terrain and other factors. And I ask the Committee, before it comes to a conclusion on any of the legislation, Mr. Chairman, if you will take a view, so to speak, of the areas that I have spoken of and of the other areas too that will be mentioned by those who follow

me and who perhaps don't agree with my suggestions.

I ask the Committee, those of you who like to fly, and I'm sure you all do, - I notice a pilot on the panel, Assemblyman Vreeland, maybe he'd be glad to take you over - to fly over the areas, and, of course, fly over Solburg too, Ev, - fly over the areas and take a look at what I saw on three separate visits and I think you will be impressed.

I ask you also to consider various methods of high speed transportation to the area, as I mentioned. I ask you to consider this legislation, Senate Bill 377, report it favorably with suggestions, amendments, modifications, committee substitute, or anything you think you should report in order to have some action in this legislative session.

I think it's something we've got to move on and I think the year 1969 is the year to do it.

Thank you.

SENATOR STOUT: Senator, do I take it from your remarks that you're not pushing S-73 at the moment?

SENATOR MARAZITI: No. I'm pushing 377 and most of S-73 is incorporated in S-377 so I am not pushing S-73. You can cross that off the list.

SENATOR STOUT: So we can scratch that one, right?

SENATOR MARAZITI: Right, as far as I'm concerned.

SENATOR STOUT: Does any one on the Committee have any questions?

ASSEMBLYMAN RICHARDSON: Yes. Senator, originally there was a site specifically in this bill and it was amended to delete this particular site. Can you tell me why

it was deleted?

SENATOR MARAZITI: Yes. I can tell you what was deleted. It's found in the official copy reprint, Assemblyman, on page 4. And the site that was originally incorporated was an area - I'll read the deleted portion. This portion is not now in the bill. Would you like me to read the deleted portion, Assemblyman?

ASSEMBLYMAN RICHARDSON: No, I'm familiar with that. I was just wondering why it was deleted.

SENATOR MARAZITI: Oh, why. The particular location of a site was not incorporated in S-73, which was the bill that I had originally introduced and had introduced in the Legislature for approximately 9 years. Another bill was prepared which, in my mind, was an improvement on Senate 73 in many aspects, and there was considerably more support for Senate Bill 377 than there was for Senate 73 and, having been in the Legislature for about 9 years and getting nowhere with Senate 73, I thought it might be wise to go along with 18 additional co-sponsors. I did not completely agree with the pinpointing of the locale in 377 because I felt that there should be studies and investigations made by the authority to report back.

However, since I personally favored Lakehurst and Lakehurst is within the area, and McGuire, which is in the area, and several other areas within the area, I had no objection to the inclusion. Now the deletion came when a number of people raised objections to the pinpointing of areas north of these two sites, and I concurred with those objections because I don't think the airport should go there.

I don't have any objections to Lakehurst or McGuire but I don't feel it really should be in the bill. In other words, I'm going back to the original version and I think that studies should be made and a report made to the Legislature.

ASSEMBLYMAN RICHARDSON: One other question. Is it conceivable then that after the appointment of this jetport authority that the wrangling over a site is going to go on for another ten years?

SENATOR MARAZITI: It is conceivable, Assemblyman, that after the appointment of the authority the issue of a site would still be open and could go on theoretically for a period of ten years. I don't think that this will happen and I'll tell you why, because right now we have too many open questions. We have the open question, does New Jersey want an airport; next, is it financially feasible. We don't know, that's the point. I'll be honest and say this, that's a point that's got to be determined, is it financially feasible. You have all these questions and you have no answers. Will the airlines do business with it? We don't have that answer. Therefore, you've got negative. Therefore, I say, if you have an agency, if you have an authority that will go to the airlines and say, will you do business with us, it's economically feasible, we can float the bonds and so on, we've got everything, all we need now is the site, I think there will be many, many people then that will favor a jet airport. There will be a contest on the site. That I agree with but I think we have now narrowed down our issue to that one point. But right now, Assemblyman, we have

all these other issues. Some people may want the jetport, say, at Lakehurst and they say to me, Maraziti, it's not feasible, the airlines won't give you business and you can't float the bonds. If that's true, I'll be the first one to say it's not feasible. But I don't think I can say that now because you've got to have the agency that can produce and an agency that the airlines, the railroads, the authorities, turnpike authorities, can work with and say, here's what we can come up with, will you do business with us. But you could have a controversy over site in the future.

SENATOR STOUT: Any further questions?

ASSEMBLYMAN OLSEN: Yes, Senator.

SENATOR STOUT: Assemblyman Olsen.

ASSEMBLYMAN OLSEN: Senator Maraziti, I have one question of you that I would just like to have clarified. In delineating the authority of this jetport authority that's to be created, you did mention that they would have to come back to the Legislature with the site and so forth, would they, however, have the power to contract with the airlines for the rental of space for parking airplanes and this type of thing?

SENATOR MARAZITI: Now, at what point? Say, after the Legislature approved, do you mean your question, or before? In other words, the jetport authority would be established and then come back to the Legislature and if there's approval on the site then they go ahead. Now certainly they could contract with the airlines after approval by the Legislature of the site. But I think in

fairness to your question I should carry it one point further. In my opinion, they would have authority to discuss and enter into tentative, not final contracts but tentative agreements and discussions with the airlines even prior to finalizing any site. But they would certainly not be binding on the airline or the jetport authority but they would have broad powers to gather the information. They couldn't make final contracts but they could consider tentative approval.

ASSEMBLYMAN OLSEN: In other words, once the site is selected and approved by the Legislature they would be able to be in a competitive position with the Port of New York Authority as the current landlord.

SENATOR MARAZITI: Yes, Assemblyman, that's exactly right. Once the site is approved then they would be in a position to say, airlines, fear not, we have a landing field for you if you want it. And I think that's a very important point.

ASSEMBLYMAN OLSEN: Good.

SENATOR STOUT: Any further questions?

I would like to present Assemblyman Azzolina from Monmouth County who just came in late.

Thank you, Senator Maraziti.

I am going to digress for just three minutes to present Assemblyman Schluter who has somewhat in the nature of an announcement to make.

Bill, would you come forward. He asked to be heard early. Since he lives in Mercer County, he has a long way to go.

W I L L I A M     E.     S C H L U T E R: Thank you very much, Senator and members of the Committee and ladies and gentlemen.

The purpose of my appearing here is to present to you a list of names of officials and people representing groups in Mercer County who would like to come before your Committee at future hearings.

I think I can express the feeling of many people in my particular district, which is in suburban Mercer County, representing all but the City of Trenton and Ewing Township. There is concern about the future of the jetport and this whole matter, and many questions that have been directed to me on this whole issue show a state of feeling in the people's mind that once an authority becomes formed the question of whether or not New Jersey gets a jetport is then answered.

It seems to many that the two bills, one in the Senate and one in the Assembly, which would establish the authority would answer the question once and for all. And I think a lot of people in my particular area are concerned with the haste of establishing the authority and that the real question of whether or not New Jersey, in fact, needs a jetport should be answered first. And I think that when these people come forth they will have testimony in that vein.

SENATOR STOUT: Assemblyman, you can be assured that the people on that list will be notified of the hearing and will be given an opportunity to be heard.

ASSEMBLYMAN SCHLUTER: Thank you, Senator.

SENATOR STOUT: Thank you.

There is another organization here who has taken it

upon itself to be effective in this matter and I would like to call on them. They have promised me that they will take two minutes. This is the New Jersey Conference of Mayors. I might add, they come from Asbury Park.

G E O R G E     Z U C K E R M A N: My name is George Zuckerman. I am Executive Director of the New Jersey Conference of Mayors, which maintains its headquarters in Asbury Park.

The New Jersey Conference of Mayors includes in its membership a majority of the 567 Mayors in all the 21 counties in New Jersey. I appreciate this opportunity to appear here today to express briefly the attitude of the New Jersey Conference of Mayors in connection with the legislation covered by Senate Bill No. 377.

Because of the wide interest created by the jetport question, the New Jersey Conference of Mayors has authorized a grass roots ballot survey of every Mayor in the State to determine public opinion in the various municipalities on the location of such a jetport site.

It is the opinion of most impartial government observers that no one is closer to the thinking of the people of the various communities than the Mayors of the individual municipalities.

A ballot will go out shortly to every Mayor in New Jersey asking each to list his opinion, based on sentiment in his or her own community, concerning the location of the proposed jetport. We realize, of course, that from a practical

point of view there are a limited number of logical locations in the State.

The Mayors will be asked also to indicate whether the people of their communities think the jetport should be built by an existing authority, such as the Port of New York Authority, the New Jersey Turnpike Authority, or any other existing authority or any special authority to be created under law to construct it.

A preliminary spot survey, already carried out by the New Jersey Conference of Mayors, indicates that while there is considerable difference of opinion as to the location of the proposed jetport, there is little question concerning the need for building such a jetport as soon as possible. Only one Mayor, as far as we know from our preliminary survey, has expressed an opinion that the jetport should not be built in New Jersey.

The economy of New Jersey and its communities are inextricably bound up in the need for such a new jetport.

It would permit greater numbers of people to come in and out of New Jersey and our surrounding states with as little difficulty as possible.

Considering the present crowded conditions at metropolitan airports and the supersonic speeds at which we will be traveling in the next few years, we must also expedite the free movement of travel from airports to the cities they serve.

I need hardly touch here on the effect of such increased air travel on New Jersey's economy. For example,

one of the two largest industries in our state is the resort and travel business. According to the New Jersey Department of Economic Development, the resort business alone in New Jersey generates a volume of some \$3 billion each year. This is one of the mainstays of New Jersey's economy.

Making it possible for more people and goods to get directly into New Jersey by air, especially in the supersonic age, from overseas and distant places with as little delay as possible, can put New Jersey into a strong competitive position for additional billions of dollars to be spent by the traveling public.

I can speak with first hand knowledge of this situation as a former President of the New Jersey Resort Association and having spent more than 25 years as an active participant in the promotion of New Jersey's resort economy.

Out State's economic stake in foreign and overseas trade, and for that matter trade and tourist business in all parts of the United States and the western hemisphere is an all-important one.

It includes our research firms, our manufacturing plants, our chemical and petroleum industry, our drug and scientific equipment manufacturers and others. All attest loudly to the fact that New Jersey needs such a new jetport without delay if our industry and economy is to prosper and provide new jobs for our people.

I am not endeavoring here to touch on the all-important subject of air safety which alone dictates the need for such

a new airport now.

Mayor Henry Garton of Vineland, President of the New Jersey Conference of Mayors and our officers wish me to inform this Committee that we will be happy to make available to you the results of our survey as soon as it is completed, which we expect will be a matter of several weeks.

We hope that we may aid this Committee in reaching a final conclusion to the end that the people of the communities of New Jersey may join in the progress and improved economy which such a new jetport promises to bring with it.

Thank you.

SENATOR STOUT: Thank you, Mr. Zuckerman and we will be looking forward to the results of your survey.

Sometime ago the Governor appointed an Economic Evaluation Committee to study the need for an airport in New Jersey. Their representatives are here this morning and their first witness will be the Honorable Paul L. Troast.

While Mr. Troast is taking his place, I would like to present Assemblyman Wilson of Essex County and Assemblyman Esposito, who just came in.

P A U L L. T R O A S T: Mr. Chairman and members of the Committee and ladies and gentlemen. I am going to apologize now, Mr. Chairman, because my voice goes bad. Something has happened to me in the last couple of weeks and I brought Commissioner Mat Adams here to carry on after I make a short introduction to my report.

SENATOR STOUT: Fine.

MR. TROAST: If that's agreeable.

SENATOR STOUT: It's perfectly agreeable.

MR. TROAST: I am grateful for the opportunity to appear before you today as the spokesman for The Governor's Economic Evaluation Committee For An Intercontinental Jetport For New Jersey.

For the public record, let me explain at the outset exactly how this Committee came into being.

You may recall that in August of 1967 a group of business and civic leaders journeyed to Washington with Governor Hughes for a meeting with then Secretary of Transportation Alan E. Boyd and members of our congressional delegation for a discussion of the jetport problems. It was at that meeting that the private sector as represented by a number of businessmen expressed an interest in making a broad study of all factors affecting the selection of a site for an intercontinental jetport in New Jersey. Secretary Boyd said he would carefully review any such study.

About a month later, Governor Hughes appointed this Committee, headed by J. Seward Johnson, Vice President of Johnson and Johnson, to study the jetport problem, a problem which for too long has been crying out for a solution.

The other committee members are: Orville E. Beal, President, Prudential Insurance Company of America; Henry P. Becton, Chairman, Becton, Dickinson & Company; John T. Connor, President, Allied Chemical Corporation; George W. Crabtree, Sr., Vice President, Campbell Soup Company; A. Felix DuPont, Jr., Vice President, Christiana Securities Company; Bayard L. England,

Chairman, Atlantic City Electric Company; Robert R. Ferguson, Jr., President, First National State Bank of New Jersey; James B. Fisk, President, Bell Telephone Laboratories; Malcolm Forbes, Editor, Forbes Magazine; William H. McElwain, President, New Jersey Power & Light Company.

I need not point out to you gentlemen that this Committee is represented by some of the most distinguished business leaders in the entire nation, and I have been proud to serve with them.

I am sure you are familiar with the report which this Committee made public in September of 1968 after more than a year of extensive research, a report which the Secretary of Transportation called a "splendid effort."

Why would a group of such stature offer their time and talents to this project? Why would such a group completely undertake a study of this kind despite overwhelming obstacles?

The answer is that we in the business community are alarmed. Yes, alarmed. Alarmed because we probably realize better than anyone else what could happen to New Jersey if we let a jetport, with all of its tremendous economic benefits, slip from our grasp, if we lose the industrial development, the service industries, the new jobs and payrolls to some other state.

Let us make no mistake about it. When we read of the great airport facilities being planned in Florida, in Ohio, in California and other areas we realize that there is competition for the business that air traffic brings. Indeed, we realize that others would be more than pleased to capitalize on our failure to act, on our failure to realize the beneficial long-range impact a major intercontinental jetport would have

on the lives of our fellow citizens.

Of course, we are speaking now of material things, of air cargo, of products made in New Jersey, of services offered by New Jersey. But they, along with the real hope a jetport holds for an end to the frightening crisis of congestion in the skies, all have far-reaching social implications for the future well-being of the people of New Jersey.

I said before that we are alarmed, but we are not discouraged. As businessmen, we believe that responsible leadership can end the impasse which threatens the future prosperity of our State.

Responsible leadership, in this instance, calls for recognition of the conflict among the many interests which are speaking out on this issue.

Yes, our Committee is involved in this conflict. We have made our own recommendations as to sites in Central New Jersey which we believe would best accommodate a jetport.

I think at this time, Mr. Chairman, having exhausted the time that my doctor said I could speak today, I will call on Commissioner Adams.

SENATOR STOUT: Fine. Thank you very much.

H. Matt Adams former Commissioner of Economic Development in New Jersey, representing the Governor's Evaluation Committee. Is that a fair statement?

H. M A T A D A M S: Thank you, Senator. I will continue on for Mr. Troast.

We point to the record in citing a letter of January

14, 1969, to Governor Hughes from David B. Thomas, Acting Administrator of the Federal Aviation Administration. In that letter, Mr. Thomas refers to proposals of the Governor's Committee for an airport to serve the domestic and international air transportation needs of New Jersey. "In this context," said Mr. Thomas, "the FAA will work with the Committee and appropriate state and local officials if you decide to establish an airport to serve New Jersey. We will attempt to develop traffic patterns and create an en route environment to accommodate the installation."

We think it is important to note here that for years the FAA had said that nothing could be done to solve air traffic problems in the Central New Jersey area. And now it appears that they may find the way to do it.

We also want to make it clear that the facility we propose to serve New Jersey's domestic and international needs is a huge complex which unquestionably will help serve the needs of our neighboring areas of New York and Philadelphia.

We disagree with the Port of New York Authority which insists that a jetport be built in one site, one site only, or not at all. And we, as citizens of New Jersey, take exception to the attitude of that agency or any other which would look with disdain on the proposition that this Legislature, as the elected representatives of the people, has the right and the wisdom to seek alternatives.

We are somewhat shocked by the failure of the airlines to do anything but parrot the decrees of the Port of New York Authority. Surely there must be an independent mind, a

new thought, somewhere in that industry.

We disagree with certain spokesmen for organized labor who would also have us believe that there are no alternatives to the "one site only" proposition and who challenge the very foundations of logic with the rather fuzzy allegation that a jetport will mean jobs and prosperity at just one location and doom at any other.

We disagree with those of our fellow citizens who would oppose a jetport anywhere. Their interests, including the sincere concerns of the conservationist, must be balanced by the future needs of New Jersey as a modern industrial state. And a comprehensive system of transportation, with a jetport as an integral part, is one of those needs.

To our Committee, the conflict of today is itself a telling argument for the stand we are taking. We believe it underscores the fact that there is apparently no room for agreement among the contending groups and individuals who are speaking out, as is their right, at these hearings. We know it demands decisions by you, our elected representatives, as to what is best for New Jersey. The legislation now before you for the creation of a jetport authority will enable you to make those decisions.

We believe that the authority should carefully weigh every possible proposal for a jetport site. We believe it should consider every suggestion for building a jetport, including those submitted by existing state agencies which feel they are capable of such an undertaking. Unlike some who will appear before you, we seek full exploration of every

possible approach to this problem.

It is obvious by now that only this jetport authority can give us a fresh start with the new thinking, the objectivity and the broad perspective so urgently needed to get us off dead center on the issue before us. Only this authority can determine how we shall move on the question of a major intercontinental jetport which shall mean so much to the future of our State and surrounding metropolitan areas.

By creating this authority, you will give the people the leadership they have a right to expect on all great issues.

As a citizen of New Jersey and as a spokesman for the business community, - and I'm referring to Mr. Troast - I am confident that you will give us that leadership.

And now I would like to, on behalf of Mr. Troast, introduce Mr. Albert E. Blomquist of the firm Albert E. Blomquist Associations who with the firm Simat, Helliesen and Eichner are responsible for compiling the report of the Governor's Committee.

SENATOR STOUT: Mr. Adams, some of the members of the Committee have questions but I suggest we hold them all until after your entire presentation is in and then we can ask all of you -- are you all going to remain?

MR. ADAMS: Fine, sir. Some of the questions may well be answered in the presentation.

SENATOR STOUT: All right.

MR. ADAMS: And Senator, following Mr. Blomquist's presentation, former Senator Malcolm Forbes will speak for the Committee.

SENATOR STOUT: We would normally put him on first.

Mr. Blomquist, would you state your name and whom you represent this morning.

A L B E R T E. B L O M Q U I S T: My name is Albert E. Blomquist and I represent the Governor's Economic Evaluation Committee for a New Jersey Jetport, and I am here today to speak in support of bills S-377 and A-433, and I do so on the basis that the year and a half investigation that we conducted for the Committee indicated to us the very valid point that the development of a facility having this much meaning and impact upon the future of the State of New Jersey should be handled by a separate committee with no other responsibilities.

If I may, with the use of charts, Senator, highlight the findings of our report and the methodology involved in the study, I then will be free to answer questions.

The major premise of our investigation was the long-term economics of the State of New Jersey and the bordering core areas of Philadelphia and New York. And the reason we felt that the investigation should be based on such a long-term premise is that historically airport development has led to approximately a twenty year cycle between the conception of a new major airport and its final maturity at a point where it becomes what is nominally called saturated during its peak periods of operation each day.

Typical of that is Kennedy Airport, started in '43. The first activity on the part of the carriers, after a certain amount of difficulty in negotiating leases, was in

'48 and it wasn't until the jets came in the early sixties that the airport started to build the tremendous volumes that it handles today.

Other airports in the United States have faced the same problem. Los Angeles is a case in point. Chicago's O'Hare's Airport is another case. Dade County International Airport in Miami. And back at Washington National Airport, the first airport and the only one built by the Federal Government, under their jurisdiction and their operation, was roundly criticized by all concerned, principally Congress, at the time it was designed, forcing reduction in the size of the total plant to about two-thirds of what was originally planned for it. Six weeks after the Airport opened its doors there wasn't any space left for rent or for lease.

So, having seen the modern trend toward regionalization of major aviation facilities and also the tremendous impact upon the economy of every area of the country, and principally that of New Jersey, of international trade, and believing from all the indices that this is only in its beginning, we felt that our investigation should determine the needs of the State in air transportation and supporting surface transportation for the rest of the century inasmuch as in the normal cycle of development you couldn't expect a mature airport much before the 1980's. So as a target of evaluation and economic investigation, we chose 1985 principally because state, federal airline agencies and other groups, such as Regional Plan and various planning councils, all were using either 1980 or 1985 so-called long range planning.

Now, this first chart shows the present population distribution in the region of our concern - Philadelphia, Allentown, Bethlehem, Easton, the Greater New York area, North Jersey, Westchester and Long Island, and, while it doesn't show, the evaluations carried this out as far as Montauk, up to New Haven and down through Dover, Delaware, and the Delawarean cities bordering the south shore of the Delaware Bay.

Now this represents approximately 18 million people at the present time.

Now we then took the State's forecast of county by county population increases, not only in New Jersey but in bordering counties of Pennsylvania and in New York, and we determined from these patterns the population in '67, the population expected in '75, and the population expected in 1985. And this was a measurement taken without any evaluation of the impact of a major international aviation facility upon the New Jersey scene, its growth in economics, in manufacturing, its growth in people, its growth in jobs, and we found, as forecast here by the State and others, that there would be a population of approximately 10 million people, at the minimum, sometime shortly after 1980. So, in essence, because of the time cycle necessary to build and to mature an airport and to fit and to construct the surface facilities in rail and highway that must support it, we really were planning for an airport for the 1980's to serve a minimum, in New Jersey alone, of 10 million people.

In addition to that demographic research, we explored

the population of industry, of all firms in this same region having an annual net worth of over \$500,000. Obviously there are far more manufacturing and other industrial groups than this but this appeared to us to form a first class base for measuring the use by state industry of air transportation in all of its forms, both public and private, and we found that that industry, since 1955 particularly, was spreading south from the Metuchen area along the center belt of the State, that being mainly along the line of the Penn-Central Railroad, New Jersey Turnpike, Route 130, I-95, and the Camden-Amboy branch of the Penn-Central, - we did 3 months of flying throughout this entire region, not only covering the individual airports of all types then in existence but examining the population distributions, current, and the open space, current, and we found that the State and the people in their own knowledge and industry had tended to form a new metropolitan strip city running from Newark all the way down to North Philadelphia along this main system of transportation arteries; that many other residential areas, permanent ones, not just seashore homes, were being formed along the edges of the Garden State Parkway and its exits all the way up and down the Jersey Coast, serving, not summer residents but serving people working in the heart of Northern New Jersey and in the heart of Philadelphia and in Trenton and in the central part of the State. The same was true over in the western part of the State, western Morris, Sussex, western Passaic, western Bergen, Warren and Hunterdon; that you're having a different mix moving in of some light industry but

predominantly residential.

Well this seemed to us to be quite a sensible pattern and worthy of development, giving the State the opportunity to concentrate its industry and its transportation to a maximum effectiveness in the middle of the State and providing the local transportation by highway and rail that would move the people from the predominantly residential areas in and out the predominantly commercial and manufacturing areas.

Then we took these forecasts and showed the State in about 1982. The green areas are the open space presently dedicated or in the process of acquisition. The dark areas are the urban cores that are presently in being or will be converting to solid urban cores in that time frame. And the patchwork areas are the areas where you can now see evidence of moving into suburban development and finally into sort of combined suburban-metropolitan development.

These are spreading down through the middle of the State, spreading west, coming out of the Philadelphia area along all of the arteries provided. And I am sure all of you know too well that every time you build a new road you build a new seam of urban concentration right along the highway. The crowning example of this, of course, is the Long Island Expressway which solved nothing, in fact most highways of this nature don't.

We then carried out with figures available at federal agencies and the airlines and their associations and in many, many other areas, an evaluation of their reports on the expected growth of air transportation in this region, that

region I mentioned running all the way from Delaware Bay up to Westchester and over into Connecticut, and we found from this, that giving full credit to everything that the Port Authority may be able to do to improve Kennedy Airport - and there are a number of things they can do - the same for LaGuardia, Newark which is now under a major construction program intended to increase its capacity by 50 percent, and Philadelphia also being under construction for 50 percent increase, that there would still be, in 1985, 134 million arriving and departing passengers yearly that would have no airport for handling them, or airports; and that in a similar examination of the growth of air cargo we find that we would be without sufficient airport space to handle the emplaning and deplaning of this cargo, in 1985, of a total of 28 million tons.

Well now, obviously, the region we're talking about includes the heavily industrialized area of Connecticut, Long Island, New York, and all these strips, and also all of Philadelphia, North Philadelphia and the Camden area and Wilmington. Therefore, we hypothesized that New Jersey could expect or should expect to provide facilities to handle approximately 50 percent of this load by 1985, that is 15 million tons of air cargo annually, and 65 million to 70 million passengers. And in our report we recommended that work be gotten underway for the development of a similar airport program in areas east and north of New York City.

Now, next slide, please. We were also, because of economic research, interested in the impact of New Jersey and

its transportation requirements on international trade.

Just two years ago the State was the 6th ranking state in the United States for the manufacture of goods moved and sold in the export trade. We have historically leaned heavily upon international trade for the cream on our economy. And for the benefit of the State and its long-term economic growth, and the jobs and everything that go with that, we felt that we must provide facilities that emphasized this international operation because certainly even in the history of international operations, which are relatively young as far as air transportation is concerned, their growth and their potential seems to overshadow even the great growth we have domestically in the United States in air transportation.

So we analyzed and took figures from all sources on the relationship in this 65 million passenger figure of the number of people at that point that would be traveling internationally. It came out to 22 million people out of the 65 million annually.

We also followed through in the same theme for air freight and found out that 50 percent of the air freight involved would be moving in international trade or 7,500,000 tons.

Next slide, please. This, therefore, further cemented our interest in and our belief that the State had to concentrate upon the development of a facility to maintain and enhance its position in international trade.

To pursue this into the physical side of airport development, and to do this principally for the reason that

we wanted to determine the size requirements of new facilities, recognizing that there wasn't an airport in the country big enough today, even though every one, as I said originally, had been criticized for being white elephants when they were built, it was my basic feeling, after 38 years in this profession and with the tremendous growth going on in the State, that we had better now secure all the property that we might need in the future. We might need it in ten years, we might not need it finally until twenty years from now, but certainly if we don't acquire it now it won't be there even ten years from now and we will face a point where the State will lose its flexibility and its potential on air transportation.

Well, essentially, these are pictures of two major aircraft that are now flying, the 747 by Boeing with a passenger capacity of up to 495, and the Lockheed 5A or 500 with a capacity of 240,000 pounds of cargo nonstop from here to Paris. Both of these aircraft now weighing well over 750,000 pounds and expected by the manufacturers to go to a million pounds or more in gross weight at takeoff. They are occupying about 2.25 times more space on the ground than the present family of four-engine jets. Their concentrations of load on any given sector of pavement are supposedly no worse than the present aircraft but the total concentration is obviously up to three times or four times greater, meaning that you have some very serious design problems in providing for overrunning of tunnels, trenches, culverts and what-have-you.

The aircraft involved take about 3 acres around a terminal, 3 acres for each site to maneuver in and out of the terminal position, as opposed to approximately 1 acre at the present time. The wing span, the maneuverability and just the elbow room and the insurance to know that with upward of 350 souls on board and instrument weather ahead of you, while officially safe certainly the pilot deserves all of the aids that can be given to him in the way of elbow room and length of runway and everything else to be sure that he gets his load on the ground safely.

Next slide, please. Combining the individual requirements of the airplanes that will be with us from 1973 on, as our present fleets are finally phased out and new fleets are brought in, both in these large sizes and in the middle and smaller sizes as well, we examined the total traffic, the accessibility of individual or multiple sites for this traffic, the cost of building one or more airports to satisfy this total demand and came to the conclusion that it could be done one of two ways.

Number 1, you could build three more airports in New Jersey like Kennedy. And that's what it would take to handle this side of the river's load. Or you could build one more airport and build it in stages, as we have suggested here.

The business of acquiring the land now and setting it up for gradual development and the total lower cost of constructing one site and the lesser impact both in noise and pollution and disturbance generally of such a facility favored, in our estimation, the construction of a single airport.

In this connection, we evaluated the runway patterns of, I think, maybe a hundred different approaches to patterns of runways, everything in being, everything proposed, and finally suggested that inasmuch as most major airports are now struggling with trying to find space to build a third instrument runway and are unsuccessful and are, therefore, being forced to move, that we had proposed on the passenger side a three instrument runway airport with two crosswind runways, and the intermediate terminal area, and, finally, for air freight when it apparently finally begins to exceed passenger travel a second set of three runways destined predominantly for the handling of air freight aircraft and all the ground support areas required for this.

Plotting this then led to the determination that to protect the noise zones and to protect for unknown extensions of runways that are not now required but may well be required ten years from now, - this brought us to a total site size of 22,000 acres. And we settled upon this as our final pattern principally because this gave us a foundation for determination of potential sites around the State.

Now, as a parallel to this, one of the first meetings we had with the FAA and the Department of Transportation in Washington was premised upon a determination that we would provide the Department of Transportation with a study of airflow in this region that we're talking about, as it exists and as it probably will exist in peak periods in 1975.

We did not wish to become involved in the pulling and hauling contest that goes on perennially about air traffic

control systems. Legally this is the responsibility of the federal government and they are supposed to have the expertise to resolve it. At the moment it isn't being resolved.

But we did feel, for our total planning purposes as well as our contribution to a resolution of this long-term problem in this region, that we would conduct, at 110 airports in this region, peak study programs on successive Fridays of the itinerant traffic, that is traffic moving between airports and not just involving students or local flying.

So here is a picture of that traffic in 1967, the black lines which, from your distance, is about all you can see, representing air travel in and out by compass heading, not by ATC routing, of Kennedy, LaGuardia, Newark, Philadelphia, Trenton, Morristown, Allentown, Pamaona, and a few other airports in the State. Not all airports are represented because during those peak periods on a Friday afternoon, which is the airline peak, they didn't happen to have traffic involved in itinerant operations.

We then ran a complete analysis of the ownership and use of business and private aviation in this region and in the State of New Jersey and plotted the expected peak hour patterns on a pattern of the existing improved and new airports necessary to handle the total volume that's coming. The highlight of that is, your present volume of owned aircraft in this area, or based aircraft, is 6700. 12,000 based aircraft are expected in this area by 1975, and 20,000 based aircraft by 1985. And here is what the pattern in 1975 would look like in this same region.

Now it is perfectly obvious, this is the desired airflow. Is there anyway to meet this and provide patterns for it? That's what should be done. But here is the flow that you have to contend with and it's quite obvious, if anybody still wants to argue about it, that there is no such thing as a hole in the northwest quadrant; that any place an airport is placed, it's going to require a complete redo of all tracks and systems in the region. And on top of this, to meet volume, we found that the State of New Jersey, for its own benefit, should contemplate the construction or modernization of 67 airports, scattered around as business and general aviation and STOL airports throughout the State.

Next slide, please. With all of this background information, the fact that we are going to have an urban State by 1980 with a population of 10 million, with high speed transportation now operating or coming into existence; that we feel its possible to serve a regional airport in the center of the State and provide reasonable travel times to and from New York, Newark, Philadelphia and Wilmington, as well as many other points now under rail service within the State and on the highways; we, therefore, applied the size, this 22,000 acres and a whole series of criteria to site location potentials that had been previously studied or recommended, in the Great Swamp, at Solberg, in the Allentown area, two in the Lakehurst-McGuire area, and two in the Toms River area. This did not cover the two sites talked about and investigated by the Port Authority up in Green Pond and Bearfort in the northern part of the State, up in the hills. But we did not pursue these

because we felt, by a map evaluation and flight investigation, that there wasn't any conceivable way of putting a 22,000 acre sight up there and making any sense out of it.

We applied, in our investigations, 9 criteria - impacts upon people living in the sight area from a noise and pollution standpoint; the cost of developing each site; the ground transportation available or being proposed by the State Transportation Department; or, as far as we could see, such additional facilities that might be needed to serve any one of these sites; the site location with reference to the State as it's going to look in 1985 and beyond; and the potential of providing some service to the core areas of New York and to Philadelphia.

And here is the application at Solberg area of this 10 runway pattern. In the corner is - about two miles away or less is the Round Valley Reservoir - the home reservoir of the North Jersey Water System.

Under this second set of three runways is the so-called Confluence Reservoir, which would have to be removed, covered, - probably removed and diverted north in the State.

Along the northern rim of this is the open stream proposed to take the water from Round Valley to the Confluence Reservoir and thence open stream down the South Branch, Raritan.

And in this we found that it would be necessary to remove about 5,000 buildings at such a time as this entire pattern was built - 5,000 homes, schools, hospitals, what-have-you.

Next slide, please.

We also in each of these cases, using the latest techniques now declared standard by the FAA, analyzed the noise patterns onto and off each of these runways. And this led us to another conclusion, that we also needed room for that purpose and also because modern airports are tending to be the new magnets for new industrial development, new commercial development.

Chicago is a great case in point. O'Hare had farm fields all around it for miles in '48. In '58 they were starting to develop, there was no control of the periphery. In '68 they have to give up, they can't find any room to build a third runway and the end of every runway is lined with either industry or homes or something.

Our next site area was in through the Allentown area bordered by McGuire on the southwest, Hightstown on the northeast, Freehold on the northwest and Lakehurst on the southeast - I'm sorry, Freehold on the northeast and Hightstown on the northwest.

We looked at about six different potential sites in this area and found that we could do both, provide with a much lesser impact, than we found at the Great Swamp or Solberg, upon people from a noise or home removal standpoint siting area in this region, and also provide the 50,000 acres that should not be purchased but ought to be zoned and set up by the local communities to take advantage of the opportunities that would come with this; and that this also was a less costly development, considerably, than the

Solberg site.

Next slide, please.

We then analyzed two sites in the Lakehurst and McGuire area - and this is McGuire, with the runway pattern picking up off the end of the McGuire instrument runway. This is one of the cheapest sites in the area. The difference between this and the next most expensive site being over \$100 million.

We also felt that inasmuch as the civilian fleets of aircraft are on alert, are guaranteed service, are specially equipped to serve military cargo airlift and military passenger airlift, and are the backbone of military operations on such occasions as Korea and South Vietnam and Lebanon, that there was a great measure of reasonableness in tying these two airports together, where the military in the future, with the big aircraft they're getting, could make use of this pattern and would have at hand, based there, the large civilian cargo aircraft and passenger aircraft to call upon.

This all could be built upon military land. Most of it on Fort Dix land. And just last week you probably read of the efforts of Senator Case finally bearing some fruit, after six years, in which the Defense Department agreed to make a real deep evaluation of the use of McGuire and Lakehurst along with the evaluation of about ten other sites throughout this megalopolis, from Portland, Maine, to Richmond, Virginia. But it's the first time that they have undertaken to go into this in this kind of depth. And at the same time they announced a reduction in service by squadron operations at McGuire and assured us that we could be a party to their

investigations and determinations.

Now, finally, we looked at the second site. We then went and looked at a second site just east of this, also on military land, either Navy or Army, and looked at two sites just southwest of Toms River bordering upon both the wetlands and the Lebanon State Forrest and near the Wharton Tract. And then, with the score, we said that our job was only to determine areas of likely placement of this facility. Our job was not to pinpoint it.

We tried to do all of the economic work and all of the basic physical engineering work in a concept fashion that would permit somebody to make a final decision and recommended, on that basis, that a New Jersey Aviation Authority be formed for this purpose.

We did one final study on the economic impact of this airport, and this shows on and off airport jobs, also first wave of economic effect of the many jobs that would be inspired from the income coming from the people working in aviation; that by 1985 we could expect to add to the State's work force 555,000 jobs and that these jobs would produce over \$5 billion worth of annual disposable income.

Now this does not include the about \$4.5 billion worth of new construction that would be attracted in industry, homes, roads, highways, power supply, water and sewer systems, and what-have-you, in all the areas bordering around the airport.

That concludes my remarks.

SENATOR STOUT: I think they want to ask some questions but I understand you would rather have Mr. Forbes appear.

MR. BLOMQUIST: Yes, sir. I'll be here.

SENATOR STOUT: Former Senator Malcolm S. Forbes, Somerset County.

M A L C O L M S. F O R B E S: Senator Stout and members of the Committee: I would like to first say how strange it feels to be back here appearing before you. It is my first visit to Trenton in eleven years and it feels very comfortable to be back here, even though I am on the other side of the counter.

I might point out by way of a little nostalgia, I am sitting here with another former Republican candidate for Governor, Paul Troast, whom I had the temerity to oppose in the primary, and with Senator Dumont who had the temerity to oppose me in a primary when I was the Republican candidate for Governor and then he, himself, was the Republican candidate for Governor, and I just want to say if you had elected any one of the three of us, we wouldn't have this problem today. [Laughter]

Be that as it may, I am not a candidate anymore. These other younger fellows like Mr. Troast and Senator Dumont can carry on. I find I have all I can do to run a small business and try to raise a family, so I am not back in politics.

I just would like to ask the Committee - you have heard what I think is an impressive study that isn't based on keeping the airport out of my backyard or preserving the fox hounds for my neighbors, but that gives some perception and some perspective as to what the State of New Jersey is up against. It isn't something we are up against. It gives, I think, you gentlemen as the trustees of the people who live in this State an enormous opportunity to do something that is going to be meaningful not for five years from now or not in Paul Tobin's lifetime or in my lifetime

or necessarily your own, but it is going to determine a pattern in the biggest, most important area of the biggest and most important country in the world in terms of future transportation. Airlines today - we know how big and important they are - but tomorrow their vastness is hard to conceive. Even they don't quite realize it. Cargo tomorrow is going to become almost 90 per cent by air. The terminal facilities, the distribution systems of the future, are what you are going to handle with your decisions that you gentlemen make here today. It is a vast thing you are talking about. It is not a stop-gap thing so somebody can get to the airport ten minutes quicker. It is not a stop-gap thing that will enable the airport to handle 500-passenger planes in two years from now. We are talking about the opportunity for the State of New Jersey by the development and appointment of its own Authority, reportable to you, the Legislature, who speak for the people of New Jersey, to establish a pattern that for the next many decades of transportation in this country will determine how it is to be done and not on a piecemeal basis.

When you consider the mess that has been made by narrow-minded, regional-type authorities of their responsibilities, you have only to look - and I am not getting into a personal diatribe about the Port Authority -- They have done great, good things, but they have had to do them by the nature of their being set up profitably. Well, their money comes from the bond issues and all of that comes from the tolls they get. So instead of putting rapid transit second decks on our great Verrazona and George Washington Bridges, we put another deck for more automobiles.

So the people commuting to Northern Jersey drive into the city and then get in the subway. Instead of having the parking areas and subways available in Northern Jersey or a transportation loop of rapid transit that can move tens and hundreds of thousands of people, we have done all this tire business for the very simple reason that you get a buck for a car coming in and out and the buck of this revenue is what finances the Port Authority.

I want to say about the New York Port Authority, to give this perspective, because right now in the narrow focus of today's problem, we are talking about whether the New York Port Authority should be given the authority to extend its area to build this airport as if they had the money to do it, just keep in mind, the Port Authority is probably as near broke as it has ever been in its history because they are building two of the most grandiose buildings ever built in their history and they are costing more and more every day and they are going to cost one whale of a lot more than they projected before they are finished and the Port Authority finances every one of its activities from car tolls and from tolls charged at existing facilities. They don't print money. The money to build this tremendous airport is going to have to come as a combination of things, but largely with the credit to some degree of the State of New Jersey and vast Federal funds.

Now the use of those and the determining of the future patterns of the State of New Jersey should certainly be done since it isn't feasible for the Legislature, itself, to operate an airport of this size and build it and so forth, by a creature

of this Legislature. You should designate the authority for the State of New Jersey to determine what our future patterns are, not delegate it to Austin Tobin and all the estimable gentlemen that serve with him and under him. They have their job which was to solve metropolitan transportation problems when they went into business. They had a falling out with the railroads in the early days and since then tires reigned supreme. Well, the bottleneck we are in now shows that their vision wasn't so awfully great and why we should turn over New Jersey's future patterns and future developments to the Port Authority of New York is something that entirely escapes me.

We are talking now about an all New Jersey project that affects North Jersey, South Jersey and Central Jersey. Sure, I think putting it in Solberg is absurd for the very reason that these studies show it will help, it will be one little step. I spent an hour and a half talking in a quiet conversation not too many weeks ago with the President of one of the biggest airlines in the world, an American flag carrier, and we were discussing sites and when I discussed some of these things about Solberg he said, "You know, Malcolm, you have pretty well convinced me where the fifth airport should be," when I was talking about the Central Jersey one. I said, "What do you mean, the fifth airport?" He said, "Well, of course, as this cargo thing develops and as the passenger cycle goes up, we are obviously going to need a fifth one."

Well, I don't think, gentlemen, we ought to get into the bag Los Angeles got into and many other areas, to build one within a few minutes of downtown, the nearest they can get to

the center of existing population patterns and then wait until that is all cluttered up and the noise and the pollution problems are bugging all the existing residents around it and then, boom, that isn't big enough so we go to the next one. See the pattern that has happened here in the metropolitan area.

All I am saying to you gentlemen is, if you will create a New Jersey Port Authority, let them have the business of reporting annually to you, but let them look to tomorrow and in Central Jersey or the Lakehurst area, whatever area they come and recommend to you of the Legislature, it should encompass something just about twice even what our own committee is talking about because people beget people. There are more of us all around every day and no projection, whether it has been in the construction of highways, airline capacities, futures of any business that has related to the history of this country, including the ones that we make in Forbes Magazine, has been anything but short of the mark as to what has turned out to be the facts sooner or later. And this thing is going to be bigger and bigger and bigger.

What I would like to ask you gentlemen to do is - when you set up this Authority, you set it up and you tell them that we want annual reports to this Legislature and we want you to think big because the money to finance this, just keep in mind, the Port Authority hasn't got. The only way they could float the bonds and revenue to create and build this airport is based on projected revenues and going to existing sources and pledging their existing revenues. And their existing revenues are now barely going to cover their bond issues on these enormous Tobin

towers, the dimensions of which are really hard to comprehend. They are in the real estate business. They are not in the transportation business.

I just say to you, don't think by turning something over to the Port Authority, you have financed it and got a bunch of experts at work. Let the people who spent three days out there in the snow tell you how expert they are. [Applause.]

I enjoy making a quip. But the fact is that there is no miracle that the New York Port Authority can work and no money to work it with. Begin thinking afresh. Appoint your own authority. Create your own authority. And then depend on the caliber of men you put on it to think and report to you in the broad interests of New Jersey.

Now this airport, handling traffic of the immense proportions that are coming, that lie ahead, in terms of the size of the planes that are contemplated, in terms of the size of the freight handling -- Just runways are a big problem. But look at the existing warehousing, the existing distribution centers. Today the only big area left to save money in manufacturing -- if you are in a business and looking for industrial locations to build factories, you don't save vast quantities of money anymore on the production line. You certainly don't save it in labor costs. Where you have to save money today and tomorrow, if you are a manufacturer, is in distribution costs. So ringing this airport, once it is built and imaginatively and with size, are going to be distribution centers, a warehousing operation, manufacturing centers. It is an enormous complex you are talking about, not measuring the end of one runway in

Solberg from here to here and saying, "All we want is x thousand acres." You have to think about what all the parameter, everything that is going to be around there, is. You have to pattern, if you will, as the Frenchman did when he laid out Washington, a great big thing that tomorrow is going to determine as to all this flow of the megalopolis area, be it Philadelphia, New York, Trenton, North Jersey, Central Jersey - this whole area, a great big center that becomes the fourth, fifth and sixth airport because it was conceived to expand and it was conceived by people who were dedicated to developing an orderly growth. Nobody but a fool thinks he can sit today and keep his home where he lives, his residential area, just as it is by a little zoning thing or fighting a school system or something.

Americans are being born every day, more of them, thank goodness, because we needs lots of Americans in this world. But our population growth is going to be tremendous. All this is moving ahead in a way that I think a New Jersey constituted authority could really deliver on imaginatively and report to you with progress. Remember, too, the Federal government is going to have to finance an enormous part of this thing. The Federal government would much rather do this through a State government and through a State authority that reports to you gentlemen than it will through some bi-state agency that already has more than it can handle.

I think you must make sure when you make your decision as to whether to create a port authority and what you permit them to do and how they handle their reports to you, that they are thinking big because this thing potentially is bigger than

any of us. I think it is time that both the airlines and the Port Authority and a whole lot of the selfish interests involved in this lift up their sights because we don't want to be stumbling along again with an airport that is outgrown before it is built.

As for the transportation to it and all these minuscule arguments that if it is ten miles further away people won't go there - you go where the airplane is. If you are flying to Europe or you are flying to Los Angeles, are you able to go to your local airport? Are you able to go to Red Bank and get on the plane? I can't go to Bedminster at the grass airport and get in my plane. I go to where the airplane is and the plane happens to be out at JFK. So it takes me an hour and a half to an hour and 45 minutes, if I am lucky, to get there from where I live. So I am not impressed when somebody says, "Well, gee, from Times Square, it will take 40 minutes instead of 38 minutes if you don't put it at Solberg and put it in Central Jersey - if you move the thing around a little." Big deal! You go where the planes are and you are going to hear a lot of airline men, and if I was a President of an airline, I would come before you next week or the week after and I would say the same thing, "We want it at Solberg." Just remember, two years ago these fellows were saying, "We don't need it at all?" And why? Because they don't want it and don't have the money to put up to build their own facility at this airport now. They are playing ball with the Port Authority on Solberg simply because they have now gotten to the point where they are desperate

to have a place to handle their passengers and they think, "Well, with Mr. Tobin behind it and his way of getting things done, that's the site we are going to get so we might as well be with him." I say to you gentlemen, you determine where New Jersey's future sites are going to be. You set up the authority because the airlines don't have the money to build the facilities today. They are knee deep in debt financing the new planes they must have to stay competitive. These fellows all have their own problems and they all have their own bag, they all have their own objectives, and those don't happen to coincide completely with your objective as the Legislature of the State of New Jersey to deal with the future of this State and its people.

Believe me, if you will through your authority tackle this thing on the scale it needs, I think you will have struck one heck of a wonderful blow for the future of New Jersey, not on the basis of holding back any tide, but, by golly, determining where the tide is going to go. Thank you very much. [Applause.]

SENATOR STOUT: You stay right there now and maybe you ought to have another assistant with you because we would like to ask you some questions.

SENATOR FORBES: I will probably turn them all over to authorities like Paul Troast.

SENATOR STOUT: You do pretty well. Does anybody have any questions?

ASSEMBLYMAN RICHARDSON: Senator, on page 8 in your report released six months ago, it indicated that a financial feasibility study was under way which strongly indicated that the construction and operation of a proposed intercontinental jetport would be

self-liquidating. I think it would be helpful to this Committee if we could get copies of that report or that study now.

SENATOR FORBES: I don't think it has been completed. To my knowledge, it has not. But you can bet your boots the Committee will be the first ones to get it when it is.

SENATOR STOUT: Senator Crabiel.

SENATOR CRABIEL: Senator Forbes, I am completely shook up because I realize that you as a representative of the Governor's Committee are an expert in finance and I have the greatest respect for the credibility of your magazine and for your opinions. Do I understand that you are endorsing the present bill that we have here, Senate 377?

SENATOR FORBES: I am endorsing the bill to create the authority, yes.

SENATOR CRABIEL: And on page 11 of that bill, it very specifically says, the credit of the State shall not be pledged, that \$500,000 will be loaned to the authority to do some preliminary work, and I am amazed to hear you make the statement that the Port Authority doesn't have enough money. My question to you is: How would this Authority have any money?

SENATOR FORBES: It would have its money in the same way that the Garden State Parkway got its. To begin with, the scale I am talking about is beyond the resources of the Authority, per se. Upon the creation of the Authority, they can on projecting existing revenues issue certain bonds, but where they have to get ultimately the sums involved here, they will have to come basically from the Federal government in the same way that highway funds today, the vast bulk of them, come from Federal sources

and pledged revenues. The same thing is what is going to be needed to handle this. The State of New Jersey, when I made reference to its credit - the creation by the State of New Jersey of this Authority in effect puts the State of New Jersey on line as believing this is the way to solve the problem. I didn't probably mean literally that New Jersey itself was pledging to shell out in your budgets each year the money for the beginning of this Authority.

SENATOR CRABIEL: Senator, you have made so many statements in that answer that are completely opposite to my understanding of the law that I want to develop them. Number one, you mentioned the Garden State Parkway. The Garden State Parkway - the credit of New Jersey is backing the Garden State Parkway, but it was done by a referendum of the State and the people very clearly knew it. This bill does not provide anything like that. Now you refer to Federal aid. That Federal aid will be available to the Port of New York Authority or to anyone else just as much as to this Authority. So if it isn't feasible for the Port of New York Authority in your opinion to do this, it isn't feasible for this Authority. This shakes me. I want to question Mr. Blomquist further on this because I have read very minutely the report of the Governor's Committee and they completely have stepped around the problem of economic feasibility and you now are saying that the report hasn't been made, but you made an unequivocal statement here that the Port Authority couldn't do it because they couldn't afford it.

My question to you is: If they can't afford it, what assets does this Authority have under this bill?

SENATOR FORBES: Exactly the same. Senator, I am sorry if I have sounded fuzzy on the point. What I am trying to say is that the Port Authority, the existing New York Port Authority, brings nothing to the creation of this airport that a New Jersey constituted Authority could not. The potential revenues are the basis on which these bonds would be retired. I am saying to you that the existing Port Authority credit, based on the surplus revenues from the Holland Tunnel, the George Washington Bridge and other money-making facilities, is what has been used to back up the bonds and the borrowings that are now building these gargantuan Tobin towers. Their existing credit is tied up to the hilt on existing sources of revenue. So if they were to be given the authority to determine New Jersey's future airport by you, they would begin only with whatever credits and feasibilities of revenue that this new facility will have, which is exactly where our own New Jersey Port Authority would begin.

In short, I bring in the point about the New York Port Authority's present revenues to indicate they cannot bring to this picture any more sources of revenue and financing than the Authority you create could bring to it. Since that is the case, what do they bring to the equation?

SENATOR CRABIEL: One other question and I will stop.

SENATOR FORBES: I hope so; they are darn good questions.

SENATOR CRABIEL: Have you any commitment from any financial house, any bonding house, that says that they will finance this jetport authority?

SENATOR FORBES: None to my knowledge because there is no

Authority created. I know of none, no.

SENATOR CRABIEL: Very well.

SENATOR STOUT: Assemblyman Wilson.

ASSEMBLYMAN WILSON: Senator Forbes, yesterday Deputy Director Lukens appeared before the Autonomous Authorities Commission in the State House and he testified before our Commission to the fact that this is such a tremendous financial responsibility, with the creation of a new Authority, it would be extremely difficult to actually be able to find the revenue needed to build the new jetport. Would you comment on that statement?

SENATOR FORBES: Yes. I think there is great validity in it. In the bill, the page referred to, where it says there shall not be used any credit of the State of New Jersey, that's fine in the creation of the Authority. But I think when you have named this Authority and it gets down to the broadest aspects of this problem, then they have to come back and say how the money can be raised. There is no magic wand that can be waved and raise it. I think the sums are vast, but I think if you begin with the creation of an Authority, then there is an entity to deal with the problems of raising the money.

ASSEMBLYMAN WILSON: Well, first you have to establish credit and so forth, isn't this correct, as far as selling the bonds? You are starting from scratch when you create a new Authority.

SENATOR FORBES: Absolutely.

ASSEMBLYMAN WILSON: As soon as you create the Authority, people are not going to run out overnight and buy bonds.

SENATOR FORBES: They did it in the case of the Turnpike and they did it in the case of the Port Authority.

ASSEMBLYMAN WILSON: Well, it was a different situation because of the fact they had points of geographical significance being connected. And, take the Port of New York Authority, you had the connection between New York City and New Jersey, which you knew was going to be successful from the start because of the demand. This is what I am concerned with with the creation of a new Authority - Where is the revenue coming from?

SENATOR FORBES: I think in large measure ultimately it will be self-liquidating. Obviously if the demand is there, it is going to be self-liquidating ultimately in the future; it may be a longer time, not in the time that you could probably borrow a great deal of bonds on it in ten-year bonds. I think that there has to be Federal financing on a substantial scale as there has been for highway construction.

ASSEMBLYMAN WILSON: Senator, along the same line --

SENATOR FORBES: That is a personal opinion, remember. I am not speaking for the Committee.

ASSEMBLYMAN WILSON: Deputy Director Lukens also testified if they had not had the revenue from the tunnels and bridges, it would have been very difficult for them to actually get involved with the airports that are now under the jurisdiction of the Port of New York Authority.

SENATOR FORBES: You know it is ironic, but if you will recall, the Port Authority didn't want to operate these airports because they didn't think they could make money on them; this was initially when it was proposed they be turned over to them.

See, the Port Authority and Mr. Tobin wanted, and properly so, to keep into things that were going to be money making and self-liquidating. But now we are talking about the transportation system of the whole Nation in the future and it is ridiculous to think it can be immediately and promptly self-liquidating any more than building a subway immediately and promptly is self-liquidating. We are talking about something that is bigger than that. The Port Authority attempted to keep everything in a self-liquidating way and they didn't want the airports at the beginning.

ASSEMBLYMAN WILSON: But he made the statement to the effect that if they did not have this revenue, it would have been extremely difficult actually to take over these airports.

SENATOR FORBES: Right.

ASSEMBLYMAN WILSON: This is what I am concerned about. When you have the creation of a new Authority, where are the finances going to come from for the actual construction? We are talking about a jetport which we need at the present time in the State of New Jersey. How long is it going to take before we establish this Authority and we are able to sell our bonds to bring in the revenue needed for construction? This is my concern.

SENATOR FORBES: I think you can get a certain amount of seeding, if you will, a bond seeding, for runways and so forth under some of the existing Federal programs which are minuscule relative to the highway aid, but which have to come in the future. In short, I think you will get it by projecting the immediate uses of the facilities that can be built promptly in terms of

runways, landing fees and rentals and other things. But basically I think the Federal government is going to have to supply the bulk of the initial funding of this, just as they do for highways.

ASSEMBLYMAN WILSON: Along the same line, Senator, - and I may agree with you that we do need a New Jersey Authority - the New Jersey Turnpike has indicated that they would like to be involved in the construction of this jetport. They are already established. They have a credit rating. They have revenue bonds. And maybe it wouldn't take so much time actually getting into the construction aspect if we would turn the responsibility of the construction of the jetport to one of the already-existing New Jersey Authorities - and, therefore, it would be truly a New Jersey Authority - by expanding the enabling legislation of one of them. Would you comment on this point?

SENATOR FORBES: I would certainly think that offers an exciting alternative. It is a decision for you gentlemen to make, but certainly the N. J. Turnpike's record and its revenues and its method of operation, I think has been a great tribute to what a New Jersey authority can do. Now whether their expertise can be expanded to an airport, maybe the construction and operation of it, I think it may offer a viable alternative as a beginning point. I don't know.

ASSEMBLYMAN WILSON: Mr. Chairman, could I have Mr. Blomquist comment on that statement, about the New Jersey Turnpike taking over the responsibility of running a jetport?

MR. BLOMQUIST: We explored the possibility of existing authorities, including the Port Authority and the Delaware River

Bridge Authority which also has similar areas of competence and the ability to raise money - of undertaking this with an existing authority and turned away from this finally because we felt that the problem had such impact upon the State, not only to build an airport as such, but to lead and revitalize our rail systems which are also essential not only to the airport but to the success and the economic health of the rest of the State and to participate in the development of the metropolitan centers that will grow up around this airport, that this should be the sole job of an Authority and this is why we so recommended.

ASSEMBLYMAN WILSON: You did not explore the possibility of the New Jersey Turnpike?

MR. BLOMQUIST: Yes. We considered all of them also any of these taking it over individually or acting in concert with others, in other words, the Jersey Turnpike joining with the Delaware River Bridge Authority or the Garden State or what have you, and combining forces to try to undertake this.

ASSEMBLYMAN WILSON: When will your financial feasibility study be ready?

MR. BLOMQUIST: It will not be ready any further than it has already been carried because we have purposely dropped the first three years of it which was the only area uncompleted, feeling that that financial investigation should be the responsibility of the Jetport Authority.

ASSEMBLYMAN WILSON: One more question: Would you comment on the statement that I made to Senator Forbes concerning the credit rating of a new authority as opposed to one that is

already in existence?

MR. BLOMQUIST: Well, I can answer that as it was answered in our report and, that is, we evaluated the revenue flow from a number of hub airports in and out of the United States and found out that in practically all cases they contemplated developing their airports on the premise of revenues, the guarantees that revenues would give the bonds. We feel that the total potential traffic into this airport will do the same thing, opening it in '73 with 2 or 3 runways and gradually expanding it as traffic warrants. I think it is perhaps a little misleading to say that you are going to start right out and move as fast as you can to build a 10-runway airport. That is not our concept.

We need eventually the room for a 10-runway airport and we need the configuration which will support such an airport. But exactly when we hit each one of these stages is unknown.

ASSEMBLYMAN WILSON: You don't see any problem of the new Authority selling its first issue of bonds?

MR. BLOMQUIST: I do not, no, sir.

ASSEMBLYMAN RICHARDSON: Mr. Blomquist, is it conceivable that you are going to sell an awful lot of bonds when the 25 major airlines that should be using this airport say they simply can't use it and it won't serve their needs and they will not build there and will not use it?

MR. BLOMQUIST: I don't think that question, Mr. Assemblyman, has yet been finally answered. I have participated in airline management and been in the field for many, many years and there is a great area of indecision still remaining in the light of

past maneuverings that have gone on in various parts of the United States. The last one which was quite typical was whether or not Oakland could finally force the carriers to give them service and to build a first-class airport for the purpose on a revenue bond basis.

ASSEMBLYMAN RICHARDSON: I recognize that they may well change their mind. But as recently as last month the 25 airlines said, I think, absolutely that they could not use a Central Jersey site.

MR. BLOMQUIST: I think that was another letter parallel to their first letter written by Mr. George Keck, President of United Airlines, on February 14th, in which they didn't give any background or any reasons. They just said, "We will go where our father goes, the Port Authority."

ASSEMBLYMAN RICHARDSON: Well, I didn't quite evaluate it that way. I think you neglect the fact that the Port Authority spent something like \$10 million studying 25 different sites over the past 9 years or so.

Another question: Have you included in your total cost the cost of building ground access routes, railroads, railways and, if so, how much of that would the State have to absorb?

MR. BLOMQUIST: We have included in the Central State sites the provision for 12 to 18 miles of two-track, high-speed, spur railroad running off the Pennsylvania-Central lines somewhere south of Princeton Junction.

We have discussed with the various highway authorities, including the New Jersey Turnpike and the Garden State, their legal ability and their possible interest in providing loops

and spurs from their systems into the airport complex and have had completely informal, at the moment, indications which seem obvious on the face of it that they would be very interested in light of the traffic in providing such loops.

ASSEMBLYMAN RICHARDSON: How much would this cost the State?

MR. BLOMQUIST: Well, these are the two authorities. I don't think it would cost the State anything. The railroad would be budgeted --

ASSEMBLYMAN RICHARDSON: The Authority would then be in the business of building railroads and roads?

MR. BLOMQUIST: The Jetport Authority would be in the business of providing rail spurs where necessary to tap main trunklines, but only in one case; that is, from the Pennsylvania-Central mainline into the site, itself.

ASSEMBLYMAN RICHARDSON: How about roads?

MR. BLOMQUIST: No roads - an internal intramural system of highways in the total airport complex.

ASSEMBLYMAN RICHARDSON: This cost would have to be absorbed by the State.

MR. BLOMQUIST: No, it would not. It would be absorbed by the airport. It has been budgeted in the cost figures for the airport.

ASSEMBLYMAN RICHARDSON: So this Jetport Authority would be in the business of building railroads, roads and highways.

MR. BLOMQUIST: Anything to make the airport a success within the confines of the airport area, correct. They would be building probably buildings for hotels, cargo centers,

amusement centers, office buildings, and so on, whatever their revenue picture will indicate will provide them an assistance to their total revenue potential and which serves the airport as such.

ASSEMBLYMAN VREELAND: In your entire presentation here -- first of all, it seemed to me just a little bit afield from the specific Senate Bill that we are discussing because you did get into the location phase of this more than we have heard up to this point. But I did not hear you mention once the problem of concentration of air traffic in the northeastern corridor now. And you talk about ten parallel instrument runways. Authorities in the past, such as Oscar Bakke, has said - and I don't think anyone can dispute his ability - they have said that the problem is in the air not on the ground. Will you tell me then what your solution to this air concentration is and how you intend to avoid a catastrophe which is going to happen any day now? How do you propose to handle that problem?

MR. BLOMQUIST: We provided those answers in the full report. Have you seen all of this? Have you read this?

ASSEMBLYMAN VREELAND: No, I haven't.

MR. BLOMQUIST: In Chapter 6, we analyze the air traffic flow in and out of each one of these sites on the basis of a 10-runway airport and we found: Number one, our international leaning for the solution indicated that we should be some place east of the New Jersey Turnpike; and, secondly, we purposely analyzed a total flow of 300 aircraft an hour in and out of this site, based upon present limitations on headways, present limitations on vertical separation by altitude, present limitations

on horizontal separation by vector tracks, and concluded that it would be perfectly feasible under the present state of the art to organize your arriving traffic out over the ocean, bring it in at levels that would not disturb the population along the shore underneath, land it on a series of one-way airways and depart it back out over the ocean again on a similar set of outbound airways.

ASSEMBLYMAN VREELAND: Will you comment then, Mr. Blomquist, on the effect of this ocean area whole pattern that you probably are speaking about - how that would relate to the Air Defense Command?

MR. BLOMQUIST: The areas set up for Air Defense have been, if you will, violated any number of times since they were first introduced in World War II. They also have altitude limitations on them because they apply to different types of military operations. The best I can find from discussing this in the Pentagon Building and just by the history of the operation is these defense zones at the higher altitudes are not that sacrosanct.

ASSEMBLYMAN VREELAND: Thank you.

SENATOR STOUT: Senator Crabiel.

SENATOR CRABIEL: Mr. Blomquist, has there been an economic feasibility study made as to whether this airport would be self-supporting?

MR. BLOMQUIST: There has with the answers not completed in the first three years of construction when there would be no revenue. The only reason we stopped at that point was that we then came to a decision that this was something that really

should be the responsibility of the Jetport Authority appointed by your body.

SENATOR CRABIEL: Are you referring to something other than what is in your report?

MR. BLOMQUIST: I am not and that report covers everything except the financial answer to the years, assuming that you started now in 1969, '70, '71 and '72.

SENATOR CRABIEL: Well, I attended a meeting in the Governor's Office when you presented this to the legislative leaders.

MR. BLOMQUIST: Right.

SENATOR CRABIEL: At that time you completely glossed over this portion of the report and said you would submit it at a later time.

MR. BLOMQUIST: That's correct.

SENATOR CRABIEL: Senator Forbes indicated under questioning here before that he is waiting for some sort of a report and he hasn't seen it yet. Now isn't it basic that we start off with the question: Is this or is this not possibly a self-sustaining entity because this affects the decision of this Committee as to how to approach the whole problem?

MR. BLOMQUIST: From the point of initial operations on, we had carried on work, both ourselves and with financial houses, and all parties concerned felt assured that at such point as you could find an answer to the handling of the initial construction of the two- or three-runway first phase of this, you would have ample reserves for debt service and accumulated interest and

everything else from 1973 on out of revenues.

SENATOR CRABIEL: Do I read out of that statement that you are saying somebody else should finance the first two or three runways and then you will make it self-supporting?

MR. BLOMQUIST: No. I don't have that answer yet.

SENATOR CRABIEL: Well that is my basic question. It is very difficult for a Committee of the Legislature to determine a tack because the bill before them -- I might say that I happen to be a co-sponsor of that bill and I co-sponsored it only on one agreement, that the sponsors indicated to me that the Committee did have a statement from a responsible bonding company. I believe they mentioned a firm in Massachusetts that was willing to back this. And that is what has confused me by the statements of Senator Forbes because this is basic to me as to what should happen as far as how this problem should be approached. It has nothing to do with the site. The first question is: Is it feasible, economically feasible, to build this under this type of approach.

MR. TROAST: Could I speak on that, Senator?

SENATOR CRABIEL: Go ahead.

MR. TROAST: I don't believe we had that kind of an approach either on the New Jersey Turnpike or the Garden State Parkway - the New Jersey Highway Authority. We were appointed and we didn't even have an employee. We didn't have a study such as this. We went to work and from that point on we engineered it preliminarily and then we looked into the feasibility and we consulted with financial houses. Out of that on the Turnpike came the fact that we could do it on a revenue-bond basis and

we wouldn't need the faith and credit of the State. On the Garden State Parkway, the New Jersey Highway Authority, I think it was necessary there to amend the law and it had to go to a referendum in order to put the faith and credit of the State behind it.

I think that the first duty of this Authority, if appointed, is to ascertain whether or not this is feasible. They have enough studies now and they have to then go to the financial houses and find out. I doubt - and I am sure everyone doubts - that this whole thing can be done on revenue bonds without the power of taxation. I am quite confident and feel that it should be explored, that the initial \$200 million can be done on a revenue-bond basis.

SENATOR CRABIEL: Well, that is a fine answer, Mr. Troast, and I agree with your premise. On the Turnpike and on the Parkway, you first of all had traffic engineers tell you an estimated volume and then you anticipated what tolls you could get and in one case you proved out very conclusively that you could finance it. In the case of the Parkway Authority it was doubtful. So then you went into the Legislature to get that type of a law. That is my question. We are not going to the Legislature with that type of a law now and I would agree with you that this information has to be found. There is no question about it. Without this information, you can do nothing as far as I can see. But what shook me up was - well, there are two things - number one, that Senator Forbes with his being an expert in finance was very clear on this thing, that this was not going to pay for itself. He was very definite on that.

The second thing that has shaken me up is that the Governor's Committee has promised in letters to the Legislature and has promised me personally that we were going to have a report from a financial institution stating whether they thought this was good and now Mr. Blomquist testifies that this whole thing has been dropped. I believe it is basic to this Committee to understand just what you are asking because we all know we need a jetport.

I would just like to ask a question here: Has any consideration been given, Mr. Blomquist, to the fact that if you went ahead with this airport and the Port of New York Authority suddenly reduced its tolls in half to the aviation industry, what effect that would have on the construction of the airport?

MR. BLOMQUIST: I don't think it would have any because, as we indicated by these charts, the total flow of passengers in and out of the region and cargo is increasing at such a rate - and these are not our figures; these are the industry's figures - that no matter what they did, they have only so much capacity presently or that they can add to their existing airports. So it isn't a question that they can lower the price of their shoes and take some of the customers from down the street. It is just that every shoe store is needed that is available.

SENATOR CRABIEL: Do you think the revenue will not be affected, no matter whatever the landing fees are at the airports, even though last year there was a big hue and cry when the Port of New York Authority raised the landing fees for private

planes and they were going to charge \$25, I think, instead of \$5 and there was a big fuss about that?

MR. BLOMQUIST: But they did this to drive away business.

SENATOR CRABIEL: Right. They did it to drive away business.

MR. BLOMQUIST: It drove away ---

SENATOR CRABIEL: Now I say they will drive business to the other airports.

MR. BLOMQUIST: It was just a certain class of business that they evidently were trying to get rid of.

SENATOR CRABIEL: How does your projection of traffic movements compare to the FAA limitations. In other words, my question is: If the FAA now is putting a certain number of planes into the three New York airports by building your airport that supposedly conflicts with the corridors, will this reduce the air traffic into the other airports?

MR. BLOMQUIST: I don't think that there can be any answer in this until the FAA undertakes a study we asked them to undertake at Pomona, their research center, and that is not study one segment of this entire problem in this region, but to study the region. There really is no answer to that, Senator, until Pomona and Atlantic City comes up with a total answer. Now Atlantic City in 1963 prepared a report which stated that it was feasible to put another airport at McGuire - Lakehurst and handle civilian traffic there. In fact, most of McGuire - Lakehurst cargo and transport traffic is civilian anyway today.

Secondly, in 1968, in March, they had an in-house study by traffic planners and traffic controllers in this region from Philadelphia to New York and to Long Island and they came to the

conclusion that it was perfectly feasible, even more than feasible, to put a new transport airport at McGuire-Lakehurst and at Calverton and perhaps they could handle it better than they could one at Solberg.

SENATOR CRABIEL: If your airport is going to be three times as big as Kennedy, how do you dovetail this remark with the recent letter of the FAA where they say the only way they could consider it in the locations you have talked about at all is if it is considered as a New Jersey airport only?

MR. BLOMQUIST: Well, it is a matter of semantics. What are they talking about in a New Jersey airport? We are talking about - and they know this; they have the report - we are talking about serving 10 million people with 50 per cent of the cargo involved in moving through this area going international and one-third of the passengers. I think, as Senator Forbes said, you go to the airport where you can get the service you want. And to say in one breath that if you put a barrier up at the Hudson River and allow no passengers to come from New York City to this airport - I never heard of this being done, but this is the impact of their statement - or on top of this an airport serving 10 million people should be a pretty sizable airport.

SENATOR CRABIEL: One other question: What happened to Allentown? I heard nothing in your presentation this morning.

MR. BLOMQUIST: You mean Allentown, New Jersey?

SENATOR CRABIEL: Yes.

MR. BLOMQUIST: I discussed it. I named it as one of the sited areas. I mentioned the Great Swamp, Solberg, the Allentown area, about which I said we had looked at five or six

sites in the Allentown area and I showed a chart of it and I then went on to McGuire, McGuire-Lakehurst on two sites, and then to Toms River on two sites.

SENATOR STOUT: Assemblyman Azzolina would like to ask a question.

ASSEMBLYMAN AZZOLINA: Mr. Blomquist, last week Senator Maraziti, Senator Dumont and myself and several other individuals were invited to take a trip to the Pinelands in Burlington County off Barnegat Bay. About eleven miles inland they showed us a possible site they wanted us to look at. We have nothing to do with picking a site, but they wanted us to look at it for comment to see if the barrens or the pinelands down there would be a feasible area for a jetport. There is a small State airport there now, I believe. Their theory was that you could transport passengers by overcrafts up and down the coast. They could take 12-foot waves. They have these overcrafts now in England. And the Garden State Parkway spur could be extended probably from Toms River in that general area. Then they were talking about some new type of high-speed rail service. With a center rail, they could go 200 miles an hour - float on air. The theory was, these supersonic planes coming in now would take off out to the sea, break the sound barrier about 80 or 100 miles out and likewise coming in they would break the sound barrier out 80 to 100 miles and glide in for a landing.

Did you consider that site at all in that general area? And what do you think of the theory?

MR. BLOMQUIST: We considered two sites in the Toms River area, south and southwest of Toms River.

ASSEMBLYMAN AZZOLINA: This was in Burlington County.

MR. BLOMQUIST: In Burlington County? I think I'd have to look --

ASSEMBLYMAN AZZOLINA: It is near Barnegat Bay. It is further south than the site you mentioned.

SENATOR STOUT: This is on Route 72.

ASSEMBLYMAN AZZOLINA: Route 72, right.

MR. BLOMQUIST: We looked at two sites in the area just north of Route 72 and they were quite close to the Garden State Parkway. That's in the report. We gave our weighted factors to it involving transportation time, accessibility, the availability of land around the sites for urban development and commercial and industrial development, and it did not rate as highly as the sites over in the so-called trapezoid that we talked about.

ASSEMBLYMAN AZZOLINA: Don't you think with the supersonic planes coming in in the next five or ten years, it is more important to have a jetport near the water so you don't have the problem of homes and other things being too close?

MR. BLOMQUIST: Well, this is a major problem every place and is one of our major considerations - how much noise impact is going to be created by all the present or future aircraft upon the existing communities. I have absolutely no sympathy for any community that isn't there yet but somebody intends to exploit and put there after the airport is built. We analyzed a number of people that would be exposed to various levels of noise around each one of these sites and that is also stated in the report. We believe in a site reasonably accessible to the

ocean, both from an air traffic control standpoint as well as a noise standpoint because in those cases, whether it is supersonic or the jumbo jets or what they are, the bulk of the noise is going to occur in the organization of arriving and departing traffic out over the ocean, not inland. So this was a very weighty consideration on our part.

ASSEMBLYMAN AZZOLINA: What about the theory of these overcrafts? They were talking about the tremendous amount of freight that would be carried in the early years of the development of a jetport. They were talking about these overcrafts carrying this freight up toward New York and Newark and the northern areas. Is that feasible do you think?

MR. BLOMQUIST: I question this and I do on the basis of some experience clear back in the 1930's with aircraft on floats, in which operating any place in the New York area usually produced about \$150 a week repair bill on the floats, plus the icing conditions, ice in the rivers. And over and beyond this, the problem of distribution of passengers and freight is so broad, we, I think, tend to overemphasize consideration that everything must be measured from the New York side of the Lincoln Tunnel to any given site. Well, as you go back to this report again, you find out that well over 20 some per cent of Kennedy's traffic is coming from west of the Hudson River. And there must be at least a thousand sites generating more than the occasional passenger in our own State right now that are going to the New York airports or going to Philadelphia. So this means a variety of solutions, of which this may turn out to be one, solutions of ground transportation by rail or by

highway or by STOL aircraft or by helicopters.

ASSEMBLYMAN AZZOLINA: So far in every area that a jetport is being proposed, there are objections from the citizens and the political people in the area. This particular site we looked at - and, frankly, I didn't see any homes down there, just a few over at Barnegat itself and they were probably summer homes. There are absolutely no homes in that area and no people would have to be displaced. Whether it is practical or not, I don't know.

MR. BLOMQUIST: I think your last statement is the answer to this. What is a practical site that will satisfy a great diversity of interest? Where can we get a balance that will give the least impact upon people, will give the greatest service to the present and future State population, along with a lot of other factors, ground transportation, etc.?

ASSEMBLYMAN RICHARDSON: There are several things that appear to me to be a little misleading and confusing. I want to go back to this financial question again because here in your report it indicates very clearly, at least it seems to me, that you have made part of a study at least that would indicate that this project would be financially standing on its own. But now you tell us that you have only made half a study and the only way we are really going to find out is to pass this legislation and set the Jetport Authority up before we will really know in fact whether it would be self-sustaining.

MR. BLOMQUIST: Sir, I didn't say that. I said that we had made a study all the way from 1969 to 1985, a financial study. I said that we had carried out estimates of the so-called

non-revenue years and have solutions. These solutions were not either finally accepted or tested completely in the bond market, but they only apply to the first three non-revenue years of the airport over a time period of from 1969 to 1985, that from every point on when revenue starts to flow, you have a financially successful operation.

ASSEMBLYMAN RICHARDSON: What I am saying here again is that it indicates that this is a financially reliable project.

MR. BLOMQUIST: I believe that it is.

ASSEMBLYMAN RICHARDSON: We may all believe that it is but there is nothing to substantiate it as far as I can see right now except your study that doesn't cover the first three years.

MR. BLOMQUIST: And includes our own estimates on the first three years which indicates how that can be handled.

ASSEMBLYMAN RICHARDSON: Well, is there any possibility that the Committee can get copies of this report or study?

MR. BLOMQUIST: We can make available anything we have.

ASSEMBLYMAN RICHARDSON: The other thing that is a little confusing to me, we appear to be building one of the largest airports in the world perhaps, four times as large as Kennedy, and you say that Mr. Thomas, the Federal Aviation Administrator, is playing semantics when he says a "Jersey airport." In your report you talk about an airport that takes in New York to Philadelphia, including New Jersey.

MR. BLOMQUIST: Yes.

ASSEMBLYMAN RICHARDSON: I am concerned just what a "Jersey airport" is. Mr. Thomas makes very clear again that if

you are talking about a fourth major jetport, it again should be in northwest Jersey. I think what he did was to make special consideration if we are talking about a "Jersey airport." I don't know the semantics and what we mean when we say a "Jersey airport."

MR. BLOMQUIST: The intent of these remarks is that we looked at the entire region. You have down in the southern part of your State or the south-central part of your State, a population core of over five and a half million people that also are going to have to have, and a lot of whose economy depends upon New Jersey and whose economy affects New Jersey, the same kind of consideration that New York City is given. It isn't the question of serving New York City and whatever you can serve New Jersey in the process; it is a question of serving the State first and the New York and the Philadelphia areas as far as you can go in the light of your responsibilities to the State.

ASSEMBLYMAN RICHARDSON: Are you indicating we have five and one-half million people in Central and South New Jersey?

MR. BLOMQUIST: I say in the Greater Philadelphia area, there are five and one-half million people.

ASSEMBLYMAN VREELAND: One quick one, Mr. Blomquist - could you tell me whether or not the landing facilities that now exist in the Philadelphia area, Philadelphia International, Philadelphia Northeast and the one that has just been built north of that - doesn't it make sense to you that southern Jersey can be accommodated by these facilities as they exist today because they have not reached saturation?

MR. BLOMQUIST: No, they expect at Philadelphia International, which is the only transport airport down there, Mr. Vreeland, that they will top out or peak out around 1975 and they have no more land available for reasonable development at that airport either for a balanced additional runway pattern and terminal pattern ---

ASSEMBLYMAN VREELAND: Then you are saying that Philadelphia Northeast is not comparable to Philadelphia International.

MR. BLOMQUIST: It is not. It is now dedicated specifically, and I think very wisely, to general aviation and business operation.

ASSEMBLYMAN VREELAND: But it is plenty large enough. It looks so to me from the air.

MR. BLOMQUIST: Their maximum that they can go out there is 7,000 feet on the instrument runway.

ASSEMBLYMAN VREELAND: Is there room for expansion of that?

MR. BLOMQUIST: They are planning to do this right now. But a lot of your business jets for dependable, all-weather operations, are taking fairly close to this. They are certainly taking 6,000 feet. So to provide 7,000 is not much of a margin of safety.

ASSEMBLYMAN RICHARDSON: One other question: Mr. Forbes made the remark that it didn't make any difference whether a jetport was 110 minutes or 120 minutes, that if a person had to catch a plane, they would go where the plane was. How would the 200 and some odd thousand people that would work there get to the airport?

MR. BLOMQUIST: Well, I think you can perhaps answer that

- we did in a way - by going on several tours through the employees' parking lots at Kennedy and LaGuardia, in which we found a very high proportion of New Jersey licenses. And we also hopefully believe that this airport will be the starter for considerable improvement in our New Jersey railroad system. We have a fantastic railroad network which we are using at 2 per cent of its capacity from a passenger standpoint and the State can't grow to 10 million people or anything like it without a complete redoing and revitalization of the railroad network. It is a waste of time. There isn't a highway that has ever been built from an arterial standpoint that ever satisfied anyone.

ASSEMBLYMAN ESPOSITO: Maybe I haven't been to too many airports, but you usually see one plane taking off at a time and one plane landing at a time. With this 10-runway airport, does this mean more than one plane can land at the same time and take off at the same time?

MR. BLOMQUIST: Yes. If you have operated in and out of O'Hare Airport in Chicago, they have provision with two runways over 5,000 feet apart for simultaneous landing and takeoff.

ASSEMBLYMAN ESPOSITO: With this 10-runway airport, how many planes would be able to take off at one time? Could ten really take off at one time?

MR. BLOMQUIST: Yes, you could take off ten on the basis of the evaluation of the present traffic control system as applied to the airport.

ASSEMBLYMAN VREELAND: Would you feel comfortable aboard one?

MR. BLOMQUIST: I think so if they would fly it right.

SENATOR STOUT: Mr. Blomquist, one of the things I am concerned about is: Can you have a military airport there as well as a civilian airport and even if you can, what would happen to the military installation, such as Fort Dix and the others that are in the area?

MR. BLOMQUIST: The military base at McGuire, which incidentally if some airport isn't built in the vicinity, the military is going to have to spend a lot of money in order to accommodate C-5A's and other big aircraft on that airport, the basic mission of McGuire is air transportation of military freight and military passengers or governmental passengers. They have had ever since World War II an agreement with the airlines in which the airlines provide a certain part of their fleet as reserve fleet for military airlift and in turn are guaranteed each year so much business. When emergencies and flaps of one sort or another occur, the military have the right to call them in and put them on very high density operations of trying to build up their oversea's military forces, supplies and emergency equipment. Now this has been an arrangement between the military and the airlines that has gone on for 20 some years now.

So if you go down to McGuire and stand over at the passenger terminal building, you will see a pretty steady flow of Pan-Am, TWA, Overseas National, Saturn, both the supplementals and the scheduled carriers, coming in and out of there hauling military passengers. If it is cargo and passenger airlift, there is no difference than the insignia on how you handle this operation. They are going around the world, they are going

domestically, whether they are in civilian operations or military operations. You do have some squadrons based there both of airlift and there were defensive squadrons there. I think the Air National Guard - we have Colonel Girard here who could be more specific about it - is based there. But in this process and in their training program, in our investigations we found that Pomona Airport down near Atlantic City was already handling about half of the air training of the Air Force out of McGuire and out of Dover Air Force Base, as well as a lot of training for the scheduled airlines that come down there for weekend flying.

So for its basic mission, we believe the two complement each other.

Now the use of land, I can't at the moment give you an answer. We have delineated the land that would be desirable. It belongs to Fort Dix principally. A small portion of it belongs to the Navy. It is open maneuvering land and there is some equipment in there from the standpoint of training for firing range and so on. As a part of our budget for McGuire - we found a site nearby with 8,000 acres in it and agreed to purchase this for the military and turn it over to them as a replacement. So we feel there are solutions and the new attack on this problem by Secretary Laird indicates that they are really going to get down and investigate this, successfully, I believe.

SENATOR STOUT: Thank you. We have a lot more questions. It is about time to eat and I don't want to keep anybody any longer, particularly the reporters who have worked hard here this

morning. They need a rest. We would like to ask some more questions of you and perhaps other members of your panel and then we have Senator Dumont and Mr. Margetts in the wings, both of whom were promised they could go on at 11:30 this morning.

Would you want to speak now, Senator Dumont?

SENATOR DUMONT: I would like to.

SENATOR STOUT: How long are you going to take?

SENATOR DUMONT: I am not going to take a lot of time.

SENATOR STOUT: We will come back to you later after lunch. Is that agreeable?

MR. BLOMQUIST: Yes.

SENATOR STOUT: We will come back at quarter of two. Incidentally we plan on another hearing probably a week from today because we have a great number of witnesses who haven't been heard. There are some here this morning who haven't entered their appearances and the Committee, I am sure, will want to rehear some of the witnesses who appeared this morning.

SENATOR WAYNE DUMONT, JR.: Mr. Chairman and members of the Standing Committees of the Senate and Assembly on Transportation and Public Utilities: I appreciate deeply this opportunity to be with you and I shall try not to take too much of your time.

I want to indicate my support of the Senate and Assembly Bills which are more or less identical and also my total opposition to the use of Solberg as a possible site for a fourth major global airport.

In respect, first of all, to the bills, there are actually

two Senate Bills and one Assembly Bill. The original Senate Bill was introduced with Senator Joseph Maraziti as its principal sponsor, the same legislation that he has introduced for approximately eight or ten years. It is good legislation and there isn't much difference between that and the later bill, Senate 377, also principally sponsored by Senator Maraziti, and I think he deserves much credit for having stayed with this legislation from the time when it was not wholly popular, we might say, to the point now where the second Senate Bill has about half the Senate as co-sponsors and the Assembly Bill by Assemblyman Joseph Azzolina has more than half, I believe, of the Assembly as co-sponsors.

It is important that we create an intra-state jetport authority to consist of the five members to be nominated by the Governor, with the advice and consent of the Senate, which authority would recommend a site or sites to the Legislature and would also have the supervision and the responsibility for raising the necessary funds for the planning and designing and construction of the jetport.

Now in respect to the proposed use of Solberg, it would seem to me that it would be utterly stupid and criminally negligent to put a jetport at the Solberg site. I make these comments, and they are strong ones, with due respect to the Federal Aviation Administration, the Port of New York Authority, the Aviation Development Council, WABC, both TV and radio, the New York Times and Assemblyman George Richardson who has introduced a bill to put it at Solberg.

Having served in 1957 and 1958 as the Chairman of a group of legislators and citizens who developed the legislation for Round Valley and Spruce Run, I am thoroughly familiar with the importance and the absolute necessity of this water supply complex to all of Northern New Jersey and most of Central Jersey as well because these reservoirs provide the last major source of water supply, potable water supply, for both those areas of New Jersey.

Some two years ago, to wit, on February 25, 1967, the very excellent firm of Metcalf and Eddy who are engineers in Boston, Massachusetts, sent a letter to Mr. H. Mat Adams who is here today and whom all of you recognize as a Former Commissioner of the Department of Conservation and Economic Development and Governor Hughes' alternate to the Delaware River Basin Commission. In that letter dated February 25, 1967, - and I shall only quote small portions of it - Metcalif and Eddy through one of their partners in the firm indicated, and I quote: [Reading] "This proposed jet airport would be located on the Raritan River watershed in the vicinity of and upstream of developments which will supply approximately 700 million gallons per day to water utilities and municipalities for potable water in central and northern New Jersey. These developments include the existing Spruce Run and Round Valley Reservoirs and the Confluence Reservoir scheduled for early construction. All of these are in the watershed and close to the proposed jet airport. The Confluence Reservoir is just off the end of some of the proposed runways."

"The proposed jet airport is in the midst of a 700-mgd. water supply development." [End quote.]

Now they point out in this letter that the kinds of pollution which would be created by the proposed jet airport would add (a) residual pollution after sewage, (b) unburned hydrocarbons and other exhaust gases resulting from taxiing, landing, take-off, and hold-pattern of planes in the area of the airport, and (c) the greatly increased pollution which would be produced by the industries which would gather around the jet port and the thousands of people who would be working at the airport and for the industries, and who would move their families to the vicinity of the airport.

"The proposed airport," and this was two years ago, in their opinion, "will be used by more than 100,000 passengers per day and will be staffed by thousands of employees."

They go into detail as to the kinds of pollutants that might result from the construction of this jetport and indicate that one major spill of cyanide solution or fuel oil could cause weeks of pollution and, in short, the quality of the existing watershed would be compromised by the sewage, industrial waste and storm water produced by the proposed jet airport even though treatment is provided for all of it.

They say, "In conclusion," and I quote, "the Raritan River Watershed is being developed to produce 700 million gallons per day of municipal and industrial water. The existing watershed is rural and thinly populated and is an excellent watershed. The introduction of a major jet airport to the watershed will, at best, reduce seriously the quality of the watershed and could

easily make the watershed undesirable as a source of water supply. This should not be allowed to happen to the last major source of water for central and northern New Jersey." End quote and end of the letter.

I would think that anybody in the Legislature who represents either a northern New Jersey county or a central New Jersey county would hesitate a long time before ever voting in favor of a bill that would place this jetport within three miles of the hills that ring the Round Valley Reservoir. For 60 years that was looked upon as the best natural reservoir site in all of New Jersey and finally the State acquired it and we have today \$40 million of taxpayers' funds invested in those two reservoirs at Round Valley and Spruce Run. To take any chance of polluting that water supply when water is such a precious commodity, particularly in New Jersey with its growing population, would be nothing short of criminal negligence.

I would hope, with all due respect to Assemblyman Richardson, that his bill would never get out of committee and that no other bill like it would ever get out of committee.

Now as Assemblyman Azzolina pointed out, last Tuesday, he and Senator Maraziti and I were shown this possible site for a jetport at Coyle Field, which is located as far as I can place it in the southern portion of Ocean County in the pine barrens about ten miles inland from the ocean.

We were flown there in a STOL type of aircraft from the Red Bank Airport to Coyle Field, which incidentally is State-owned land. Therefore, it does not have to be acquired by the State because it is already State owned. And there is a landing strip

there right now, not a black-top one, but a hard-surface, dirt type of strip. Nearby is much other State-owned land in the form of Lebanon State Forest and Penn State Forest. While this would be only one of the solutions that might be considered - and Assemblyman Azzolina has covered the fact that the take-offs and the landings would be over the ocean and he has mentioned the kinds of transportation, one of which is pictured right here, an open water passenger and car ferry, that is capable according to the information we received of travelling 100 miles per hour on the open ocean even in choppy seas and also the other kind of air-cushion transportation running on an inverted T, much cheaper than a monorail, but in concept something like a monorail, which can travel up to speeds of 250 miles an hour, already being tried out in the area between Paris and Orleans in France on a 60-mile experimental route. And these are not out of sight in the way of modes of transportation; they are already in existence. Twelve years ago, as a matter of fact, some of us stated that there would be no reason why a jetport in central or southern New Jersey could not be connected by high-speed transit, using the median strips of the Garden State Parkway and the New Jersey Turnpike. If this kind of transportation were used, it would have to be elevated in order to keep any danger away from motor vehicles or pedestrians or animals. But all of this could be done. It is feasible and it is possible and so are the other more conventional methods of transportation that we have today with major highways not far from these pine barren areas and also the Penn-Central mainline not far away too.

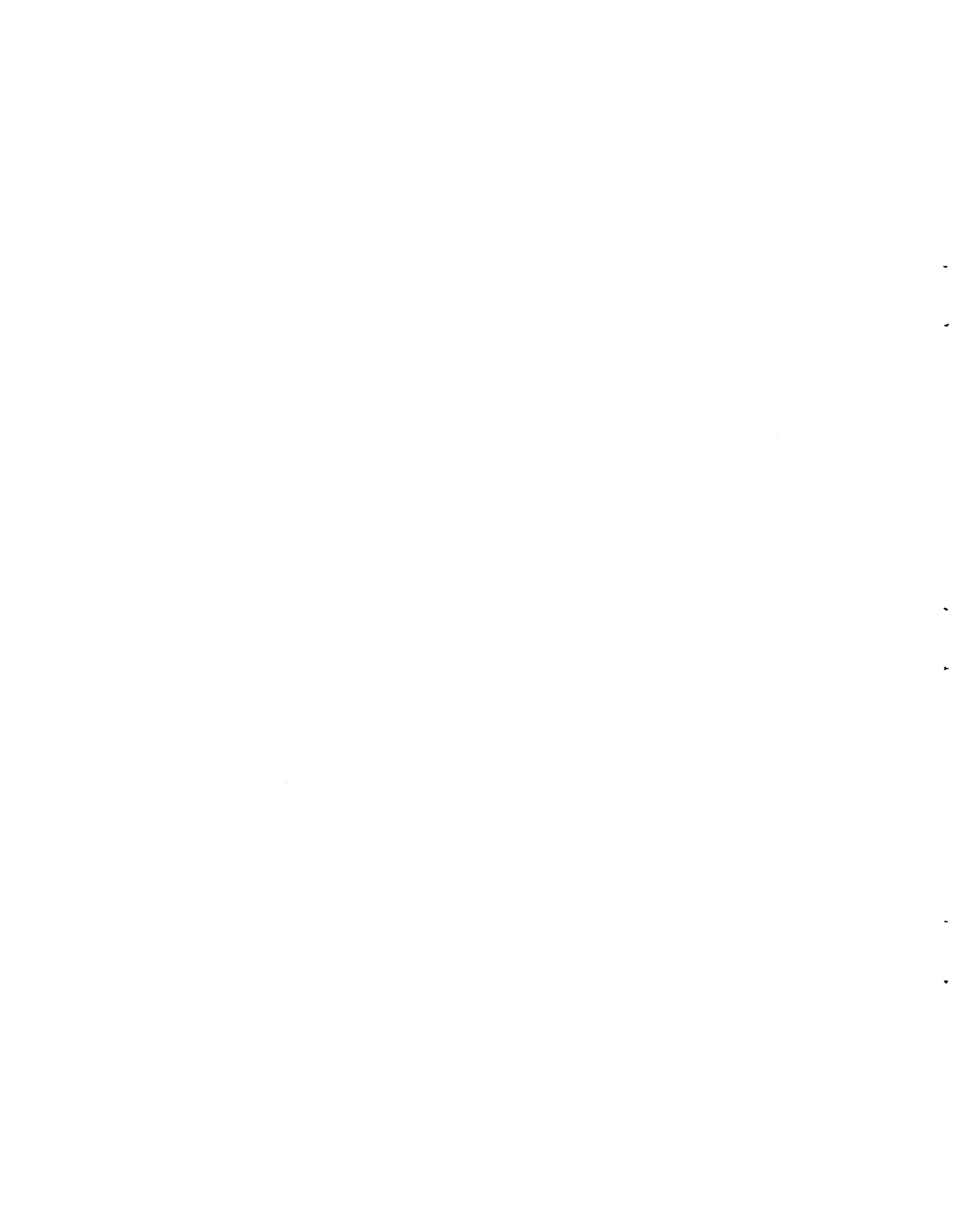
We have seen this happen. It is being done right now, as a matter of fact, for the Greater Miami area in Dade County, Florida, where a jetport is being constructed about 40 miles from Miami out in the wilderness. Certainly that isn't going to deter anybody from using it with the high-speed transportation with which it would be linked.

Senator Malcolm Forbes who testified earlier and did very well, I thought, on this whole subject, in an editorial in Forbes Magazine - and he didn't hand this to me this morning - I picked it up last week as a matter of fact - dated May 1, 1967, almost two years ago, pointed out the same kinds of concepts that he testified to today. Now all this takes is some initiative and some imagination to get the job done and it can be done much better by an authority designed for that purpose than by the Port of New York Authority which already has so many operations under its jurisdiction and which incidentally I am sure would not be at all hesitant about taking the risk of destroying this major source of water supply if it were possible to get a jetport at Solberg. Thank you very much, Mr. Chairman. [Applause]

SENATOR STOUT: Thank you, Senator.

We will adjourn until two o'clock.

[Recess for Lunch]



Afternoon session.

SENATOR STOUT: We will open the hearing this afternoon with Walter Margetts, former State Treasurer.

W A L T E R T. M A R G E T T S, J R.: Thank you, Mr. Chairman.

Mr. Chairman, members of the Legislature, ladies and gentlemen: My name is Walter Margetts. I am President of the New Jersey Citizens Transportation Council, and I have a short formal statement on that. But before going into that, I would like to call the Committee's attention to an article in the Evening Times of today, and this bears directly on the question of financing which was the subject of quite a bit of discussion this morning. I would like to read two paragraphs:

"Creation of State Jetport Authorities are provided for under legislation introduced in the United States Senate today by Senator Jacob Javitz of New York. In addition to requiring States to set up airport planning agencies, Javitz' bill would provide direct federal aid for construction of major jetports and satellite airports. It would also authorize the Federal Aviation Agency to establish priorities in airport construction."

I also would like to announce that I have Mr. Coward of Atlantic City Electric Company with me, who is a representative of our Council's Air-Land Service Committee. He has spent two years in careful study and research of the entire jet problem facing New Jersey. He will follow my formal statement with a very brief statement.

I am here today representing the New Jersey Citizens

Transportation Council, a statewide organization of more than 120 business, civic and association leaders which has as its objective a balanced, coordinated transportation system for New Jersey in all modes of transportation. I am submitting with this statement a list of all the members of the Board of Trustees of the Council.

In the interest of conserving time, I would like to file that list with the secretary, if I may.

The Council was organized in December 1966. One of the very first decisions of the Council was to move forcefully with an effort to bring an intercontinental jetport to New Jersey. There had already been much discussion over the years as to whether New Jersey wanted or needed a jetport and, if that were affirmative, where it should be.

Consequently, in January 1967, to get the answer, the Council began a statewide survey among 1500 leaders in business, industry, statewide associations and government. A professional polling firm tabulated the results, which gave convincing evidence that New Jerseyans felt the need for a jetport. 89.8 per cent of those answering said, "yes, we need a jetport in New Jersey." The survey also showed that the favored sites were McGuire Air Force Base and the Burlington-Ocean County pinelands of south-central Jersey by 2-1 over the Great Swamp. Next were Solberg, Bearfort Mountain and Bowling Green Mountain. The Legislature was apprised of the results of the survey.

Armed with this cross-section of opinion of New Jersey leaders, the Council's executive committee wrote the Governor and the Legislature in April 1967, urging the creation of a

public authority with the "specific mission" of operating the next New Jersey jetport "as soon as possible." The Council's letter, signed by Chairman James P. Stewart, said: "It is high time for New Jersey to recognize and take care of its own urgent jetport needs. If we do not move now, the State may well lose the next jetport to be built in the Northeast, or at least suffer a tragic delay,"

The letter also pointed out that industrial development and population growth within New Jersey "will be increasingly toward the central and southern areas of the State."

In late April, the Council's Air-Land Service Committee released a "comprehensive plan for developing a master inter-continental airport in the McGuire-Lakehurst area to serve the entire State, New York and Philadelphia. The report was prepared by Albert E. Blomquist and recommended shifts in air patterns to allow integration of the McGuire-Lakehurst airport complex into the New York-Philadelphia air patterns. The report also described how to put McGuire within an hour's travel time from New York and Philadelphia.

Governor Hughes, in late July, issued several statements announcing that he had not given up on getting a jetport for the State and that he would attempt to re-interest the F.A.A. in supporting a pinelands site. In June it had been announced that the Federal Department of Transportation would review the idea of locating a metropolitan jetport in the pinelands.

On August 24, a meeting arranged through the offices of the Governor was held at the U. S. Department of Transportation and was attended by some 30 leaders from New Jersey,

including U. S. Senator Case, Congressman Cahill and Congressman Howard, F.A.A. and Department of Defense representatives, and several board members and other members of the Council. The outcome of the meeting was that if New Jersey could present a sound case for the feasibility and need for a jetport in the pinelands, Transportation Secretary Alan Boyd, who conducted the meeting, would consider authorizing an air traffic study to determine if adjustments in the air patterns could be made to accommodate a global jetport in the south-central New Jersey area.

In late October, Governor Hughes appointed a panel of 12 prominent New Jerseyans with the assignment to explore the prospects for a global jetport in New Jersey. Several Council board members serve on the panel, known as the Governor's Economic Evaluation Committee for an Inter-continental Jetport in New Jersey.

In a letter to Governor Hughes commending him for his intercession with the federal aviation authorities, Council Chairman Stewart said, "Location of a global jetport in our State will not only have a most salutary effect on our State, but is a necessity for the future air traffic growth of our Northeastern United States, especially in regard to supersonic jets which apparently cannot be accommodated anywhere else in the region but at a Central Jersey site."

During 1967 and again during 1968, the Council issued further statements urging action on the creation of an airport authority. Bills were introduced in the Legislature in 1968

which would have set up such an authority. They were A-280 and S-314. No action was taken on these bills.

On January 16, 1968, the Air-Land Service Committee of the Council conducted a meeting in Princeton, at which time Phase A of Mr. Albert Blomquist's report on the economic feasibility of a New Jersey jetport was presented. It was the first phase of a report promised to U. S. Transportation Secretary Alan Boyd at the meeting of August 1967 which I mentioned earlier. During the summer air service crisis which hit the nation and especially the New York and Newark airports, the Council again pointed to the need for immediate action, repeating its support of construction of a jetport in South-Central New Jersey.

In October, the Governor's jetport committee completed its studies and released its findings as they were submitted to the Governor. The report and study had been prepared by Mr. Blomquist and was, in effect, Phase B of the report released by the Council in Princeton earlier in the year. The Committee's findings indicated, after study of all suggested New Jersey sites, that the jetport should be located in the South-Central section of New Jersey, preferably just north of McGuire Air Force Base, roughly between Allentown, Freehold, and the Lakehurst Naval Air Station. These findings again coincided generally with the original concepts of the Council and its Air-Land Service Committee.

I have given you this brief background on the activities of the Council so that you might be assured that the Council is not a late entry into the effort for a New Jersey jetport and that it has been a leader in urging the Legislature to

create an authority competent to proceed with this urgent need of our State. I also wanted you to know that the Council has given full and deep study to the feasibility of locating a jetport in the State and at the same time most careful consideration to the most practical location for it. For, indeed, there would be little point in our urging the passage of the legislation before you if we had not done our homework and were not thoroughly convinced that such an authority would actually be able to find a location in which it could build a jetport.

The Council is not interested in an airport authority simply for the sake of saying we have an authority. There are several reasons for the Citizens Transportation Council's enthusiastic support of the concept of a New Jersey Airport Authority. The greatest reason is our concern for the fastest and most efficient progress toward the realization of this sorely-needed transportation facility.

We believe the creation of an airport authority, substantially as delineated in Bills S-377 and A-433, is the best means toward this end. We cite these reasons:

1. A new airport authority will be free of political pressures and prior obligations.

2. An airport authority created by an act of the New Jersey Legislature and appointed by the Governor of New Jersey, with the advice and consent of the New Jersey Senate, will have as its prime consideration the welfare and benefit of the people of the State of New Jersey.

3. An airport authority, as specified by bills S-377

and A-433 can achieve its objectives without cost to the taxpayers of New Jersey. Two prime examples of this method are the construction of the New Jersey Turnpike and the Garden State Parkway.

4. An airport authority, created for the sole purpose of locating, financing, constructing and operating a new airport for New Jersey will be free to devote its entire energies and resources toward that end, and provide the most expeditious means of accomplishing the goal upon which, in general, we are all agreed.

It is, therefore, with the strongest possible voice that the New Jersey Citizens Transportation Council asks that this Committee report favorably to the Legislature that an Airport Authority be created; namely, through bills S-377 and A-433.

The Council also wishes to take this opportunity to recommend that should the Legislature act favorably on the proposals before you that you exert every effort at your command to see that the global jetport is located in South-Central New Jersey, because

- land is available there capable of handling the jumbo planes and supersonic jets of the near future

- there is greater public acceptance there and conversely less resistance

- It would be in the center of the coming population growth of this State and thus would supply untold tens of thousands of jobs in new population centers where adequate housing could be developed on an organized basis

\_ it is the only remaining great area of the State where modern rail and highway networks can be planned and coordinated in advance without major disruption of people or property

- approaches over water and barren land supply an added safety factor

\_ the entire northeastern region of the United States could ultimately be served by such a facility

\_ the very open nature of the area permits complete and comprehensive planned land use

\_ creation of such a major facility with its sweeping range of allied commercial and concomitant recreational development will bring enormous contributions to New Jersey's economy.

The Council appreciates the opportunity you have given us to be heard.

SENATOR STOUT: Thank you, Mr. Margetts. Are there any questions by members of the Committee.

ASSEMBLYMAN RICHARDSON: Mr. Margetts, would you repeat the results of that survey that your organization conducted?

MR. MARGETTS: Yes, I'll be very glad to. Consequently, in January 1967, to get the answer, the Council began a state-wide survey among 1500 leaders in business, industry, state-wide associations and government. A professional polling firm tabulated the results, which gave convincing evidence that New Jerseyans felt the need for a jetport.

ASSEMBLYMAN RICHARDSON: I think you mentioned three sites that they recommended.

MR. MARGETTS: Oh, yes. I'll read this. It's only a short line here. "89.8 per cent of those answering said, 'yes, we need a jetport in New Jersey.' The survey also showed that the favored sites were McGuire Air Force Base and the Burlington-Ocean County pinelands of south-central Jersey by 2-1 over the Great Swamp. Next were Solberg, Bearfort Mountain and Bowling Green Mountain."

ASSEMBLYMAN RICHARDSON: My question is, if they found that military security required the continued use of the McGuire Air Force Base as a defense installation, and it would be impossible to operate a major airport there, would your organization then see fit to support that second or third choice as your survey indicated?

MR. MARGETTS: I can't speak for the organization. I have only been in there a short time but I can say this, that what I am quoting answers the specific question. I assume that if such were the case as you said, there would be another survey taken to get factual figures, which I am trying to do at this time. Have I answered your question?

ASSEMBLYMAN VREELAND: Mr. Margetts, are you familiar with Mr. Oscar Bakke in connection with the Federal Aviation Agency?

MR. MARGETTS: Yes, I am - not intimately, but I know of him generally.

ASSEMBLYMAN VREELAND: Would you say he is a qualified individual to assay the problem that faces us today?

MR. MARGETTS: He has a national reputation of being a qualified individual, I would say.

ASSEMBLYMAN VREELAND: In many of his reports, he has said that the problem is not on the land but in the air. The intensity of air traffic is the problem and that is what has provoked the necessity really for an additional airport facility. Now do you agree with that as being a logical statement?

MR. MARGETTS: I can't say that I do because I've had a little experience. When I was Treasurer of the State, Governor Driscoll had the Air Force come in and they wanted to build another jetport, and that was in the Wharton Tract, and they claimed that was the best location for any type of jetport in the country.

ASSEMBLYMAN VREELAND: How long ago was that?

MR. MARGETTS: It was 1953 - about in there.

ASSEMBLYMAN VREELAND: The thing that upset me a little bit, Mr. Margetts, was, you mentioned you had a survey of 1500 businessmen, industrialists, social leaders and government people. In your judgment, is it logical to think that these folks are qualified as to site selection?

MR. MARGETTS: There are two questions, as I understand it. I was not with the Council at that time, but I understand that Question No. 1 was: Do we need a jetport? And 89.8, practically 90 per cent, said, yes, we need a jetport in New Jersey.

Apparently there was another question on the form that said: What site would you prefer? And I suppose that an

answer to that question depended upon the individual's preference. He may have had a plant in some area that was going to be taken, or he may have lived in an area and they came to that conclusion. That was by a two to one vote, not the 90 per cent that was with respect to whether or not we needed a jetport.

ASSEMBLYMAN VREELAND: I am asking these questions specifically so that it is on the record.

MR. MARGETTS: That's all right. I'm glad to try to answer.

ASSEMBLYMAN VREELAND: You said that they also suggested a site north of the McGuire Air Force Base. Do you know under instrument flight rules the compass heading of all approaches to airports in the metropolitan New York area is 40 degrees?

MR. MARGETTS: No, I don't. I don't know one way or the other.

ASSEMBLYMAN VREELAND: The runway 40 degrees. So isn't it true then, if you had this facility north from McGuire it would be penetrating the local traffic at the McGuire Air Force Base?

MR. MARGETTS: I have no knowledge of flight rules. On the other hand, it has always been in the back of my mind that if the Air Force felt they could build the largest base in the world and it wouldn't interfere with any patterns, I don't see why we couldn't build a jetport.

ASSEMBLYMAN VREELAND: Their proposal was the pine barrens, was it?

MR. MARGETTS: Yes, the Wharton Tract.

SENATOR STOUT: Senator Crabiel?

SENATOR CRABIEL: Mr. Margetts, as a former State Treasurer and certainly one who has been interested in the work of the New Jersey Turnpike, I acknowledge your competence as a financial expert. My question to you is, have you seen in writing any feasibility studies that indicate that an airport in New Jersey would be self-sustaining?

MR. MARGETTS: No, I have not. Originally, when the Turnpike was built - I think this might be of interest - there was some question whether that could pay off. The Governor appointed a man of great courage and undertaking. We had no money at that time. Before you can sell any bonds, you know, you must have a court decision. That court decision takes a year or more. But the Turnpike was started immediately through the efforts of the Chairman, Paul Troast; we were successful in borrowing from a couple of banks sufficient to start some of the engineering factors, because those people had confidence, and under the leadership of Paul and other people on that Turnpike, that they would build a road that could be financed after the court decision. If the court decision had gone against the Turnpike, the banks would have been out of luck.

SENATOR CRABIEL: Well, I'm aware of that. The court decision was on the constitutionality of the act and had nothing to do with the financing. Isn't it true that the Governor and his cabinet and the Highway Department and many others had

feasibility studies from Coverdale & Colpitts and other traffic engineers before they actually passed the Turnpike and it appeared that the Turnpike was financially feasible?

MR. MARGETTS: Yes. That came later, but they did have feasibility reports.

SENATOR CRABIEL: As President of the Transportation Council, doesn't it make sense that perhaps - and to this Legislature - we should have some feasibility study that would indicate that this Authority approach would be feasible before we go to the extent of making an Authority?

MR. MARGETTS: Well, at first blush, you would say yes. But if you are going to do something, you have to have an organization. As I understand it, the legislation provides for setting up this Authority. The Authority would then have to undertake these studies, have to have engineering reports, to show the feasibility and explore the possibilities of getting the financing.

Somebody mentioned the towers that the Port Authority is building, 110-story towers. What they did there, of course, the Port had studies made, but they started in signing people up for leases and, as a matter of fact, I understand that one tower is completely leased, even though it is only ten or twelve stories in the steel framework. But there is an organization that can go out and undertake to make these leases, which any jetport would have to have.

SENATOR CRABIEL: I'm aware of that, but that is entirely different from what we are confronted with. One

other question and then I'll stop.

You brought into your testimony something concerning the possible Federal aid in a new bill that has been introduced, and you stated in your remarks that one of the qualifications of the bill was that it would have FAA supervision as to priorities and what not. From your own experience in government, do you think that, when the FAA continually says that the flight patterns are wrong in the area that you are endorsing, there would be any possible chance of this bill helping you with the FAA having the veto power, so to speak, on the grant?

MR. MARGETTS: Senator, we are only dealing with a bill that has just been introduced - we don't know whether it has passed - but if this bill is passed by the Congress, it would create a source of funds, and I think that the FAA would hardly contest - or, let me put it another way - that they would exert every effort they could to supplement this bill in order to create this jetport being authorized by State Legislatures.

SENATOR CRABIEL: Well, I just make the observation that if the bill is passed, there will be more requests for airports than there is money, and it would appear to me then that if there is a request from New Jersey for an airport that conflicts with the views of the FAA, it wouldn't get a very high ranking priority.

MR. MARGETTS: I agree there would be an awful lot of requests.

ASSEMBLYMAN RICHARDSON: You mentioned that the Port

Authority began lining up tenants in advance of the construction of these buildings. In light of the airlines' opposition to a site in southern New Jersey, how many airlines do you think this Authority could line up in advance?

MR. MARGETTS: Well, I think that changes very quickly. At one time, as a lawyer, I represented all the airlines when they wanted to come back into Newark, and they said they wouldn't go into Newark, and then they changed their position and quickly tried to come back, which they have done, of course. They thought LaGuardia was sufficient at that time, and it was headed by a man named Patterson of United Airlines, and they realized the mistake they had made and that LaGuardia was insufficient and they needed Newark as a secondary airport.

ASSEMBLYMAN RICHARDSON: You are operating on the assumption that the airlines are going to change their minds. Is that right?

MR. MARGETTS: Except I suppose those that have great capital commitments. The BOAC has a building they are spending fifty million on over at the J. F. Kennedy, and certainly they wouldn't come into our area, having just spent fifty million for a terminal. There would be limitations along that line.

SENATOR STOUT: Senator Kelly?

SENATOR KELLY: Mr. Margetts, isn't it conceivable that if we create an Authority we may get tenants or isn't it feasible that we could acquire tenants with an Authority to a greater extent than even attempting to approach this without an Authority?

MR. MARGETTS: When you have an Authority you have

someone who would be dealing with it, someone who would be out soliciting business. If you have no Authority, there is no one for a prospective tenant to go to, to try to find out what the plans might be and how to get space.

SENATOR KELLY: In essence then, you need an Authority to negotiate.

MR. MARGETTS: That's right.

SENATOR KELLY: Without an Authority, there isn't anyone for these airlines to negotiate with. Isn't that right?

MR. MARGETTS: Yes. We have a customer, Gejushie Bros., probably one of the largest pumpmakers in the country. They are in California and they have told me that as soon as something definite can be established where they could go to try to establish even a manufacturing facility next to some airport, they would like to talk to them. There is nobody for them to talk to.

SENATOR KELLY: The airlines have been known to change their minds, haven't they?

MR. MARGETTS: Very much so.

SENATOR STOUT: Are there any further questions?

ASSEMBLYMAN OLSEN: Yes. I would like just one clarification here and that is relating to the survey and the favorite sites of McGuire Air Force Base and the Burlington-Ocean County pinelands. At the time the survey was made, was any consideration given to the Allentown area which would be slightly to the north?

MR. MARGETTS: I assume the survey was made a year or two ago, and Allentown has just come into the picture in the

last few months, so far as I know. I mean, that general area there.

SENATOR STOUT: Any further questions? If not, thank you very much, Mr. Margetts.

MR. MARGETTS: Now, may Mr. Cowart of the Atlantic City Electric Company say a few words?

SENATOR STOUT: Mr. Cowart, will you give your name and whom you represent today.

W I L L I A M S. C O W A R T, J R.: Mr. Chairman, my name is William S. Cowart, Jr. I am Senior Vice President of the Atlantic City Electric Company. I was the first Director of the National Aviation Facilities Experimental Center for the Federal Aviation Agency which was located at Atlantic City Airport. Prior to that I was an Air Force officer, retired as a Colonel, specializing in air traffic control. I am here today on behalf of the Air-Land Service Committee of the New Jersey Citizens Transportation Council. I have worked with the Economic Evaluation Committee appointed by Governor Hughes for the past three years and have coordinated with Mr. Blomquist in his report.

I thought, in addition to Mr. Margetts' statement today, there might be some facts, etc., that were overlooked in the rush and, therefore, I could put them in proper light.

Like many other civic and business organizations, the New Jersey Citizens Transportation Council has been deeply concerned about the frightening impasse on the jetport issue.

The current crisis at our airports is not only a threat to the safety of our fellow citizens but to the economy of

this State. And as yet we have done nothing about the problem which demands the attention of responsible men.

Recently while reading in FORTUNE magazine, I noted a paragraph as follows:

"Of all the forces reshaping the American metropolis, the most powerful and insistent are those rooted in changing modes of transportation. The changes are so big and obvious that it is easy to forget how remarkable they are. The streetcar has all but disappeared, the bus is proving an inept substitute, commuter rail service deteriorates, subways get dirtier, and new expressways pour more and more automobiles into the center of town..."

All these factors represent major transportation problems. But the future super-jamming of our already overcrowded airports promises to produce the largest transport headache of all. Here are some facts and figures, as reported in The Houghton Line:

Philadelphia's International Airport handled about 400,000 passengers in 1950. Today it is handling over 5,000,000 a year. Our estimates are that by 1985 that figure will swell to 18,000,000 a year, if the facilities can be made available.

The Boeing 747, scheduled to go into service late this year - Pan American will get the first ones - will carry up to 490 passengers, and airplanes geared to carry 900 passengers and some two dozen stewardesses are already planned for production.

The Federal Government says that we need some 700 new airports in the next five years. Meanwhile, just about every major airport in the nation will have to double its capacity.

By 1980, according to most estimates, there will be three times as many people flying as there are today; that will be some 800 million passengers flying 600 billion passenger miles a year.

Add to these items the fact that Chicago's O'Hare Airport, our nation's busiest, is currently handling about half a million landings and takeoffs a year. Multiply this by the capacity of future airplanes - and you can call it a modest 400 passengers per plane - this adds up to some 200,000,000 passengers passing through O'Hare in a year. Not all of these will embark or disembark there, of course. But even if they don't, at least half of them would have to go through the terminal, making it 100,000,000 passengers.

Again, an added accepted figure of about two persons will meet and greet every passenger on airlines. That swells the annual figure to 300,000,000. This is not to mention a few thousand employees and some sightseers. If the arrivals and departures of this mass of people could be spread evenly over 24 hours a day every day in the year, major airports simply would have to double their capacities. Unfortunately for those men who try to cope with airport traffic, the flying public does not move in this manner but moves in peak periods.

The biggest peak comes at six in the evening. Then, due to the businessmen who use fast jets so they can get home for a late dinner, airport traffic swells to an all-day high. Lesser airport traffic peaks are at ten o'clock in the morning and near noon.

Another factor that complicates airport traffic is the

fact that many of these passengers, along with their meeters and greeters, come by automobile. Thus, as Bill Burns, who runs the Philadelphia International Airport, has said, "An airport is really a landing field and terminal attached to a giant parking lot."

I won't even go into the mass of baggage that necessarily must be handled, but I will point out that only the normal baggage coming off a 747, if laid end to end, would stretch completely around a present-day football field. Just emptying the plane of passengers by today's methods would take 35 minutes, and that's not counting the inevitable passenger who left his briefcase and has to backup the line.

Such prospects add up to potential airport panic. Just how they will be solved is still a question.

These things, plus a lot of other unmentioned airport problems, have kept airport designers working overtime. Currently, for example, a \$200 million modernization and expansion program is underway in Philadelphia to meet the load that I mentioned before. This includes expansions of the passenger terminal from 25 to an ultimate of 66 passenger loading docks. It also includes expanded runways, tripled parking facilities, and a giant new cargo terminal complex.

I might remind you that Mr. Blomquist's report this morning indicated that there are 69 million passengers, even after these gates are built, who will not have a gate to go through.

Chicago is considering diking a few thousand acres of Lake Michigan, pumping the water out and turning it into an airport because they have need for another one. Tampa,

Florida, in three years expects to have a seven-story airport terminal building. The top three floors of this building will be used for parking cars. In Florida's Dade County, the Port Authority is planning to reclaim almost 40 square miles of swamp land and turn it into a jetport. Howard Hughes is planning a large facility in Las Vegas.

I have been told that manufacturers as far north as North Carolina are now pushing their goods through Miami International because they can get them delivered more quickly to European markets than they can by moving it up to our area and into Kennedy.

Former Transportation Secretary Alan S. Boyd said some months ago: "A minimum of three billion dollars must be spent by 1973 just to meet our needs, not our desires for airport improvement."

Our Council has urged reasonable, calm debate on this great issue, and we are confident that these hearings will serve that purpose. At the same time, we believe that, after everyone has been given a chance to speak, we must move forward with meaningful decisions. It is our firm conviction that such decisions can only be made, that the current deadlock on the jetport question can only be broken, by the Legislature as the elected representatives of the people.

And so, we want to lend our full support to the bills S-377 and A-433 which will create an Authority to go ahead and do a job that has to be done for New Jersey.

I would also like to put into the record, but not to read, resolutions passed by the Southern New Jersey Chamber of

Commerce which covers Gloucester, Camden, and Burlington Counties. I am Chairman of the Airport Committee of that Chamber of Commerce and of the Atlantic City Chamber of Commerce; I am also Chairman of the Airport Committee of that organization. [See pages 86 A to 91 A]

Thank you very much.

SENATOR STOUT: These resolutions support the Governor's Economic Evaluation Committee's report, is that correct?

MR. COWART: Yes. I am here to support Mr. Margetts.

Both of these resolutions support the need of the jetport in New Jersey.

SENATOR STOUT: Thank you. Are there any further questions?

SENATOR CRABIEL: Mr. Margetts, would your Council support the creation of a jetport through the New Jersey Turnpike Authority rather than a separate Authority?

MR. MARGETTS: They have taken the position that an independent Authority should be supported, one whose sole purpose would be to develop the new jetport. If there was some reason that couldn't be done, I think they could be re-canvassed to ascertain whether they would do that, whether the New Jersey Turnpike or the Highway Authority, the Garden State Parkway, Delaware River Basin, or some other one, should - but until we reach that point, they have affirmatively agreed to support only the Authority type, the sole Authority type of operation.

SENATOR CRABIEL: Wouldn't there be some asset in using the great wealth of assets of the New Jersey Turnpike Authority to help in this problem?

MR. MARGETTS: I agree they do have a great asset but here again I think it comes to the point where they are in the business of running one of the finest highways in the world. The jetport would be an entirely different type of business than having a group of men such as you have on all of these boards I mentioned - but another group of men devoted specifically to the operation, the building, construction, etc., of a jetport, I think would inure to the best interest of the State, and I'm sure they feel likewise.

SENATOR STOUT: Are there any further questions?

ASSEMBLYMAN OLSEN: In the recommendation for a separate Jetport Authority, has any consideration been given - and this is to clear the air on the last question - to the possibility that the Turnpike Authority might be rather encumbered with the expansion of the Turnpike at this point, such as the Port of New York Authority is encumbered with the addition of the World Trade Center. Has any consideration been given to these factors in recommending a pure Authority, so to speak, for building a jetport?

MR. MARGETTS: I'm certain there has been but of my own knowledge, I don't know, because I have only been President of this group for about thirty days. So what transpired before I came in there, I don't know. It would seem logical that those factors had been considered.

The reason I say it's logical is because the group of

men who are in the Council are about a hundred and twenty representatives of business and industry in New Jersey and are a very comprehensive group of public-spirited citizens - and not only public-spirited but men who have had business experience.

SENATOR STOUT: Is there anything further?

Thank you very much, both of you.

MR. MARGETTS: I want to thank you on behalf of the Council, Mr. Cowart, and myself for your kind attention and especially for the questions.

SENATOR STOUT: We are sorry we were unable to call on you this morning.

I want to call on a fellow who was scheduled for this morning and who is here this afternoon, the Director of the Board of Freeholders of Somerset County, Bjorn E. Firing, and its economic adviser.

B J O R N. FIRING: Thank you, Senator Stout. I have with me, in case there are some questions that I cannot answer later, the Director of our Planning Board, Mr. Roach.

Mr. Chairman, members of the Committee, ladies and gentlemen: The Somerset County Board of Chosen Freeholders have had a continuing interest in development planning in Somerset County and more than a localized interest in the proposals for the construction of a major jetport in the State of New Jersey. We regard a new global jetport as vital to the economy of New Jersey and we have given this question detailed consideration. We wish to submit for your consideration a study prepared by the Somerset County

Planning Board, entitled "A Report on the Proposed Jetport." The reports were submitted to the Committee yesterday, I believe, transported down here.

We believe that the need to examine the jetport proposals from a comprehensive point of view was served by the Governor's Economic Evaluation Committee for an Intercontinental Jetport for New Jersey. A fundamental criteria in jetport location must be a comprehensive evaluation of the environment of the region. The three major jetports in the New York Region are examples of poor planning because of their proximity to intensively developed residential areas, undersized sites, congested automobile access, and lack of mass transit facilities.

The fixation on a single purpose project resulted in the fiasco of the selection of the Great Swamp site, without due regard to conservation and flood control values. A similar single project fixation on the Solberg site ignores tens of thousands of residents, the area's environment, and the danger of pollution to the state funded water resources of Spruce Run and Round Valley and the Raritan River conduit, which are essential to millions in Northern New Jersey. A major jetport at Solberg would be economically prohibitive because it is no longer possible to select a minimal site and inflict severe noise levels upon the existing residential communities as has been the past practice of the air transportation industry.

It is inept to assume that the development of a major jetport can be imposed upon the existing transportation system without major new facilities. Somerset County's highway system, both County and State, was planned without consideration for such a major traffic generator. In a developed

area such as Somerset County, major new rights-of-way would result in very costly highway expenditures if they were socially feasible.

Therefore, we recommend that whichever site is chosen, the jetport site be large enough so as not to impose environmental hazard upon adjacent residential development. Our studies indicate the McGuire-Lakehurst area is ideally suited for a large integrated airport - an industrial-commercial-residential complex. Opportunity to develop a whole series of ancillary projects offered by the availability of large amounts of open area are just not available elsewhere. Whatever site is chosen, it must be sufficiently large to encompass the heavily impacted area in the immediate vicinity of a global jetport. We do not feel that the Solberg site meets these requirements and, therefore, oppose the special interest bills A-421 and A-422, which designate only one site and vastly expand the jurisdiction of the Port of New York Authority.

The importance of sufficient area for future expansion is now recognized by most industries and by most airport authorities. Unfortunately, we have been conditioned by the influence of New York City which has historically been the dominant population and industrial center. New York City is already served by the close proximity of three major airports. No new airport within one hour distance or one hour and twenty minutes distance will displace subcontinental air trips to New York City's airports. The State of New Jersey, now in its own right, has a greater population and greater industrial

economy than New York City. As such, its needs must now also receive due consideration. The jetport must be evaluated with proper regard to the impact on the citizens of New Jersey. We must dissolve the image of being a satellite of New York City.

Therefore, the Somerset County Board of Freeholders supports Senate Bill 377 which calls for the appointment of a New Jersey jetport authority, whose responsibility will be to make recommendations on sites to the State Legislature in the best interests of New Jersey.

SENATOR STOUT: Thank you, Mr. Director. Are there any questions? I think a great many of them were answered this morning. Thank you very much for coming here today. This will be included in the record, together with the Report.

I am going to call on Mrs. W. Brooks Evert representing the Pine Barren Conservationists.

D O R O T H Y E V E R T: Thank you, Senator Stout and gentlemen of the distinguished committee: I am Dorothy Evers, the chairman of The Pine Barren Conservationists, a small group established in 1954 to assist in evaluating the ecological values inherent in the newly-purchased State Forest, the Wharton Tract.

Being concerned with the need for open spaces to balance our expanding population, we are mindful of all elements that might upset that balance.

The establishment of a New Jersey Jetport Authority automatically delivers into the hands of a few citizens the right to give us a huge global jetport somewhere in

our State. This we think is putting the cart before the horse. First, we should be sure that New Jersey needs and, more importantly, whether the New Jersey citizens want a huge global jetport.

We are a small State with the most dense population per square mile in the country. Should we not be concerned with improving the quality of our environment by the proper use of our remaining open spaces? Will not this question be an increasingly important one in the generations ahead as clean air, clean water, and recreational values demand more of a premium?

The establishment of a global jetport anywhere in New Jersey threatens these values. It violates by its very concept and use, the privacy of the majority of the people of our State to service a relative few of the people of the State. A complete understanding of all the needs of our great State, and for generations to come, should be understood by all before any authoritative group is established.

We believe any economic benefits generated by a new, major jetport will be far outweighed by the losses, both economic and especially environmental.

I thank you very much for this opportunity to speak to you. You know, we get so used to hearing something over and over again that we think it is an established fact. I have heard so much jetport today that I almost thinking jetport myself. I want you all to go home and think a bit of our natural resources which are not replaceable, and if we

make a mistake with them, cannot be retrieved, as can our money.

Thank you very much.

SENATOR STOUT: Does anybody have any questions?

Mrs. Evert, can you tell us what the membership of your organization is?

MRS. EVERT: Twenty-four people on the committee. It is sort of a quasi-state committee. We were asked by the Department of Conservation at the time the Wharton Tract was bought to be advisers on the use of the land.

SENATOR STOUT: And is your concern other than the Pine Barrens?

MRS. EVERT: It certainly has increased, yes. We are primarily Pine Barren Conservationists. However, people on our committee, the 24 people on our committee, cover the entire State; for instance, I can speak for my own garden club which is a member group of a large organization, and a women's club, my own women's club, and so while we are a small group, we do represent other groups that, because they are non-profit, are not allowed to be represented.

ASSEMBLYMAN AZZOLINA: Mrs. Evert, are you concerned about putting a jetport on the Wharton Tract, or would you be opposed to a jetport going on the Pine Barrens if it were somewhere else other than the Wharton Tract?

MRS. EVERT: I don't like to be opposed to anything. I would rather look on it as a positive value. You were the one this morning who was speaking, I think of the area along Route 72 that you had been to visit. Am I correct? That

area is the largest natural resource that we have on the eastern seaboard. It's a huge reservoir of clean water, pure water, and it is the biggest one probably in our country, and you cannot put a jetport there and also get clean water. We think that clean water is more valuable in the generation to come.

SENATOR STOUT: As I look over this list, I see there are some other conservation groups that are going to be heard at our next hearing. Do you have any contact with those?

MRS. EVERT: Yes, we do. We work with all of them. FOCUS is represented here, I see. The Watershed will be speaking, I believe Mr. Van Wegan will be speaking for them. There are a tremendous number of people as I go around this State who are concerned with our natural resources and want the Legislature to please consider all angles and balance and weigh what is best for the country in generations to come. This is our concern.

SENATOR STOUT: You indicate that you would like to find out whether the State needs one and how the people feel. Do you have any idea how you would go about that, about how the people feel about it?

MRS. EVERT: I have said for the last five years that I would not be afraid of a referendum. I would not be afraid to ask a simple question if it were geared properly so that the people would express themselves. I am convinced that the people of this State do not want a jetport and I wonder why more interest hasn't been generated. In just a

little article, I read in the paper about the Committee's transportation I think; Governor Driscoll and Crawford Greenwald were suggesting a little increase in the existing airports and then a larger global one, one for the East, one for the West, one for the center of our country, and my idea - and of course I don't know anything about planes, I'm even a little nervous in them - but my idea is that we should not be just thinking State, but we should be working closer with Delaware, with Pennsylvania, with New York, and my own personal suggestion, and it's only my personal suggestion, is that we should look to the Pennsylvania stripped area where the land has already been ruined by strip mining, and maybe the economy would be helped by an airport, and then we could feed into them.

I guess I'm old fashioned; I'm not concerned about getting someplace twenty minutes earlier than someone else.

Thank you very much. I do appreciate it.

SENATOR STOUT: Governor Driscoll and the other person you mentioned, what is that, the Area Regional Group, Colonel Girard?

COLONEL GIRARD: Regional Development, the Tri-State Committee of the Board of Chosen Freeholders - New Jersey, Pennsylvania and Delaware.

SENATOR STOUT: Thank you. I will call Thomas Button, New Jersey Jaycees.

Do you have a statement, Mr. Button?

MR. BUTTON: Yes, sir.

T H O M A S   W .   B U T T O N :   Thank you,  
Senator.

My name is Thomas W. Button. I am here today representing the New Jersey Jaycees, an organization of almost 10,000 young men located in every section of the State, dedicated to civic service and the betterment of the State of New Jersey.

The Jaycees have been concerned and interested for a long time in locating a new Eastern jetport in the State of New Jersey. In 1964 a group of Burlington County Jaycees studied the problem and proposed the following resolution which was adopted by our entire organization in 1965.

#### RESOLUTION

WHEREAS, there is a need for an Eastern Jetport to serve the twelve state area from Maine to North Carolina, and

WHEREAS, it would benefit all of the citizens of New Jersey to have such a Jetport located in the State of New Jersey, but out of the jurisdiction of the New York Port Authority, and

WHEREAS, Bills S-377 and A-433 establishing a New Jersey Jetport Authority are to be introduced into the 1969 New Jersey State Legislature, and

WHEREAS, the Pinelands of Ocean and Burlington Counties offer a suitable site for the location of the Jetport; now, therefore, be it

RESOLVED that the ten thousand members of the New Jersey Jaycees go on record as actively supporting the Pinelands site in Ocean and Burlington Counties for the proposed jetport, and that the ten thousand members of the New Jersey Jaycees go on record as actively supporting the introduction of Bills S-377 and A-433 with the added provision in this bill that any revenues in excess of the expenses used for operation of the Jetport, bond retirement, bond interest and expenses needed for future expansion, be returned to the Treasury of the State of New Jersey.

Let me add here that that has been overwhelmingly reaffirmed again last year, and with a couple of minor changes - one, our membership has gone up, and the other is that we have to keep renumbering the bills.

We assume that the other witnesses here are going to demonstrate the benefits from the jetport and anyone who has been in a holding pattern over Colts Neck as to the need.

The reasons we advocate a separate jetport authority are as follows:

1. A New Jersey Jetport Authority would be responsible to and concerned with the welfare of the State of New Jersey and would not have to answer to other state legislatures. Their decisions would be based on what is best for our State, its development and its people.
2. An independent Authority should be able to develop a jetport without cost to the taxpayers. Both the New Jersey Turnpike and the Garden State Parkway are examples of how we have successfully utilized independent authorities in the past. In addition, we would hope that the authority would be a revenue producer for the State at some time in the future.
3. An independent jetport authority would be able to develop an airport that would be innovative and put New Jersey in the forefront of ground facilities for aviation and could make New Jersey a major point of entry. If we agree that an additional Eastern Jetport is needed, and if we agree that it should be located in New Jersey, then we feel that the best way to accomplish this is with an independent jetport authority.

If the Legislature should act favorably on these proposals, we would urge you to do everything in your power to see that the Eastern Jetport is located in south-central New Jersey. We feel that the Pinelands in Ocean and Burlington Counties offer such a suitable site, because

- the northeastern region from Maine to North Carolina, often called the Megalopolis, could be served by this facility;
- land is available there that will be needed to develop the giant airports of the future;
- it would be in an area that could be planned and developed for the benefit of the entire State in terms of the jobs and housing that would be created, with the minimum displacement of homes and industries now in existence;
- it could be a vital catalyst or impetus in the transportation developments of the State both in highways and in rapid mass transit systems;
- it would not disturb the existing and proposed water resource development necessary for the population growth of our State.

The New Jersey Jaycees hope you act favorably on these bills, S-377 and A-433, and we appreciate the opportunity to testify before you today.

SENATOR STOUT: Thank you, Mr. Button, are there any questions? Your statement will be included in the transcript.

I have a request here from the Township of New Hanover which lies in the McGuire Air Force Base. They have asked to be heard today. I will call Mr. Jones, the engineer. Is he here? The Mayor went back to work, I guess.

MR. JONES: He's still here.

A L B E R T C. J O N E S: Mr. Chairman and Members of the Legislature, ladies and gentlemen, I feel somewhat like the ant climbing the mountain after such distinguished guests speaking here today. My name is Albert C. Jones. I am the Township Engineer representing New Hanover Township in Burlington County. New Hanover Township is in the county from which Fort Dix and McGuire Air Force Base property was taken.

1. On January 2, 1968, New Hanover Township filed its application with the Defense Department for the joint use of McGuire Air Force Base. Such application was denied, upon the premise that McGuire's mission in the defense posture of the nation would not permit joint use.
2. Subsequent applications were likewise denied for the same reason.
3. FAA record for the calendar year of 1968 shows 111,000 operations at McGuire AFB versus its FAA rated capacity of 231,000.
4. Such prima facie evidence negates the Defense Department's position that McGuire cannot be shared as a limited civilian jetport.
5. This Township has been advised that C-141 transports, the largest aircraft in the military establishment, cannot take off at McGuire when Northwest winds prevail. McGuire's Northwest runway has deteriorated and is closed because of flying restrictions due to artillery training by Fort Dix personnel.
6. \$4 billion has been expended upon the coming C-5A Galaxy, 800,000-pound aircraft, the Air Force first line of transport capability.
7. Without a Northwest runway, McGuire AFB is, in fact, a marginal airdrome.
8. On February 21, 1969, New Hanover Township entered a proposal with the Defense Department to construct, at no expense to the government, a new Northwest-Southeast runway adjacent to McGuire's taxiways to upgrade McGuire's capability, in exchange for joint use of McGuire's Northeast-Southwest runway.

9. If McGuire AFB is essential in the defense posture, to support the Military Airlift Command mission, McGuire must have a Northwest-Southeast runway to emplane and deplane the C-5A Galaxy.
10. The Township has also offered to construct, at no expense to the government, a second Northeast-Southwest runway adjacent to McGuire's taxiways, when combined military and civilian daily operations on McGuire's existing Northeast-Southwest runway exceed 300.
11. Such offer has been circulated among all interested agencies having jurisdiction of the air space over the New York area, of which McGuire is an integral part. The offer and plan of the proposed New Hanover jetport, adjacent to McGuire AFB, is presented herewith. Each member has a copy.
12. FAA has indicated injection of 300 operations per day into the air space over McGuire AFB is feasible.
13. The Township has authorized the creation of a New Hanover civilian jetport adjacent to McGuire, and will contract with McGuire Jetport Corporation to provide the facilities as outlined upon the plan.
14. Such facilities have been engineered and designed by Ralph M. Parsons Company, California, experts in airdrome development. Copy of the recommended layout is presented herewith. Representatives of the Parsons company are present and will describe the facilities and their operation.
15. McGuire Jetport Corporation will operate the facilities on a cost-plus basis for the scheduled airlines and supplementals.

The cost-plus income will amortize the capital outlay for facilities. The program will follow the joint-use experience at McCoy AFB, Florida, where 50 operations are being expanded to 300 operations daily, at a cost of \$75 million.

16. A single organization will man the operation, thus effecting substantial economies by the elimination of individual airline docks, ground equipment, maintenance equipment, flight line equipment and personnel. Only ticketed passengers will be accommodated.
17. The savings could be passed on to the public, who will have the responsibility of getting themselves to the airdrome from their individual points of departure.
18. The most recent surveys indicate 58% of the air travelers go to and from airdromes by private car, 10% by rented car and 32% by common carrier (taxi, limousine, bus); three-quarters of all trips are for business, 13% for pleasure and 12% for other purposes.
19. It is proposed the Penn-Central Railroad extend a spur, from their high-speed, New York-Washington shuttle line, from Trenton to the airdrome. The state highway system will connect the airdrome with the Garden State Parkway, the New Jersey Turnpike and Interstate 295.
20. Facilities are being provided for VTOL, STOL and helicopter air taxis.
21. Jet fuel will be delivered via pipeline from 40' MLW tankers at Burlington, New Jersey to the airdrome's aboveground and belowground refueling systems.
22. New York Post, February 21, 1969 issue, states the Joint Legislative Committee on mass transportation has put its stamp of approval on Grumman's existing airdrome at Calverton, Long Island, as the reliever New York area airport, until the fourth New York area airport can be constructed.
23. New Hanover Township proposes the New Jersey legislature designate the McGuire airdrome as the second reliever jetport.

24. On or about July 1, 1968, FAA declared the air space over the three New York airports to be saturated, and have stipulated that no further traffic could be accommodated without jeopardizing the safety of the public in the air and on the ground.
25. On 27 April, 1969, <sup>[later changed to June 1]</sup> FAA will institute a rationing program curtailing traffic into and out of the New York area during peak hours. Such rationing, while protecting the safety of the public, will not correct the source of the problem and will seriously retard expansion of the aerospace industry, needed to transport the public as programmed through 1975.
26. Rationing will irreparably retard the production and delivery of \$10 billion of second generation jet aircraft (600-odd super jets) presently on order with manufacturers.
27. Unless the concrete at military establishments adjacent to hub airports is opened for joint civilian use, to give relief to the aerospace congestion, the present inconvenience to the public will accelerate immeasurably.
28. For the past six years, foreign and domestic airlines have expanded schedules at the New York airports beyond the capability of existing runways, highways and public transportation facilities to absorb such schedules.
29. The recent snowstorm locked 6,000 people into JFK February 9, 10, 11 and 12. This is the best attestation that reliever airports must be designated without further delay, and certainly before June 1st to absorb existing schedules.
30. FAA and CAB should be given the power immediately to direct the scheduled airlines, supplementals, feeders and air taxis, to utilize existing reliever facilities, pending the construction of the fourth and fifth New York area airdromes.

31. Conditions existing at JFK, when it was immobilized February 9, are described in Time magazine, February 21 issue, and statement by Pan American President N. E. Halaby, copies of which are presented herewith.
32. Had military helicopters been called upon during the 17" snowstorm, the 6,000 people marooned at JFK could have been airlifted. Military establishments belong to the public, who as taxpayers support them.
33. FAA state the public demand for air transportation has been growing at a rate of nearly 20% a year. 82 million passengers were carried by US airlines in 1964. 150 million were carried in 1968. 170 million are expected to be carried in 1969. This represents 14,000 scheduled flights daily, the major portion of which emplane into or deplane from hub airports, of which the New York area is the largest, handling 1,300,000 operations per year.
34. The aforegoing 14,000 scheduled flights do not include general aviation.
35. It requires 35 to 50 seconds for each landing or take-off. One runway can accommodate 60 operations per hour on a theoretical basis. In practice, during bad weather, 40 operations per hour is more realistic. To handle more operations, proportionately more runways are needed.
36. To construct more runways at the three New York area airports would further worsen the existing surface conditions. The existing highways and thruways leading to and from, and the pavements and parking facilities of, the three New York airdromes, were not planned to handle present traffic.
37. There are no such limitations now upon surface transportation capability at New Hanover Township's proposed airdrome, nor will there be in the foreseeable future.

38. Recent surveys indicate in excess of 65% of the air traffic into the New York area, from domestic and overseas points, carry passengers and cargo not destined for the urban New York area.
39. With FAA directing the spreading of schedules to Calverton and McGuire existing airdromes, persons and cargo not destined to the urban New York area will have the choice of patronizing either the New York saturated airdromes, or the convenient and economic reliever locations.
40. The economic welfare of Burlington County depends upon the continuation of McGuire AFB as a military establishment.
41. Limited civilian use of McGuire's Northeast-Southwest runway is essential to the safety and convenience of the New Jersey-Pennsylvania-Delaware and beyond air travelers, now forced to patronize the three New York airdromes.
42. New Hanover Township presents this data in support of its application to the Defense Department for joint use of McGuire AFB and the Township's offer to build its jetport adjacent to McGuire.
43. The Township has the inalienable, legal, first right to joint use of McGuire, since its lands were requisitioned for military use.
44. The Township of New Hanover respectfully urges your committee to request the legislature to designate New Hanover Township's proposed airdrome as the interim New Jersey jetport, until a greater New Jersey airdrome can be constructed.

We certainly appreciate the opportunity of presenting this to you gentlemen.

SENATOR STOUT: Thank you, Mr. Jones. Does anyone have any questions?

ASSEMBLYMAN RANDALL: I have one question. With respect to the area that New Hanover would make available, what is the total of that land, the square acres that would be available for a jetport?

MR. JONES: There are 1400 additional acres required to build the two runways - 1400.

ASSEMBLYMAN RANDALL: Right now you have what in square acreage?

MR. JONES: In what?

ASSEMBLYMAN RANDALL: In the now existing facilities, the military base.

MR. JONES: We have three runways; it is one operational and all of McGuire Air Force Base itself which we could use on joint use.

ASSEMBLYMAN RANDALL: We heard a figure earlier this morning about 22,000 square acres being a proper size. I was trying to get that in line with my thinking as to how much is available. You do have 22,000 acres available?

MR. JONES: No, we have nowhere near 22,000, and their conception of the large airports today is that the large airport is gone. We've got to start believing that interim airports are necessary to get to and from big cities. We can't go through cities anymore. We can't create cities around airports. We have to have a triangle of airports where you go from your hometown to the airport with your baggage, with your ticket, and come back to your hometown.

ASSEMBLYMAN AZZOLINA: You are not talking about international jetports now. You are talking about small airports -

MR. JONES: This is a mutual airport to relieve the congestion area of New York at present.

ASSEMBLYMAN AZZOLINA: I don't think this has anything to do with the subject -

MR. JONES: Well, we think it does. There are 15 - or 12 major airlines now flying out of McGuire, carrying military personnel. They are on contract with the military government. If we open McGuire Air Force Base with New Hanover Township, those 12 flights could come out of New York and relieve the New York congestion. What we are trying to do is relieve them.

ASSEMBLYMAN AZZOLINA: But you are not going to get people there at Mc Guire; you are not going to have the transportation to get to and from McGuire.

MR. JONES: You are going to have the same problem with any jetport you pick, sir.

ASSEMBLYMAN AZZOLINA: But in order to make it economically feasible for roads or rail service, or whatever type you want to get to and from the jetport, you have to have a good-sized jetport.

MR. JONES: Well, this jetport that I am speaking of, with the McGuire runways and the two new runways, is as large as Kennedy Airport.

ASSEMBLYMAN RANDALL: May I clarify that in my own mind. The facility that is now existing or as expanded would be the size of Kennedy, as far as concrete is concerned.

MR. JONES: Yes, that is correct.

ASSEMBLYMAN RANDALL: Would New Hanover be opposed to a jetport which would be four times the size of Kennedy?

MR. JONES: No.

ASSEMBLYMAN RANDALL: They would not be opposed?

MR. JONES: No, sir, they would not because they have a jetport there now. We are getting the noise now. We are getting any objections that a jetport might cause.

SENATOR STOUT: What you are saying is that you could establish a jetport with a small expansion to take the load off the three New York metropolitan airports and, while that was being done, then further studies could be undertaken to determine whether McGuire should be expanded or some other site should be selected. Is that what you are saying?

MR. JONES: That is correct.

SENATOR STOUT: And you feel you could get federal money for this, and you feel that you could get the consent of the Department of Defense for a combined military-civilian operation?

MR. JONES: We are doing it in McCoy Air Force Base in Orlando today. They started with 50 flights and today they are running 300 flights out of there, at a cost of \$75 million dollars for a new runway.

SENATOR STOUT: Have the airlines shown any interest in slicing off some of their -

MR. JONES: Not particularly on a contract basis, but the airlines are certainly - Eastern Airlines lost \$11.9 million last year. And why? Because they are sitting up over the three New York major airports flying around for two hours or sitting on the concrete waiting to get off. The airlines are going

broke, unless this New York area is relieved somewhere. And that's why the State of New York picked Calverton as a reliever.

SENATOR STOUT: But the airlines are not familiar with this proposal?

MR. JONES: Oh, yes, they're familiar with it.

SENATOR STOUT: And what would be your time factor here?

MR. JONES: Well, we could start civilian charter flights tomorrow morning if we had permission to use the runways at McGuire, and it would take six months to build a facility for a terminal.

SENATOR STOUT: Now was the Governor's Economic Evaluation Commission made aware of this proposal by New Hanover Township?

MR. JONES: No, sir.

SENATOR STOUT: Did they attempt to find out anything about it?

MR. JONES: No. We created an airport at New Hanover in 1967 and since that time we have been trying to get the joint use of the McGuire Air Force runway.

SENATOR STOUT: Are there any further questions?

[No question] Thank you very much, Mr. Jones. And we thank the Mayor for coming over today.

Incidentally, I looked over the list and I see there are a great number of people here who have shown a great deal of interest in these hearings, and they come from various parts of New Jersey. They are not going to be reached today, unfortunately, as much as we would like to. I am thinking

particularly of Mr. Sleeper from Burlington County who has always shown a great interest in this subject, and we plan to have two more hearings, full-day hearings. The next one will be on March 13 in this same room at the same time. No, I think we will start that one at ten o'clock. Most of you were here this morning at ten, and we want to assure you that everyone will be heard and everyone will have an opportunity to express their views and opinions as to any part of the jetport problem in the State.

We are going to hear some more today.

There has been a change, ladies and gentlemen. It is not Thursday; it's Tuesday.

Everybody here will be heard. There are some others who aren't listed who are coming next week. They didn't want to appear today. Nobody will be overlooked and this Committee will sit as long as anyone wants to be heard. So my apologies to all of you who aren't heard today. In some cases you will find out it is better because the news stories have gone out and there's not going to be anything in the paper that anybody says from now on this afternoon; the television cameras have left, the Committee is relaxed, and some of you have to get back to Bergen County. So I will call on Mr. Paul Zar, President of Metro Terminal Associates.

P A U L     Z A R: Mr. Chairman and gentlemen, I'm not worried about the news media leaving or the newsreel cameras being absent, I would just like to come down here today to talk to the Joint Legislative Transportation Committee to express my views and I am extremely pleased to have the opportunity to do that.

I want to speak about the need for a New Jersey Jetport Authority and the urgency for and the location of the proposed fourth major jetport to serve the State of New Jersey and the New York - Philadelphia metropolitan regions.

My name is Paul Zar. I live at Red Bank, New Jersey, where I have resided for the past 18 years. I was born in New Brunswick, New Jersey, the county seat of Middlesex County. As President of Metro Terminal Associates, an engineer consulting and professional planning firm in Red Bank, I am appearing here today in behalf of my associate, Mr. Nicholas J. Servidio, Colts Neck, a licensed Professional Engineer and Professional Planner, and myself, to express our views on this subject in which we have had a long-standing interest.

We don't represent any members of any association or industry, or any other private group or any agency of government or any instrumentality, at the present time, and I am not running for Governor.

I'm a proponent of a New Jersey Jetport Authority. And this was expressed in a published article in the Newark Evening News in March of 1968. In my opinion, the State of New Jersey needs its own jetport authority to properly administer the complex needs of major air transportation

requirements for this historically air and transportation-oriented important corridor state. To do less than that would be to prematurely choke the breath of economic and social progress in the State of New Jersey, reverse its forward thrust of leadership and create adverse effects from which our economy might never recover.

In my judgment, only a new and separate New Jersey autonomous jetport agency can effectively attain the objectives in this endeavor which we all seek.

It is my considered judgment that no existing autonomous authority within the State of New Jersey should be empowered to assume the tremendous responsibilities of the proposed New Jersey jetport authority, notwithstanding the admittedly initial appeal of such a suggestion. Were I the head of such an authority, I would not want to accept the responsibilities for operating a heavily-funded air transportation system and its necessary facilities, in addition to administering an important highway system. Talents are available to staff a separate authority.

In my own view, the New Jersey jetport authority should be empowered as a separate autonomous multi-modal transportation authority, to not only select the appropriate site for the fourth major jetport, including the members here of the Joint Legislative Transportation Committee, but also to have the authority and responsibility for establishing the necessary rapid-rail transit lines to support the mission of the jetport. This means that at the time its charter was granted it would know that it had a responsibility to provide such connections

as necessary with existing rail facilities to get its passengers and freight from where it is to where it is going as an integral part of its effort. Rail transit should not be any add-on to any autonomous authority.

As I visualize it, the New Jersey jetport authority would have, therefore, something to do with a portion of rapid-rail transit from the beginning. This would immeasurably aid integrated, comprehensive planning and undoubtedly save time and money. It would be somewhat inconsistent for an operator of an autonomous system in New Jersey to be actively engaged in that endeavor, in major air transportation systems and facilities and, also, rapid-rail transit to the degree necessary.

Funding for rapid rail transit systems by the State of New Jersey Department of Transportation would be a logical enough homogeneous arrangement for existing rail systems and necessary improvements. But, I believe, it will be easier for the New Jersey jetport authority to obtain funds through its own bond issues to establish necessary rapid rail connections to existing rail systems.

The need for the proposed New Jersey jetport authority to work closely with existing autonomous highway systems management in New Jersey and the various departments in the State of New Jersey is well recognized. Only through close coordination and cooperation can the vital requirements of the traveling public be met, and on a timely basis.

As an individual and private citizen, I should like to make passing mention that our State needs a fourth major

jetport and a separate, autonomous New Jersey jetport authority to select the site, construct the facilities and provide whatever is necessary, closely coordinated with existing agencies and governments, to properly do its job. To be most effective from its inception the approach must be one of a bipartisan nature.

While there is less than unanimity concerning the location for the facility thus far, it can be fairly said that everyone concerned, not the least of which is the air traveling public, is agreed there is an urgent need for a fourth major jetport right now.

Joining in this stand is the Port of New York Authority; The Air Transport Association, representing the domestic airlines; the International Air Transport Association, representing airlines flying overseas routes; the Federal Aviation Administration; the City of New York; the State of New York; the State of New Jersey; a number of Legislators in the State of New Jersey; organized labor in New Jersey; and a wide range of representatives in commerce and industry.

And it is interesting to note that for years many of those engaged in this dialogue - if that is what it is - have said that it will take from seven to ten years to build a fourth major jetport, and that long before it will begin to operate. Almost everyone has said that. We at Metro Terminal Associates have a different idea, which is now the subject of our comment and one of the main reasons for our being here today.

Like the lady from the Conservation Department, we're old fashioned, too.

The extensive air traffic now operating in the New York region at the three major jetports has reached almost unmanageable proportions. You know that. Even with the most sophisticated equipment placed in aircraft and in control towers, it still takes human judgment to operate them effectively. There apparently is need for more trained personnel now to get the best protection necessary from our air controllers working the existing traffic control systems.

According to published statistics, the combined total of air passengers passing through the three major jetports in New York's metropolitan area for last year amounts to 37 million. Further, it is anticipated that this total will increase to 134 million by 1985. But whatever the total, it's a staggering amount of traffic consisting of passengers only and not including freight. And the need for immediate relief is here now. Newark Airport is being expanded, for example, to handle 10 million passengers a year.

Notwithstanding the intricate and complex efforts made by many to limit flights to and from these busy airports to relieve congestion, we still need the fourth major jetport now. Efforts made to establish and open other airports for use by general aviation and private aircraft are important and can provide some temporary relief, but it is not enough.

Additional relief will be obtained from air transportation congestion by encouraging experiments and progress made with STOL aircraft and supporting facilities for them

and for new heliports. But this is still not enough. And we already know that work must begin immediately to get the fifth major jetport for the New York metropolitan region.

So now, I am hopeful that this Joint Legislative Transportation Committee for the State of New Jersey will give serious consideration for the proposal by Metro Terminal Associates to obtain immediate relief for air transportation congestion problems through the establishment of a fourth major jetport.

In August of 1967 I proposed the the fourth major jetport be located at the present site of the Naval Air Station at Lakehurst, New Jersey. The purpose of the proposal was to relieve air congestion in metropolitan New York area and to reduce the possibility of aircraft accidents and unnecessary tragedy. It also recognized the tremendous impact such a facility would have upon the people of the State of New Jersey.

No one should be really startled by the proposal by me to use the Naval Air Station at Lakehurst as a major jetport facility. It was the site of a major facility for international air travel over 30 years ago. While at that time the mode was lighter-than-air aircraft, and today we are talking about jumbo jets, the principle and location were identical. A tragic accident of the dirigible Hindenburg in May, 1937, may have cut short what might have been a promising future for the Lakehurst facility. But that's history. We might not be here today had it not occurred.

A study directed by U. S. Senator Clifford P. Case, as I understand it, was made of McGuire Air Force Base at nearby Wrightstown, New Jersey, to determine the feasibility of using that site for a major jetport. One part of the study indicated there was an underutilized portion of the capabilities of that installation.

The study also indicated that there was a continued need for the McGuire Air Force Base to support our military and national objectives. This conclusion was reinforced with official statements from the Department of Defense, which concurred in that need. I have shared that view - I'm a retired Army Reserve Major -- I have shared that view for a long time and hold it today. It's my educated guess that the need for McGuire Air Force Base for our military objectives and those of national security will again be reinforced by the new study that the Secretary of Defense will make at some future date, as was announced last week.

But no one thus far, to our knowledge at least, has publicly expressed and documented the fact that the present mission and facilities at NAS Lakehurst could not be effectively placed within the boundaries of McGuire Air Force Base.

We are mindful that although NAS Lakehurst no longer has a lighter-than-air aircraft mission, it does have other missions. These represent important dollar investments by the Department of Defense which also significantly contribute to our national defense. The missions and activities, also, are not necessarily confined to only one branch of the

Department of Defense.

However, whatever the missions and however important - and we do not in any way downgrade their importance - we believe that these can be effectively placed within the confines of McGuire Air Force Base. This can be accomplished, in my opinion, through the technical capabilities and competence of our engineers and planners in the Department of Defense. Our present excellent posture in emergency readiness, I believe, is due in no small measure to them.

With proper support, including funding, I believe that such a relocation can be made in a relatively short time. I'm not speaking now of seven to ten years after we get ready to talk about it. Through that means, we would not only keep McGuire Air Force Base in top notch emergency readiness while it performs its everyday missions, but we would be able to strengthen that facility as a major Department of Defense Air Base and logistical center. Troop deployment through air transportation is a fact of life and McGuire Air Force Base is a major facility for that effort. It should be retained and used as a military air base under the principles of logic and homogeneity.

I believe that the fourth major jetport should occupy an area of from 12,000 to 20,000 acres. This total acreage is available or could be made available at NAS Lakehurst for that purpose. But we could start with much less.

NAS Lakehurst is a separate military installation. It has a work force of some 5,100 civilian employees who receive about \$7 million a year. Most of these people live

in the coastal area of the New Jersey shore not far away.

Although it is a separate installation, NAS Lakehurst is presently an integral part of the Fort Dix - McGuire Air Force Base - Lakehurst complex, which has a total, overall, combined, of some 43,132 acres.

Of that total, NAS Lakehurst has 7,381.5 acres - 7,381.5 acres - NAS Lakehurst. McGuire Air Force Base has 3,564.3 acres - I repeat that, 3,564.3 acres - and the largest of these installations - Fort Dix - has a total of 32,186 acres.

It may serve as a surprise to many to know that with all the attention that has been given to McGuire Air Force Base in recent months as a site for a major civilian-military jetport, that it is actually less than half the size of NAS Lakehurst.

These three military installations have a combined total land area comparable to all of Hudson County, and the area inside the City of Newark, New Jersey.

The entire complex of three installations covers a significant part of Central New Jersey and reaches from Springfield Township at the northwestern part of Burlington County, to Manchester Township, and to the Borough of Lakehurst in Ocean County.

The general area in that part of central New Jersey is relatively unpopulated, and whatever development has taken place is directly attributable to the presence of these military installations. There is to some degree a kind of "boom town" character to several of the communities

closest to these bases. As Editor of The Wrightstown News in Wrightstown, New Jersey, the gateway to Fort Dix, in the summer of 1941, just before Pearl Harbor, I personally observed these characteristics at that time. I'm familiar with the area.

I cited some statistics a few moments ago about the size of NAS Lakehurst. Some of you possibly for the first time may have learned that NAS Lakehurst has 7,381.5 acres. And as soon as one hears or reads about the size of a fourth major jetport, inevitably the question is raised, - Well, how does the proposed site compare in size with Kennedy International Airport?

Perhaps this is as good a time as any to briefly mention some facts and figures about JFK Airport, so you can make some comparisons concerning our proposal at Lakehurst.

JFK Airport has 4,900 acres. NAS Lakehurst has over 7,000. About 41,000 people work at those 4,900 acres and earn about \$370 million a year. About 20 million passengers used JFK in 1968. Some 44 airlines - 16 of them from the United States and 28 of them foreign flag - operated over 350,000 flights into and out of JFK each year. These airlines also carried over 550,000 tons of air cargo and over 118,000 tons of airmail each year.

More than 75 percent of all air passengers who fly between the United States and Europe use JFK. And more than one-half of the country's airborne foreign cargo moves through the JFK cargo center, the largest in the world.

PAN-AM announced this past June its plans to build a \$57.5 million maintenance base there that would provide 6,480 jobs by 1980. Their total maintenance area there, including 50 acres they plan to lease from the Port of New York Authority, will come to 195 acres. Their present maintenance facilities consist of three hangars and a jet overhaul building.

That maintenance base will service existing jets, the forthcoming Concorde supersonic airliner, that was just tested yesterday and scheduled to go into service in 1971, the Boeing 747 jumbo jets, due to become operational late this year - they were just recently tested, and the Boeing 2707, larger than either the 747 or Concorde. The latter is planned to become operational in the late 1970's.

Now these 4,900 acres, of which 3,700 of them are of a sand fill base, - at a cost of \$60 million for the sand fill - you don't have to spend that at Lakehurst - represent a total plant of a world-famous air terminal into which the Port of New York Authority has spent some \$400 million in construction. And build, they must. In the next six years or so, the Port of New York Authority plans to spend an additional \$500 millions at JFK for new and expanded facilities.

The proposed fourth major jetport at NAS Lakehurst, we believe, even without any expansion in the immediate area there for which room does exist, will fit quite nicely into the 7.381.5 acres.

It could have four runways - one more than presently

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exists - and still be several times the size of JFK. NAS Lakehurst could employ 80,000 people by 1974 and produce an annual payroll of some \$720 million at that time. Using the accepted economic multiplier factor - which means it is assumed that for every dollar generated by a primary industry, two dollars in wages and salaries are generated in secondary and tertiary industries - the total of \$2.16 billions would be available for goods and services in the underbelly of the State of New Jersey in 1974 if NAS Lakehurst becomes the fourth major jetport.

Gentlemen, when that total is added to the economic impact to the region's and State's economy from the over 50,000 servicemen and their dependents at McGuire Air Force Base and at Fort Dix - which is \$24 million for 4,000 civilians-times the economic multiplier factor - I don't like this at all - \$72 million which equals about \$100 million because you use an economic multiplier of one -- all of that comes into a grand total of \$2.33 billion.

Conservatively, that is, gentlemen. Conservatively, it would appear that the matter deserves at least passing interest.

And for comparison purposes, we should understand that the main runway at Newark Airport today is 7,000 feet long by 200 feet wide. That's the site where all of this stuff happened during the February 9-11 blizzard. That's where they took off about 300 flights, roughly, from that long runway, 7,000 feet long by 200 feet wide. Today, the main runway at NAS Lakehurst is 12,500 feet long. The

longest one around.

The jumbo jets of the 1970's will soon be here. They need a lot of room in which to operate, as has been testified to today. I am confident that you will appreciate the fact that NAS Lakehurst has three runways, the longest of which is 12,500 feet long, and the two shorter ones are used for helicopters and general aviation.

Our proposal recognizes the natural sound-absorbing qualities of the Jackson State Forest, the New Jersey Wildlife and Game Refuge and the Pinelands to help reduce the noise level from jets. Wide use of over-the-ocean air routes will further provide noise abatement from jet aircraft. Proper design of the runways at NAS Lakehurst would take the fullest advantage of the natural environment to reduce noise.

Some members of this New Jersey Joint Legislative Transportation Committee may recall that I have long been an advocate of making the greatest use of existing facilities to improve rail transportation within the State of New Jersey. We will need a viable and responsive rapid rail system to support the flow of passengers and freight from the fourth major jetport. You've heard that many times. I reinforce it. You will hear it many times again.

To achieve that objective, we should seriously consider utilizing the existing railroad lines that are either at or near the proposed major jetport facility. For example, the Jersey Central Lines exist at Lakehurst on a system that stretches from Mauricetown in South Jersey

to Newark and Jersey City through connecting lines on the New York - Long Branch North Jersey route.

About seven miles southwest of Lakehurst, and available for interconnection through the existing Jersey Central lines mentioned, is the existing cross-Jersey Pennsylvania Railroad line that runs from Toms River, with a connection to Barnegat, directly to Pavonia and Camden on the west coast of New Jersey. This is virtually an abandoned railroad, whose route roughly parallels the proposed Central Jersey Expressway some miles north. I urge its use in connection with the proposed major jetport at NAS Lakehurst.

Metro Terminal Associates believes that rapid-rail transit lines be constructed between Lakehurst and Northern New Jersey and New York, via Freehold, South Amboy, Staten Island, Bayonne, North Bergen and Jersey City. Other connections would be available at Bay Head, Asbury Park, Red Bank, Middletown and Matawan through existing facilities. Funds already allocated for rail improvements from the newly-passed transportation bond issue would materially assist the proposed rapid-rail transit lines.

In addition, we believe that the New Jersey road systems should be expanded, especially the Garden State Parkway and the New Jersey Turnpike. Also, planning should be considered to extend the Central Jersey Expressway System and the Garden State Thruway for trucks to the major jetport site. It should be noted that the New Jersey Highway Authority has recently announced, in this connection, a \$40 million expansion program to widen the Garden State

Parkway from Woodbridge to Lakehurst into a four-lane system.

To assure its viability as a major jetport to serve the New York - Philadelphia Metropolitan regions, we have proposed that a direct connection be made from NAS Lakehurst - or Ocean Air Terminal - to Kirkwood, New Jersey, and Philadelphia, via the South Philadelphia Rapid Rail Transit System. Other rapid rail transit would be initiated from Ocean Air Terminal to Trenton, where we are now, the capital of the State of New Jersey over existing rail lines.

An important feature of the proposal is the adoption and expanded use of helicopter and STOL aircraft at the fourth major jetport. These would make excellent use of existing and planned facilities for such purposes in the New York - Philadelphia area. Other capabilities exist clear down to Washington, D. C., and feeder airlines would be expected to service the major jetport facility.

Through our proposal, we believe that short-range and long-range needs for a major jetport in the State of New Jersey would be possible. It is my belief that this proposal will marry the most desirable features of transportation improvements and planning put fourth by the Port of New York Authority, the Metropolitan Transportation Authority, the New Jersey Department of Transportation and the United States Department of Transportation.

It is my opinion that rapid-rail travel from the fourth major jetport at NAS Lakehurst to New York City

over improved existing facilities, using presently available modern railroad engines and cars, would take 35 to 40 minutes. It would be well under one hour, in any event, and I believe that would meet the criteria laid down by all interested parties to the proper location of the major jetport.

I support the present bill, which Senator Maraziti introduced, to set up an autonomous agency, which I have termed the New Jersey Jetport Authority. I urge its adoption by the State Legislature and its approval by Governor Richard J. Hughes. And I earnestly hope that everyone will get behind the effort and support it.

With respect to the selection of NAS Lakehurst as the site for the fourth major jetport, I urge that this proposal be given serious consideration. I urge also that the study announced by the Secretary of Defense the other day consider the merits of this proposal to use NAS Lakehurst as the fourth major jetport for the reasons offered today. I ask the Members of the Joint Legislative Transportation Committee to assist me in conveying these thoughts to the Secretary of Defense so that I will know that as part of his over-all plan and study he will include this proposal today.

I am confident that congressional support will be made available to support this proposal. Everyone, all of us, must join together in this effort and present a united front, rather than a fragmented effort.

There is a promising future for the economic growth of the underbelly of the State of New Jersey, and the

entire State, as well, if all of us support this proposal. NAS Lakehurst is the proposal which would provide an income in the shortest possible time from an operational facility in the shortest possible time, which would provide thousands of jobs in the shortest possible time.

And, gentlemen, I don't believe that we can afford to ignore the possibilities inherent in this proposal.

I should like also to add a couple of more points.

We are all familiar with the fact that Mayor John Lindsey of the City of New York, working in concert with the Vice President of the United States, Senator Javits, and other leaders, was able to get the Brooklyn Navy Yard, we think, free. And if it won't be free, legislation is in the hopper to make it so. The Federal Surplus Property Disposal Act of 1965 includes in its limited range of what things can be done with Federal property, airports.

And so, just by reading the law itself, it is legally, technically and economically feasible to get this done, namely, to have it disposed of, to have the facilities transferred to McGuire and have this area set up.

Two more points I would like to offer. One, as Exhibit A to my report, because I have seen it nowhere, I am enclosing and I draw your attention to the Fort Dix - McGuire - Lakehurst area.

Now, as you can see in the upper left, McGuire Air Force Base is nothing more than an enclave, this 3,000 plus acres. The largest part, of course, is Fort Dix. To the top right are these 7,000 acres for Lakehurst. And to the

bottom right, immediately below, is an area of equal size which is agricultural land.

I deliberately changed the order of my comments today to try to close with one thing that I thought was missing in this hearing. I hope that you don't consider my comments presumptuous. But I have listed herein 10 items which I consider to be the criteria for the use in the selection of a jetport.

Before we decide on what it is and where it is we should establish the criteria or the yardstick against which we will measure what we're trying to do.

1. It should be economically feasible.
2. It should make the maximum use of existing facilities wherever they are, and whatever they may be.
3. It should be New Jersey oriented, yet flexible enough to serve regional needs.
4. It should provide for mass transit for passengers, employees from areas of large unemployment.
5. It must be a bipartisan effort and supported by members of Congress and the State Legislature.
6. It must recognize national security needs and our emergency readiness posture.
7. It must meet FAA flight pattern approaches and other FAA criteria.
8. It must make the least disruptive influence upon populations in built-up areas and, with my Conservation friends, our natural resources.
9. It must provide room for future expansion, looking

forward, at least, fifty years. These things can't be done overnight.

And, lastly, 10, it must fit in with the transportation needs of the Boston-Washington corridor.

Thank you, very much, gentlemen.

SENATOR STOUT: Thank you, Mr. Zar, for your very comprehensive report.

Are there any questions?

ASSEMBLYMAN OLSEN: Looking at the map here, Lakehurst is the eastern most site so far that we would discuss. We have McGuire which is a little west of it and we have Allentown which is a little west and north of that, and, of course, Solberg.

As I recall, Mr. Blomquist at one point referred to a 5,000 foot altitude coming over the coast as protecting the resort areas of New Jersey from the exhaust from these jet engines that we are going to be using. Do you have any idea or has your outfit determined what the approach altitude might be of these jumbo jets that we're talking about?

MR. ZAR: No, sir, Assemblyman. I haven't done that. There are many areas which our proposal, of course, has not touched. To be realistic, we do not have, and this is not meant to impugn anything or to cast any adverse reflections, - you understand that. We're a small outfit. We don't have a big war chest, we're not heavily funded, we don't have, as I said in my introductory remarks, a lot of money behind us. But that doesn't mean, nor should it mean,

that what we say isn't important. So we haven't had the time to make these specifics.

I would want to get, for example, if there's an indication of interest on the part of the State Legislative Transportation Committee, - we can spend a lot of time with Colonel Girard because I know his office has a wealth of data that I'd love to get my hands on.

SENATOR STOUT: Any further questions?

ASSEMBLYMAN RANDALL: Mr. Zar, how do you know the Navy may not need the facilities there? They've got quite an investment there also. I think you have probably been there and I've been there a number of times.

MR. ZAR: Well, I think as a Naval Lt. Commander in the Reserves and I spent much of my life in the Reserves so I think both of us, Colonel - Senator Stout, we're all military-oriented and we have a deep feeling of affection for military affairs, obviously.

We all know, as officers and those who have served, that it's presumptuous as hell to be able to say what the military is going to do in any given circumstance at any given time.

I have not spoken to the Skipper, for example, and asked him - Captain, would you tell us what you plan to do at this place? He probably would throw me out and would be justified in doing so.

However, I have made certain inquiries.

The catapult and arresting gear facility, which is what uses this 12,500 foot runway, and other tenant agencies

of a smaller magnitude, are such that in my best judgment as an individual who has spent over 25 years with the military, are those and such that they can be relocated elsewhere.

Now, I understand how hard it is to move anything anywhere. There is always sentiment attached and feeling, tradition, and everything else. But if it takes a move, why that's exactly what should be done. But I don't know of any reason, and I say this in honest judgment, that would compel me to feel differently than how I feel now, that whatever there is at Lakehurst could be used for the 4th jetport and the facilities there relocated elsewhere.

ASSEMBLYMAN AZZOLINA: Well, would you recommend maybe the Navy stay there and use it jointly as is proposed for McGuire?

MR. ZAR: No, sir.

ASSEMBLYMAN AZZOLINA: Frankly, I know there's a helicopter there attached to the fleet and there are the reserve units there and there are testing areas there, which means another runway would be built somewhere else; in fact, all the arresting gear that goes on every carrier is tested there before it's put on carriers.

MR. ZAR: Well, Joe, my feeling is this. We've got Army at Lakehurst, so I understand; we've got Navy at Lakehurst and we have these civilian oriented important missions for the contract carriers and what-not at McGuire.

What I'm trying to say is this, McGuire exists as an Air Force Base. Located near it is a Naval facility that

isn't being used and it's on a bigger piece of ground. I see nothing wrong, since Secretary of Defense promised Senator Case he's going to make a study. Now, I take him at his word, the Secretary of Defense and everybody connected with him. You say you're going to do it, I expect you to do it, in depth. And if the Secretary of Defense meant what he said, then I expect him to take a look at the possibility of making a Department of Defense facility at McGuire Air Force Base, putting the Air Force in charge as single manager so that it could take within it Army units, Navy units or anything else that's in it for those 3,000 acres. But that would leave the 7,000 plus at Lakehurst free so that the State of New Jersey could attain its own identity in air transportation for once in a generation and get moving, so we wouldn't have to get into the problems that Al Blomquist spoke about, quite correctly, I think, of the number of years it would take before you can get money, before you can get started. A lot of your money will be to buy land. Here the land is there. I hope you can get it free. So, because it's free, should we knock it?

SENATOR CRABIEL: Mr. Zar, I address myself to the air space problem. Assuming that everything that you've said is possible, you're proposing to transfer whatever is at Lakehurst to McGuire, now, how do you answer the problem of air space and the FAA has said that anything there in that locality is fouling up the other airport?

MR. ZAR: I think, Senator, the FAA report, as was announced recently, merely goes back to a statement that someone else testified to earlier. Anything that's man-made can be changed.

I think that if at this minute, members present can take a look at the FAA ruling and even at this minute question what the devil did they mean - I think it's a question then of saying that there is some validity to the fact that perhaps we're not as congested in the air space here over this region as we would be.

Now I have read the report of the Air Transportation Association, which represents all the major airlines, and it went into a great deal of detail about the different levels, they used the phrase "stacking up." they used the Colts Neck - you're a flyer, I know, so this idea of the Colts Neck holding area out in Lyndcroft -- well, I'm a layman. I'm not an aeronautical engineer, like Mr. Blomquist; I'm not a pilot, like members of the Legislature here; I'm just a guy. But just taking a look at it, it seems to me that we have not the degree of congestion that the public has been led to believe but rather, and I hate to say this, it seems to me that it was like a stacked deck. It seemed to me that it was like a stacked deck, for everything seemed to point to the fact that there was a strong, powerful group that wanted to get something done; it was determined to get something done; it had strong, powerful friends, and asked these strong, powerful friends to help them get something done; and, by golly, that's the way it's

been going.

I don't have any strong, powerful friends.

SENATOR STOUT: Any further questions?

Thank you very much, Mr. Zar.

We have a visitor from out of the State representing the Greater Philadelphia Chamber of Commerce, Mr. Reichner. He has been waiting in the wing since ten o'clock. My apologies.

H E N R Y     H.     R E I C H N E R, Jr.: Mr. Chairman, I'll be brief. My name is Henry H. Reichner, Jr., I'm Executive Director of the Traffic and Transportation Council of the Greater Philadelphia Chamber of Commerce and I represent that Chamber here at this hearing.

I might say that our Chamber consists of over 3,000 corporations, companies and firms in the Delaware Valley on both sides of the River, running from Trenton to Dover, Delaware.

The basic concern of the Greater Philadelphia Chamber of Commerce is that any major jetport constructed on the east coast reflect the needs of Greater Philadelphia, the Delaware Valley Area, as well as those of the City of New York.

For this reason, our Chamber conducted a very careful study of the report of the Governor's Committee for Economic Evaluation and wholeheartedly endorsed the findings of that report.

The Greater Philadelphia Chamber supports the

proposed legislation under consideration at this hearing, Senate Bill 377 and Assembly Bill 433, which, if enacted, would create a New Jersey Airport Authority as a pre-requisite step to selection and construction of a regional jetport, and the Chamber commends the State of New Jersey on its efforts to resolve its air transportation problems by the creation of such an Authority.

In closing, I might say that we in the Greater Philadelphia Area recognize that even with the doubling of our capability at Philadelphia International Airport and the additional facilities and runway construction at Northeast Philadelphia Airport, - even with these, we recognize that in the near future both facilities will be severely overtaxed and business and industry in the Delaware Valley needs another jetport and it needs it soon.

Thank you very much for letting me appear at these hearings and I appreciate your courtesy.

SENATOR STOUT: I'm sorry that we had to keep you waiting so long.

Are there any questions by the Panel?

Thank you very much, Mr. Reichner.

Mr. Sleeper, do you want to be heard?

MR. SLEEPER: I can be brief.

SENATOR STOUT: All right.

G. MATHIS SLEEPER: Senator and gentlemen of the Committee, ladies and gentlemen: My name is Matt Sleeper. I'm Director of Economic Development for Burlington County. I'm a member of the Air-Land Service Committee of the New Jersey Citizens Transportation Council; The Technical Advisory Committee for Airport Development; The Delaware Valley Regional Planning Commission; and The Commercial Aviation Committee of the Delaware Valley Council. I'm here at this particular moment as President of the New Jersey Industrial Development Association.

At this time I don't think we should go into any specific site because your job is to determine whether or not we should have an airport authority in the State of New Jersey.

I would just like to testify that it is my opinion, by virtue of these organizations to which I belong, that there is overwhelming grass roots support in the State of New Jersey for an agency, such as you propose, that could resolve the question of a jetport for New Jersey once and for all.

I have a brief statement from the New Jersey Industrial Development Association which I would like to read.

My name is G. Mathis Sleeper and I am President of the New Jersey Industrial Development Association. We are convinced that the establishment of the proposed international jet airport in the State of New Jersey would constitute the most important contribution ever

offered the economy of this State.

The need for the facility is obvious. The new business, industry, jobs and new income that it will create are obvious. The need to finally resolve this proposal in the best interest of the entire State of New Jersey, with consideration to the future of Philadelphia as well as New York, is a matter of great urgency.

We endorse the efforts of the Legislature to determine the agency or organization best suited to act on behalf of this region in bringing this most profound proposal to its ultimate conclusion - that of building a regional, international jetport in the State of New Jersey.

You just heard Colonel Reichner speak, from the Greater Philadelphia Chamber of Commerce, and I might add there is great interest in the City of Philadelphia in what New Jersey is doing over here. Philadelphia is a neighbor. Their airport facilities are reaching saturation and they would hope to have consideration in the ultimate location of the jetport.

The March 2 issue of the Philadelphia Inquirer states: "Philadelphia International Airport is handling an average increase of 12 percent in its annual air traffic without any strain. But, said Leo Marshall, chief controller at the airport, the time is coming within the next 10 years when the facility will no longer be able to handle the amount of air traffic seeking to use it. Then, unless another airport has been built, Philadelphia will find itself in the same bind New York is in now."

As a member of the Commercial Aviation Committee of the Delaware Valley Council, I have a statement here from Mr. George M. Rogers, who is Executive Director, and who did appear here today for testimony and could not wait. He had to leave.

(Reading) "I am George M. Rogers, Executive Director of the Delaware Valley Council, a non-profit, non-partisan organization dedicated to the economic development of the Delaware Valley region, which includes fifteen counties in segments of New Jersey, Pennsylvania, and Delaware.

"The Delaware Valley Council fully supports Senate Bill no. 377 and Assembly Bill No. 433 which would create a New Jersey Airport Authority. "

I will give you a copy of this statement because the hour is getting late, but I think you get the essence of their wholehearted support of the authority which you have proposed to create. (See p. 81 A)

I have another statement here from Mr. John B. Kelly, Jr., who is President of the Philadelphia Bicentennial Corporation, which seeks to bring this great celebration not only to the City of Philadelphia but to the region in 1976.

(Reading) "Gentlemen, my name is John B. Kelly, Jr. and I am President of the Philadelphia Bicentennial Corporation.

"I am sure you are wondering what interest an out-of-state agency, such as I represent, could have in the legislation before you which would create a New Jersey

Airport Authority, namely Senate Bill No. 377 and Assembly Bill No. 433.

"Our interest lies in the fact that we are endeavoring to gain the franchise for the City of Philadelphia to host the 1976 Bicentennial celebration of the founding of the United States of America.

"Such national and international interest and participation will be so inherent to the ultimate success of this great historical celebration, that the City of Philadelphia will be little more than the sponsor and host for this momentous event. The City will be the nucleus of the regional activities and events which will be held in adjacent states, including New Jersey as part of this overall Bicentennial celebration.

"In bringing such widespread attention and participation to this celebration we are, quite naturally, concerned with all aspects of accommodations and transportation that will be available to serve the hundreds of thousands of people who will arrive to enjoy and participate in the activities we have planned.

"New Jersey now has before it legislation which could be the catalyst in the establishment of an international regional jetport. If this facility were to be located in your fine State, with consideration of the future economic needs of the region, including the City of Philadelphia, this facility would play a vital part of the total transportation system which must be relied upon to make travel to this region of the United States not only convenient

but also a pleasant experience.

"Consequently, we strongly endorse the present efforts of the State of New Jersey as embodied in this legislation to create an agency of government to provide the additional air transportation service which is, and will continue to be, of major importance to the continued economic growth and development of this region, of the State of New Jersey, of the City of Philadelphia."

I have another statement from The Greater Mount Holly Chamber of Commerce which also strongly urges that this legislation be passed. (See p. 83 A)

I have a statement from Mr. William J. Doyle who is Chairman of the Burlington County Economic Development Committee. This Committee is comprised of businessmen and industrialists in our County, and urges that this legislation be passed. (See p. 84 A)

I have a similar letter from the Burlington County Board of Realtors which also backs Senate Bill 377 and Assembly Bill 433. (See p. 85 A)

I have a statement from Mr. Bruce A. Mahon who is Director of the Burlington County Board of Chosen Freeholders which I would like to read:

"I would like to offer my support for Senate Bill No. 377 which will result in the creation of a New Jersey Airport Authority. Burlington County participated in the New Jersey's Pine Land Study completed in 1964 by Herbert H. Smith Associates which concluded that there would be an additional 123,000 jobs and 622 million dollars of

additional income in New Jersey by 1985 if the jetport was developed in New Jersey.

"The New York Port Authority of 1961 estimates that a jetport in North Jersey would have created 162,000 new jobs and 1.1 billion dollars in new income by 1965.

"The Governor's Economic Evaluation Study in 1968, which recommended a south central New Jersey regional jetport stated there would be 555,000 new jobs and 6.2 million dollars in new income by 1985.

"I think it would be fair to summarize that these three studies forecast between 100,000 and 500,000 new jobs and up to 6 billion dollars in new income by 1985 for the State of New Jersey. This is definitely a bill that we should endorse wholeheartedly so they have the freedom to explore the possibility of this jetport and where it should be located.

"I would like to make one recommendation concerning the bill. The bill contains a formula for reimbursing municipalities for the loss of ratables which in turn result in a loss of local taxes. I would suggest this formula be revised from its present form to the following:

'The State of New Jersey agrees to reimburse any municipality for loss of taxes until new taxes in any form created by the new airport equal the taxes that were originally lost at the time of the taking of the property by any airport authority.'

"The reason for this suggestion is that there is a great possibility that there would be five to eight years before this proposed airport is completed. Taxes then would probably only come from business personal tax as a result of airlines or other commercial users renting property within the airport itself. This period of five to eight years could be a period of absolutely no tax to the municipalities and I think it is unfair to reimburse them on your present formula which merely reduces the subsidy by the State of New Jersey from 100 percent to zero over a period of 13 years. I think it is fairer to replace the tax on a dollar for dollar basis until it has been replaced in full by new industries.

"Once again, I would like to state my full support of this Bill."

I have one concluding statement, and I might add that we lost several people here who would have testified but they could see the hour was drawing close and they were low on the list and I hope they'll be back on Tuesday.

This is from Burlington County Freeholder Anthony T. Greski, who is also President of the New Jersey Association of Chosen Freeholders:

"Gentlemen: As President of the New Jersey Association of Chosen Freeholders, I would like to personally go on record as urging the passage of Senate Bill No. 377.

"Efforts to locate a major regional airport in New Jersey have been fraught with delays for more than

ten years.

"I believe this proposed legislation offers a solution to the situation by creating a governmental organization capable of determining once and for all the economic feasibility of a major jetport in New Jersey.

"I think it is high time our Legislature is removed from the influence of the Port of New York Authority and given the opportunity to act positively in bringing this most important facility to the State of New Jersey.

"The whole history of this proposal has been dominated by the maneuverings of the Port of New York Authority which has failed to take into consideration the regional interests involved. South Jersey, as well as Philadelphia and Delaware must be given every opportunity to benefit from the creation of this major air terminal as well as the environs of the Port Authority.

"I believe the Authority that would be created by this legislation would be properly regulated by the provisions of this bill to proceed intelligently, non-politically and in the best interests of the citizens of this great State and the region in determining once and for all the practicality, profitability, potential economic impact of a properly located regional international jetport in the State of New Jersey.

"I urge you to recommend passage of Senate Bill No. 377."

One other statement that we had from Burlington County was to have come from Mr. Blase Ravikio who is

Chairman of the Burlington County Planning Board. He also wanted to endorse this legislation and, unfortunately, he has left and is intending to return on Tuesday.

SENATOR STOUT: Thank you very much, Mr. Sleeper.

ASSEMBLYMAN RICHARDSON: Senator, I just want to ask one question. What is the name and the title of the last statement you read?

MR. SLEEPER: This is Mr. Anthony P. Greski.

ASSEMBLYMAN RICHARDSON: And the title?

MR. SLEEPER: He is a Burlington County Freeholder and also President of the New Jersey Association of Chosen Freeholders.

ASSEMBLYMAN RICHARDSON: Is that statement as a individual or does that represent the Freeholders Organization?

MR. SLEEPER: This is as an individual. The legislation which you are considering today was presented to the New Jersey Association of Chosen Freeholders and they claim that it was presented so briefly that they weren't in a position to make an intelligent comment upon it. And this is unfortunate. I hope that in the near future the entire Association will be more familiar with this legislation and can make a statement as an organization.

SENATOR STOUT: Thank you very much, Mr. Sleeper.

Any further questions?

ASSEMBLYMAN AZZOLINA: Just one thing, Senator. Next Tuesday I am going to fly out of McGuire and later

in the week I'll be returning to McGuire, so I will miss next week's meeting and I'll give a full report on McGuire the following week.

SENATOR STOUT: You're the first witness the following week.

Thank you, Mr. Sleeper, and I'm sorry you weren't on earlier. As you can see we have a stacked up problem here, too.

MR. SLEEPER: Senator, I appreciate the opportunity to get in under the wire. One organization I did forget is the Delaware Valley Regional Planning Commission which is still represented here today.

SENATOR STOUT: They were represented here by Mr. Johnson.

MR. SLEEPER: Yes, sir. Thank you very much, sir.

SENATOR STOUT: Thank you.

I would like to advise everybody that at our hearings on rent control and bingo we lasted until 10:30 at night but I don't think we should do it tonight. And on that note, I will adjourn this hearing until 10 o'clock, Tuesday morning in the Assembly Chamber.

Thank you very much for your patience.

(Adjourned)

STATEMENT  
OF THE  
DELAWARE VALLEY COUNCIL  
BEFORE THE NEW JERSEY LEGISLATIVE COMMITTEE  
SENATE BILL NO. 377 AND ASSEMBLY BILL NO. 433  
State Museum Auditorium  
Trenton, New Jersey  
10:30 a.m., March 4, 1969

I am George M. Rogers, Executive Director of the Delaware Valley Council, a non-profit, non-partisan organization dedicated to the economic development of the Delaware Valley region, which includes fifteen counties in segments of New Jersey, Pennsylvania, and Delaware.

The Delaware Valley Council fully supports Senate Bill No. 377 and Assembly Bill No. 433 which would create a New Jersey Airport Authority. The Council and its membership fully support the position taken by the Governor's Economic Evaluation Committee for an intercontinental jetport for New Jersey and for a system of airports and transportation centers which would service directly and indirectly the intercontinental airport and the general aviation needs of the State.

The Delaware Valley Council recognizes that with the new jumbo freight and passenger aircraft which will begin their acceptance by the commercial airlines later this year, the demand for additional airport facilities in the State of New Jersey is upon us.

The creation of a New Jersey Airport Authority would end once and for all the deadlock over the airport facility which when built would contribute to the industrial growth, a high acceptance level of employment, and assist in leveling the tax burden.

The Delaware Valley Council has expressed publicly over the years the need for an intercontinental airport in New Jersey. Recent studies have indicated that Central New Jersey between the Delaware River, near Florence, New Jersey, and the ocean is the center of the recognized megalopolis between Boston and Norfolk.

The growth of the air-land cargo concept and the ton miles which the new family of aircraft will be capable calls for the early establishment of a New Jersey Airport Authority to meet competitive challenges of other states vying for this business.

No longer can New Jersey and its environs hide behind the thinking that intercontinental traffic must leave a port of call near or adjacent to the sea-coast. Without the facilities which would be authorized by a New Jersey Airport Authority, New Jersey would find itself bathing in obsolescence.

The Delaware Valley Council further suggests that existing airports in the region are not and will not be obsolete in the foreseeable future, but that they are and will become further saturated to the point where a deterioration of commercial airline service would affect our business communities.

May I say on behalf of the Delaware Valley Council that we very much appreciate the opportunity to be heard.

DELAWARE VALLEY COUNCIL  
1612 Market Street  
1203 Fox Building  
Philadelphia, Pennsylvania 19103

G R E A T E R

M O U N T H O L L Y



N E W J E R S E Y

## *Chamber of Commerce*

February 24, 1969

The Honorable Richard Stout  
New Jersey Senate Transportation Committee  
Public Hearing on S-377

Dear Senator Stout:

The Greater Mount Holly Chamber of Commerce would like to go on record unanimously and enthusiastically in favor of New Jersey Senate Bill No. 377 which would create a New Jersey Airport Authority.

We urge that the Legislature give its full support to this bill to provide the necessary governmental organization to resolve the long standing impasse on the proposal for a regional international jetport in New Jersey.

We feel, quite frankly, that the best location for this facility is South-Central New Jersey. But, of prime importance at this time is the need for positive action in resolving this issue in the best interests of the entire State of New Jersey.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Albert E. Freeman', with a long horizontal flourish extending to the right.

Albert E. Freeman  
President

AEF/mac

STATEMENT  
OF WILLIAM J. DOYLE, CHAIRMAN  
BURLINGTON COUNTY ECONOMIC DEVELOPMENT COMMITTEE  
BEFORE THE NEW JERSEY LEGISLATIVE COMMITTEE  
SENATE BILL NO. 377 AND ASSEMBLY BILL NO. 433  
State Museum Auditorium  
Trenton, New Jersey  
10:30 a.m., March 4, 1969

New Jersey Senate Transportation Committee  
Public Hearing on S-377

Gentlemen:

My name is William J. Doyle and I am chairman of the Burlington County Economic Development Committee. As such, I would like to express the Committee's strong endorsement of Senate Bill No. 377 and urge that it be moved for immediate passage by the New Jersey Legislature.


The inertia that has been associated with the general proposal for a regional international jetport in New Jersey has placed this great State in the position of losing what could be termed the most valuable economic asset ever considered for this region.

We in Burlington County would like to see this facility created in South-Central New Jersey, however, wherever located in the State it would generate vast new employment potential and new income.

Consequently, we feel that it is of the utmost importance that positive steps be taken at this time to insure that this major air transportation facility is made available to the State of New Jersey. The Authority which would be created by Senate Bill S-377 could be the catalyst in initiating and bringing to fruition this vital contribution to New Jersey's continued growth and progress.

Again, I would like to reiterate our endorsement of Senate Bill No. 377 and urge its immediate passage not only in the interests of Burlington County, but in the interests of the entire State of New Jersey.

Sincerely,



William J. Doyle  
Chairman  
Burlington County Economic  
Development Committee

WJD:dh

# BURLINGTON COUNTY BOARD OF REALTORS



704 BOWLING GREEN, MOORESTOWN, N. J., 08057  
235-9036

"The Growing County of the State"

STATEMENT  
OF  
MRS. MARJORIE GRASER, PRESIDENT  
BURLINGTON COUNTY BOARD OF REALTORS  
BEFORE THE NEW JERSEY LEGISLATIVE COMMITTEE  
SENATE BILL NO. 377 AND ASSEMBLY BILL NO. 433  
State Museum Auditorium  
Trenton, New Jersey  
10:30 a.m., March 4, 1969

My name is Mrs. Marjorie Graser and I am president of the Burlington County Board of Realtors.

I am here today to endorse Senate Bill No. 377 and Assembly Bill No. 433 on behalf of the Burlington County Board of Realtors. The proposal for an international regional jetport in the State of New Jersey constitutes a proposal to revitalize the entire economy of this great state.

It is too important a proposal to have suffered the indignities of procrastination with which it has been plagued for more than ten years. We would like to thank the members of the New Jersey Legislature for finally giving this proposal the urgent attention which it deserves.

We again urge that this legislation, which would create a New Jersey Airport Authority capable of proceeding with the actual site selection and construction of this vital facility, be immediately passed by both Houses of the Legislature.

Thank you.

Mrs. Marjorie Graser, President  
Burlington County Board of Realtors

MG:pm



SOUTH JERSEY CHAMBER OF COMMERCE  
NORTH PARK DRIVE, PENNSAUKEN, NEW JERSEY 08109  
(609) 864-3400

THE FOLLOWING RESOLUTION OF THE SOUTH JERSEY CHAMBER OF COMMERCE  
ENDORING GOVERNOR RICHARD J. HUGHES' ECONOMIC EVALUATION  
COMMITTEE'S PROPOSAL FOR AN INTERCONTINENTAL JETPORT  
AND A SYSTEM OF GENERAL AVIATION FACILITIES FOR NEW JERSEY  
WAS ADOPTED AT THE ORGANIZATION'S  
ANNUAL BUSINESS MEETING ON NOVEMBER 14, 1968

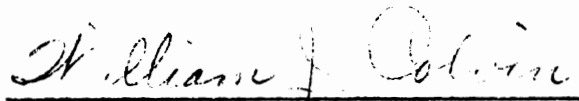
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- WHEREAS, the Governor of the State of New Jersey appointed a distinguished panel of business leaders sitting as an Economic Evaluation Committee to study the subject of locating and building an Intercontinental Jetport in New Jersey and a system of general aviation facilities in New Jersey; and
- WHEREAS, it has been recognized for several years that new ground facilities for handling air transportation, both passenger and freight, are needed because of the overcrowded conditions at the existing airports in New York, Pennsylvania, and New Jersey; and
- WHEREAS, even though there is a major expansion underway at the Philadelphia International Airport, it will reach its maximum capacity in a few years; and
- WHEREAS, even though every existing airport if it were expanded to its maximum, cannot handle the predicted traffic load of the near future; and
- WHEREAS, in order to implement the construction of the necessary facilities in accordance with the recommendations of the Economic Evaluation Committee, it will be necessary for the State of New Jersey to create a State Aviation Commission and/or Authority or possibly to enter into a compact with an existing agency to formally comply with the F.A.A. requirements governing air traffic; and
- WHEREAS, also there is need for such an Authority and/or Commission in order to issue revenue bonds for the construction and operation of the recommended facilities;

NOW THEREFORE BE IT RESOLVED by the South Jersey Chamber of Commerce this 14th day of November, 1968 and adopted at its Annual Meeting of the corporation that the Proposal for an Intercontinental Jetport and a system of General Aviation Facilities as recommended by the Economic Evaluation Committee be endorsed.

BE IT FURTHER RESOLVED that the Chamber promote appropriate legislation creating the necessary agency to investigate the Proposal thoroughly, to study the sites recommended in the Proposal, and to ensure the passage of enabling legislation in order that the State of New Jersey can issue revenue bonds for the construction and operation of the recommended facilities.

BE IT FURTHER RESOLVED that copies of this Resolution be sent to the Governor of the State of New Jersey, all members of the Assembly and Senate of the State of New Jersey, to the New Jersey State Department of Transportation and to the United States Secretary of Transportation in Washington, to key members of the United States House of Representatives and to the United States Senators from the State of New Jersey, to key members of the Economic Evaluation Committee and to their Engineer, and finally, to the Press.



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William J. Colvin, President  
South Jersey Chamber of Commerce

CHAMBER OF COMMERCE  
OF ATLANTIC CITY

The World's Greatest All Year Health and Pleasure Resort

19 CENTRAL PIER  
TENNESSEE AVENUE AND BOARDWALK

ATLANTIC CITY, N.J.

*The* FAMOUS BOARDWALK AND BEACH

BY  
RESOLUTION  
of the  
BOARD OF DIRECTORS  
of the  
ATLANTIC CITY  
CHAMBER OF COMMERCE

*This is to Certify*

that the accompanying statement represents the action  
taken by the Board of Directors in support of:  
Senate Bill 377 and Assembly Bill 433 to create a  
New Jersey Airport Authority

Dated this 28 day of February 19 69

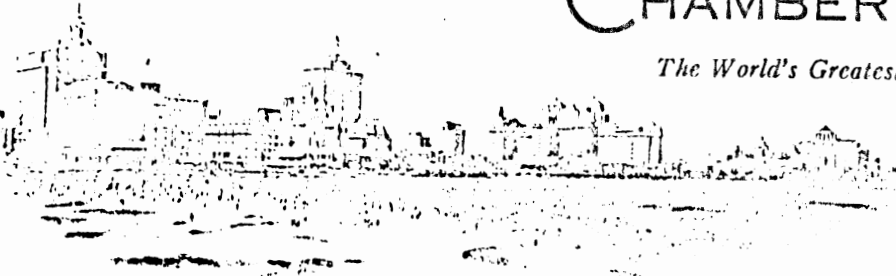
Attest:

*Alan Owen*  
SECRETARY

*Anthony M. Pez*  
PRESIDENT

# CHAMBER OF COMMERCE

*The World's Greatest All Year Health and Pleasure Resort*



CENTRAL PIER — BOARDWALK  
ATLANTIC CITY, N. J. 08401  
AREA CODE 609-345-2251

ALAN OWEN  
EXECUTIVE SECRETARY

JAMES B. MORGAN  
DIRECTOR, MEMBERSHIP SERVICES

STATEMENT OF  
GREATER ATLANTIC CITY CHAMBER OF COMMERCE  
Attn: Hon. Richard R. Stout, Chairman  
Re: Senate Bill No. 377 and Assembly No. 433  
N.J. Legislative Committee Hearing  
State Museum Auditorium  
Trenton, New Jersey  
March 4, 1969

A resolution to extend full support of the bill to create a New Jersey Airport Authority was adopted by the Board of Directors of this Chamber of Commerce on Monday, February 24, 1969. This action followed a long period of meetings, discussions and study concerning the need for our state to build an international jetport.

We are convinced that our state and nation would be well served by favorable action of the legislature in creating this Authority, and that this offers the tool for making the needed decisions that must be made.

It is our feeling that no such decisions are possible with the present waging of debate through the news media. The feelings of the citizens of this state will certainly be heard by these hearings and the efforts of an Authority, and the bill provides sufficient safeguards for the people, plus the means of going forward with a Jetport that will provide a spur to the economy and great progress for New Jersey.

Alan Owen  
Executive Director



STATEMENT OF  
ATLANTIC CITY ELECTRIC COMPANY  
BEFORE THE NEW JERSEY LEGISLATIVE COMMITTEE  
SENATE BILL NO. 377 AND ASSEMBLY BILL NO. 433  
State Museum Auditorium  
Trenton, New Jersey  
March 4, 1969

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I am Mark D. Ewing, Manager of Area Development for Atlantic City Electric Company, which serves 377 communities in the southern third of New Jersey.

Atlantic City Electric Company endorses Senate Bill 377 and Assembly Bill 433 which would create a New Jersey Airport Authority. We believe a jetport would enhance the economic health of all New Jersey regardless of where it is located.

The proposed Airport Authority Legislation is a reflection of the determination of the legislature and the governor to build an international jetport that would be second to none in America today.

This legislation, if passed, would enable us to overcome the indecision which constitutes a threat to the well-being of thousands of air travellers. It will undoubtedly also contribute generously to the economic prosperity of New Jersey.

You need but note that the first giant C 747 aircraft, with a seating capacity of more than 300, will be delivered this month to Pan American World Airways. Hundreds of other 747's are also on order by other airlines and will soon cloud the eastern skies by their sheer numbers. These jet liners will carry not only small cities of people, but also tons and tons of cargo. These passengers and the huge amount of cargo carried aboard these planes will help our manufacturers do a better job (transportation-wise) and will certainly

increase the employment level wherever the jetport is located.

Atlantic City Electric Company is vitally interested in the growth potential a jetport would afford the State. And as New Jersey would benefit, so would all businesses benefit - through greater industrial growth and a higher level of employment which would help in lowering the ever increasing tax burden of communities.

Thank you for hearing my appeal.

ATLANTIC CITY ELECTRIC COMPANY  
BY MARK D. EWING  
1600 Pacific Avenue  
Atlantic City, New Jersey 08404



GENERAL ASSEMBLY  
OF NEW JERSEY  
TRENTON

GEORGE C. RICHARDSON  
ASSEMBLYMAN, DISTRICT IIA (ESSEX)  
299 CLINTON AVENUE  
NEWARK, N. J. 07108

201-242-1243

STATEMENT BY ASSEMBLYMAN GEORGE C. RICHARDSON  
ON JETPORT HEARINGS

Since the beginning of the jetport controversy, millions of dollars have been spent on feasibility studies aimed at finding the perfect location for the jetport. We have studied over 25 sites, and each of these studies have been exact and detailed in their investigation of every technical aspect involved in building a jetport at a particular site. However, none of these studies have taken serious consideration of the many human factors involved in choosing a site. There are human values involved, besides those of noise levels, which will have a great bearing on the growth and stability of the chosen area, and therefore on our entire state. Today we are starting a new set of hearings, and I pray that they may finally make visible our state's committment to new priorities.

According to studies made so far, a jetport will provide 135,000 new jobs and an additional annual regional income of over \$770,000,000. The jetport controversy thus assumes two faces. Where are its transportation benefits needed the most? Where are its economic benefits needed the most?

Our considerations so far have revolved only about the transportation benefits. We urgently suggest that we now change our priorities and start considering the economic benefits which the jetport will make available to affect and change thousands of human lives.

Both the President's Commission, and Governor Hughes' Select Commission on Civil Disorders have blamed the riots of 1967 on "long neglected social ills and frustrations". They warn that rising anger and distrust between black and white pose a "clear and present danger to the very existence of our cities."

The Commissions also warn that unless those in power can give the poor "far more tangible evidence of a commitment to change than has emerged so far...the summer of 1967 is likely to become a prologue to tragedy, and the time for studying will have run out."

It is obvious therefore that in any growth-planning which New Jersey undertakes, it must change its priorities from technological to human considerations.

We feel that if a jetport will mean 135,000 new jobs, and \$770 million dollars worth of income, then our first consideration in choosing a site must be where in our state these jobs, and that income, will benefit the greatest number of people, and where it will do the most good for the over-all economy of the state.

The question of jetport construction today rests on two choices; South Jersey, or North Jersey. We ask; where are our greatest social ills concentrated? Where is our highest rate of unemployment? Where do our relief rolls grow daily? Where is our tax rate among the highest in the nation? Where do we need more jobs and more income? Where? In North Jersey of course!

There should be no question in the mind of anyone who has any feeling at all for the social ills that confront human beings in an area without enough jobs or enough income...the jetport must be built in the Hunterdon-Solberg area where 135,000 new jobs will be made available to people who need them badly...to people from our northern cities, who can reach these new jobs by travelling only about 40 minutes, once Route 78 is completed.

The jetport can mean the complete revitalization of the economy of northern New Jersey. It can mean an end to helplessness and hopelessness in our northern cities. It can mean jobs and income for people who have not enough jobs or enough income now.

If we are to take warm human lives into consideration, rather than only cold technical facts, then we can reach only one decision. The jetport must be located in the Hunterdon-Solberg area...within 40 minute access to our urban workers.

We will hear many points of view presented throughout these hearings, and I only hope and pray that the needs and desires of the poor and powerless will, for the first time, bear as much weight as those of the rich and powerful.

New Jersey must change its priorities. We have a chance to do so right now.



