

PUBLIC HEARING

SENATE AND ASSEMBLY COMMITTEES ON  
TRANSPORTATION AND PUBLIC UTILITIES

[Jetport Authority]

Held:  
Assembly Chamber  
State House  
Trenton, New Jersey  
March 11, 1969

MEMBERS OF COMMITTEES PRESENT:

Senator Richard R. Stout [Chairman,  
Senate Committee]

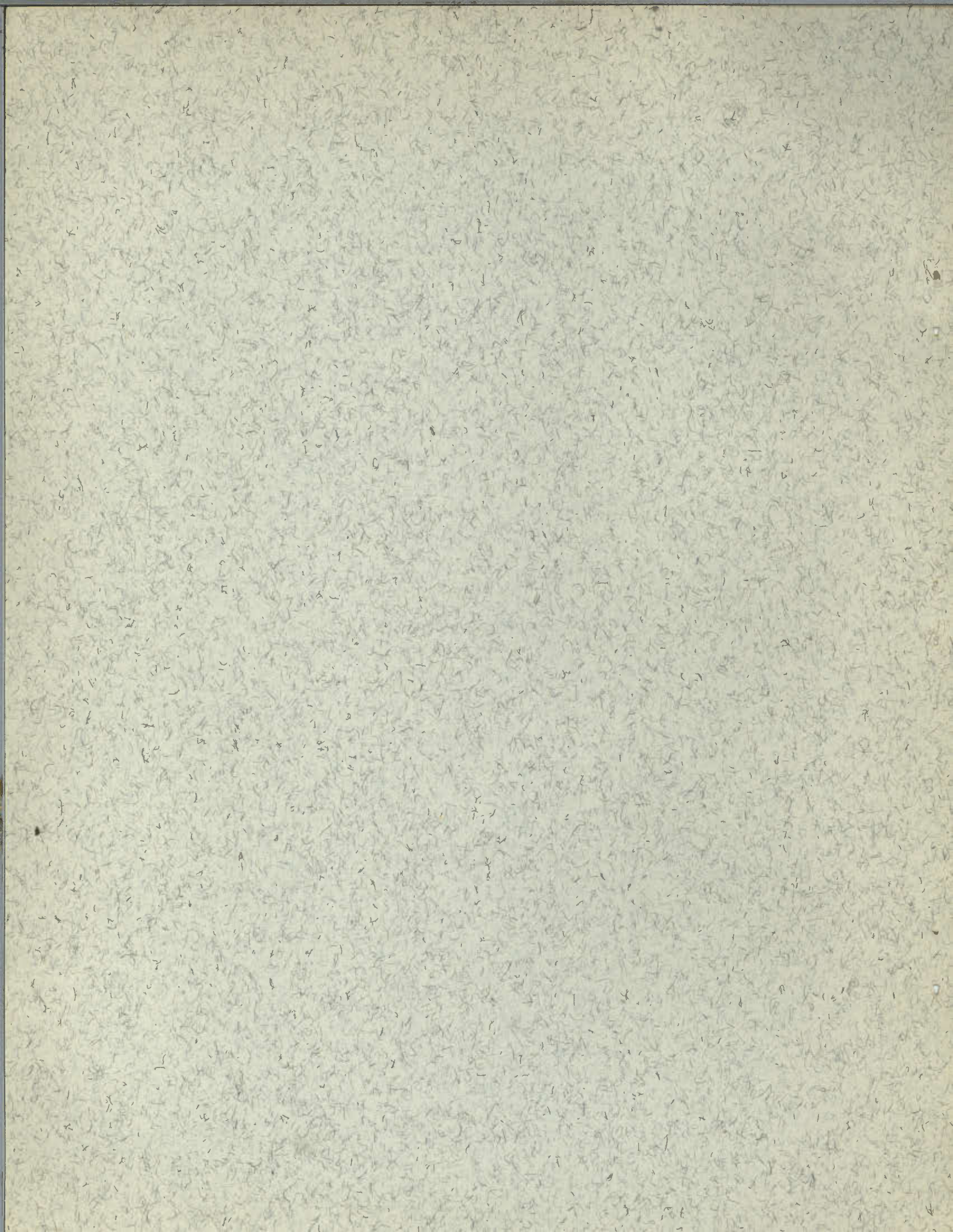
Assemblyman George C. Richardson

Assemblyman Richard A. Olsen

Assemblyman Everett B. Vreeland

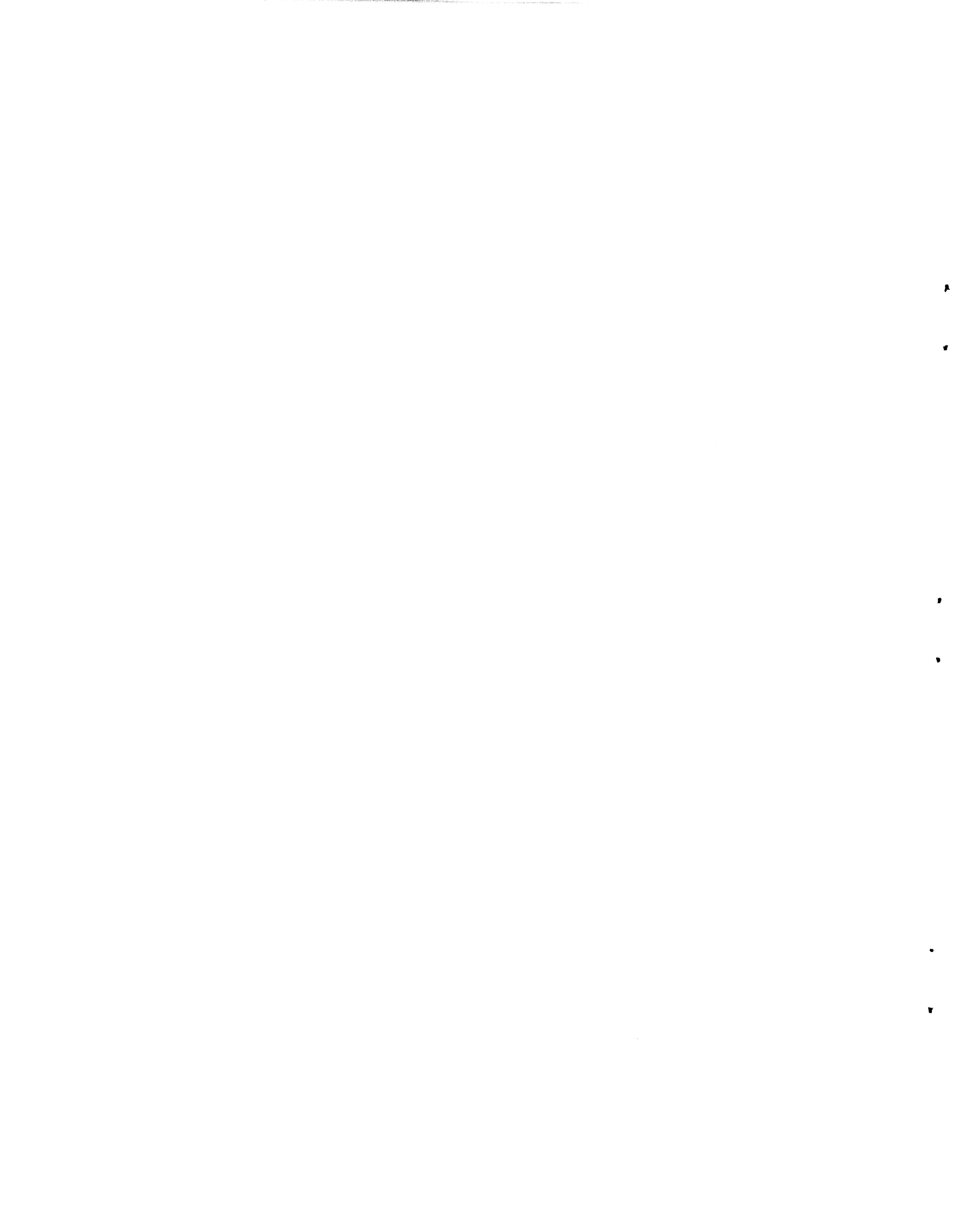
Assemblyman Kenneth T. Wilson

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SENATOR STOUT: I will call this second meeting of the Joint Transportation Committees of the Assembly and the Senate of New Jersey together to discuss and hear questions concerning Senate Bill No..377 introduced by Senator Maraziti and others, which in essence would create an Airport Authority, put that Authority in the Transportation Department, give them power to issue revenue bonds, and would provide that the Legislature would select a site.

Assembly Bill No. 53, introduced by Assemblyman Vreeland and Assemblyman Mabie, which would authorize the Department of Transportation to construct airports, etc.;

Assembly Bill No. 421 by Assemblyman Richardson, which would authorize the Port of New York Authority to construct a jetport in Hunterdon County;

Assembly Bill No. 422 by Assemblyman Richardson, which would authorize the Governor to amend the agreement with New York and the Port Authority to allow for a jetport in Hunterdon County;

Assembly Bill No. 433, which creates the Airport Authority in the Transportation Department and would permit the Legislature to pick the site.

Those are the five bills that we are concerned with.

There was another bill, Senate 73, and last week the sponsor, Senator Maraziti, appeared and withdrew that from the consideration of this Committee.

My name is Richard Stout; I am the Senator from Monmouth County, and Chairman of the Senate Committee. On my left is Assemblyman George Richardson of Essex County, and on my

right is Assemblyman Richard Olsen of Middlesex County.

Other members of the Committee will be here. The Assembly had a late session last night and left this room about ten thirty, and they are going to be a little slow coming in this morning. The Senate adjourned about eight o'clock, but the importance of this subject is such that we don't want any delays during the session, and we want to give everyone an opportunity to be heard.

There are some of you here who are holdovers from last Tuesday. I think I have you all. However, there is one witness who has requested to be heard early, as he has a very important engagement in the northern part of the State. He was prepared to be heard last Tuesday. He is the Secretary and Treasurer of the New Jersey State AFL-CIO, Charles H. Marciante.

I will ask all witnesses to take the witness seat there alongside of the court reporter and if they have any prepared statements to give a copy to the reporter to help her and an extra copy for the press, if you have one.

Incidentally, anyone here who would like to enter their appearance may do so and also put down the name of the organization you represent. I'm sure every one of you doesn't want to be heard. However, if you do, please indicate it.

Mr. Marciante.

C H A R L E S   H.   M A R C I A N T E:   May we at the outset express our appreciation for the opportunity to express the opinions and point of view of the New Jersey State AFL-CIO

before your Committee.

We are faced here by what seems to be far more than a simple determination of where to locate a new jetport. Actually we are faced with a test of the accuracy of the recent book, "The Rich and the Super-Rich." That book is based upon the thesis that this country is run, controlled and operated by a very few whom it calls the "super-rich."

Is New Jersey owned and operated by the super-rich? Do the super-rich control, for their own benefit, the State House, or at least the legislative and executive branches? Proof, one way or the other, of the answer to this question is at hand, dependent upon the decisions made regarding the jetport.

We want to make it crystal clear that we are not urging the use of any location over all others, Solberg or any other spot. Our position is that we must have a jetport soon and in a location usable to best advantage by commercial aviation.

It is true that we oppose a jetport in Central Jersey. This is because it would not be usable to best advantage by commercial aviation. It is astonishing that men of the obvious intelligence of those on the so-called "Governor's Jetport Committee" can actually believe that they can pull the wool over the eyes of the public, let alone the eyes of the Legislature and of your committee on this point. They have, in their major proposal, suggested construction of a facility to cost between \$650 million and \$800 million - probably over \$1 billion before it is finished. Yet they, the Governor's Committee, not to have a jetport in New Jersey,

ignore as unworthy of consideration the following:

1. The F.A.A. has officially stated that an airport located in Central Jersey cannot be an international airport, but must be for the local needs only of local residents.

2. The airlines have made it clear that they will not participate in a Central Jersey Airport. As to this, Mr. Forbes last week said to you, "They (the airlines) go along with the Port Authority because it would cost them less to do it that way."

How silly can Mr. Forbes get? Are the airlines in business for the personal comfort of Mr. Forbes and his neighbors in their cozy nests? Or are they in business to make money? Why blame the airports for being unwilling to go into an airport to lose money?

Of course, the airlines won't go into central Jersey. It would be unprofitable for them and a loss of hundreds of millions or billions of dollars for New Jersey.

3. The port of New York Authority, the one agency in this part of the nation with the know-how, the experience, the available financing to speak authoritatively on the subject, has said in no uncertain terms that central Jersey cannot serve as a fourth jetport.

Last week you were told by Mr. Troast that we of Organized Labor were "parroting" the Port Authority.

Is it wrong to accept the conclusions of an outstanding, non-political, successful and experienced authority on a subject matter? We plead guilty to respecting the conclusions of the Port Authority and challenge Mr. Troast to

come up with contrary conclusions by authorities worth one-tenth of the respect. Certainly he does not dare compare himself and the rest of his self-interested, self-appointed neophytes in commercial aviation to the organization which has successfully built and operated with fantastic profit the complex involving Kennedy, LaGuardia, Newark airports, the Newark-Elizabeth Seaport as well as the Port of New York, the George Washington Bridge, the two great tunnels, as well as other tremendously important transportation facilities.

We have already recognized Mr. Troast's self-confidence and self-assurance, but not even he could begin to compare his knowledge and experience and that of his colleagues to that of the Port Authority.

Over 20 years ago, the present President of our organization, Vincent Murphy, as Mayor of the City of Newark, after much difficulty took the Newark Airport and Seaport out of the mire of politics by turning them over to the Port Authority for development and operation. It has handled these facilities exceedingly well and non-politically, since its bi-state character takes it out of politics.

Mr. Forbes, Mr. Troast, Mr. Johnson and their colleagues want to return air facilities to the kind of political chicanery in which they, as the "super-rich," can exercise the control they are seeking. We urge you, Senator, not to let them do it.

4. Finally, as to Central Jersey, the Air Force has made it clear that they will not approve a major jetport so near to McGuire Airport, which it needs and will not relinquish.

As a result of this last setback, the so-called Governor's Committee has taken a step of desperation. It is now seeking a new, political, intra-state Authority, controllable by them, so as to make certain that the location of the new facility will not displease them.

They really don't care if there is no new jetport at all, just so long as there is none near them. They don't care about New Jersey and its people; they care about themselves and the "landed gentry" who live near them. Therefore, they say don't leave this question with the knowledgeable, successful, non-political and "untouchable" Port Authority. Create a new Authority which they can control and, as the old railroad tycoons used to say, "The Hell with the Public!"

We are opposed to a new Airport or Jetport Authority and for the following reasons:

1. A new Authority could and would be subject to the kind of subversive political control which would be destructive to its purpose and result in fantastic costs to the State's taxpayers.

2. A new Authority would be totally inexperienced, would require many years of activity before learning what is already known to the Port Authority. It would lack the existing contact and relationships in commercial aviation which could ease its procedures and provide for efficient operation.

3. A separate Authority would be unable efficiently to merge its jetport operations with the existing facilities at Kennedy, LaGuardia and Newark. We need a new jetport, not to compete with the present three, but to supplement their operations.

4. No new Authority could complete a new jetport of the size contemplated in less than about 10 years, or for less than about \$1 billion. How long after the commencement of operations it would take to make a profit, if at all, is problematical. At any rate, in order to sell the \$1 billion in bonds necessary to finance construction, the State's credit must be pledged, not for 3 years, as Mr. Forbes so rosily predicts, but for not less than 10 years, if not for the life of the bonds. This would raise two problems:

(a) Would the citizens approve these bonds at a referendum? You can bet that many statewide organizations, including the AFL-CIO would oppose this referendum. We believe it would be defeated, despite the endeavors of the members of the so-called Governor's Committee to support it.

(b) If the bonds were issued, during the more than 10 years of financial deficits, the State would have to pay the interest and amortization on the bonds. "The State" means the taxpayers. Actually, therefore, the so-called Governor's Committee is asking the taxpayers of the State to pay hundreds of millions of dollars to relieve them of an airport somewhat near their homes!

If the Port Authority is used, it has a well-established financial position to issue bonds itself without using the State's credit. Our taxpayers would have no such expense.

The foregoing is, we submit, enough to justify opposition to a new jetport authority. But let us go further.

We urgently request this Joint Legislative Committee to investigate thoroughly this so-called Governor's Committee.

We submit that it is not at all a "Governor's Committee," but a group of self-appointed, self-seeking men who believe they own and control New Jersey and are prepared to prove it. They banded together, secured private financing, and asked the Governor to designate them as his "re-evaluation committee." Why he did so, and how it was done, we do not know. The fact remains that this group of men is not an official body but at best a pseudo-official body, privately financed.

It is the financing that should be investigated, not only by our State Legislature, but by Congress through its Ways and Means Committee and by the Internal Revenue Service.

Some time ago we stated that the Committee was supplied with a "slush fund" of \$250,000, through the Johnson & Johnson complex. This seemed to smoke out Mr. Johnson, who had previously ignored us. He made a public denial of a "slush fund," but admitted that the Committee had received \$51,000 from one of the wholly-owned subsidiaries of J & J.

This seems to leave some very interesting questions which demand investigation:

Is there a conflict of interest in a quasi-public committee receiving and using disclosed or undisclosed private funds?

What other private funds were received and used by the Committee, and for what purposes?

Is it, or should it be lawful for a publicly-owned corporation to donate its funds to the use of the Committee for an obviously private and selfish purpose of one of the committee members?

Were this contribution and other contributions to the Committee deducted by the donor corporations as "charitable" or "non-profit" contributions not subject to taxation? If so, was this a proper deduction legally or morally?

Finally, have the stockholders of the donor corporations or the parent corporations a right to sue for a return

of the money contributed?

We urge you to conduct such an investigation and we urge Congress and the Internal Revenue service to do likewise.

Finally, one further point should be brought to your attention. Our experience with the Port Authority has indicated that it commands the respect of the public. Its position as to a new jetport has been taken, not by its employees but by its membership. Five of its 10 members are respected, prominent citizens of the New Jersey business community. They are: James C. Kellogg, III; John J. Clancy; Charles Engelhard; Donald V. Lowe; W. Paul Stillman.

So far, no one has thought it necessary to consult with these obviously important men to secure their point of view.

The decision of the Port Authority as to a jetport site was taken by the Port Authority either with or without approval of these men. While it is inconceivable that they did not approve, yet we say, if they did not, let them be called upon to speak out.

It is, of course, obvious that they approved. In fact, it is clear that they approved unanimously. Yet they are now being accused of having selected a site in opposition to the best interests of New Jersey. If this were true, we should repudiate their action and ask for their resignation. Obviously, the so-called Governor's Committee would endorse this so that these five new members who will take orders as puppets and "parrots" of that Committee.

We say to you that these speculations make one thing most obvious - the New Jersey members of the Port Authority,

Messrs. Kellogg, Clancy, Engelhard, Lowe and Stillman should be called upon to explain their reasons for supporting their chosen site; in fact, they should long ago have spoken out, rather than letting the employees of the Authority carry the load for them.

From the start, our organization has insisted upon an over-all conference of interested citizens to clarify the issue, consisting of members of the Port Authority, the pseudo-Governor's Committee, the FAA, the Defense Department, Organized Labor, the Governor, and the Legislature to confer in good faith for one sole purpose - the advancement of New Jersey's social and economic position.

Thus we ask the following:

1. Do not create another wasteful Authority.
2. Investigate the so-called Governor's Committee.
3. Call upon each of the New Jersey members of the Port Authority, individually, to discuss his point of view and his reasons for acting as he did.
4. Insist upon a full and complete conference of all interested persons, designed to develop, publicly and on the record, all of the facts and interests, and then take action which will repudiate the arrogance and usurpation of authority by the super-rich and, instead, will enhance the interests of New Jersey's citizens as a whole.

I thank you for the opportunity of being able to appear, Senator.

SENATOR STOUT: Thank you, Mr. Marciante. Do any members of the Committee have any questions?

Assemblyman Olsen?

ASSEMBLYMAN OLSEN: I just have one question, Mr. Marciante. Regarding the selection of a site by the Port of New York Authority, etc. for approval, isn't it true that the advocacy of the Port of New York Authority as the

Authority to construct the jetport would necessarily limit it to a very small geographical area in New Jersey.

SENATOR STOUT: Will you speak louder, please, so the audience can hear you.

ASSEMBLYMAN OLSEN: The advocacy of the Port of New York Authority as the constructing Authority for the jetport site, wouldn't that necessarily limit the area in New Jersey in which that jetport could be built?

MR. MARCHIANTE: Do you mean the present regulations of the Port Authority's jurisdictional area?

ASSEMBLYMAN OLSEN: Yes.

MR. MARCIANTE: The 25-mile limit, is that what you're talking about, Assemblyman?

ASSEMBLYMAN OLSEN: Yes.

MR. MARCIANTE: At the present time, the Port Authority is restricted to a 25-mile limit within the metropolitan area, or from the metropolitan area out. In order for them to undertake construction of a jetport, they would have to have enabling legislation by both the Assembly and Senate to further expand their jurisdictional areas.

ASSEMBLYMAN OLSEN: O.K., fine.

SENATOR STOUT: Was there a Labor representative on the Governor's Committee?

MR. MARCIANTE: No, there wasn't, Senator.

SENATOR STOUT: Did the Labor group ask for a representative when they heard the Committee was formed?

MR. MARCHIANTE: On a number of occasions we have, yes.

SENATOR STOUT: Ask the Governor for a representative

on that particular Economic Evaluation Committee?

MR. MARCIANTE: No, not on that Committee, because the Committee had been appointed or self-appointed, whichever the case may be, and we felt that it was unfair that the members of the Committee were representing one particular interest group. We felt that the Committee should be expanded so that all segments of society would have an opportunity to express their own views. And in our testimony here, we called for such a meeting again, as we have done since December, I believe, in 1968, in opposition to recommendations of the Governor's Committee.

SENATOR STOUT: And your organization, I gather, feels that New Jersey does need a jetport?

MR. MARCIANTE: Yes, it absolutely does if we are going to keep up with things -

SENATOR STOUT: And you favor one in what they call the northwest quadrant?

MR. MARCIANTE: We haven't designated a site, Senator. We do feel that New Jersey definitely needs a jetport. We've been quoted in the newspapers as saying we favor a Solberg site, yet this is not the case. We have never designated any area.

SENATOR STOUT: But here you say you do oppose a jetport in Central Jersey?

MR. MARCIANTE: Yes, we do, because we realize the feasibility of such a jetport is ridiculous, through all the actions of the FAA, the Department of Defense, the airlines, the Port Authority's statements, and any number of other

organizations, there has been enough testimony submitted to justify that the jetport should not be in central South Jersey.

SENATOR STOUT: Assemblyman Richardson?

ASSEMBLYMAN RICHARDSON: Mr. Marciante, you ruled out Central Jersey because of the distance and airlines' objections. So this would obviously apply to South Jersey.

MR. MARCIANTE: Pardon me.

ASSEMBLYMAN RICHARDSON: I said the AFL-CIO ruled out Central Jersey because of the distance and the objections of the airlines. This would obviously rule out South Jersey.

MR. MARCIANTE: Yes, it rules it out for this reason, George: The FAA has stated that they would have a great deal of difficulty changing the air patterns over the area suggested by the Governor's Committee. The U.S. Army Air Force - the Department of Defense, I should say- has designated McGuire as the tactical air base for the United States. What they have is a new strike force type operation. It was revealed in the newspapers about a week or so ago - maybe three weeks ago, and in that they stated very plainly that McGuire is to be used as the point of embarkation for troops to be flown anywhere in the world within a matter of hours. They also have the Army down there who has the artillery range. This is one of the largest training areas in the United States and the Army is not about to relinquish this, nor is the Air Force. Secretary Laird is presently conducting a study on this for the Governor, but I am sure his recommendations, in view of the commitments that have been made and the projected use of McGuire and Fort Dix, - that area will remain as it is and the Army or Air Force is not

about to let it go.

ASSEMBLYMAN RICHARDSON: So we rule out South Jersey and Central Jersey, then the only obvious feasible, logical site is North Jersey. Do you agree?

MR. MARCIANTE: Yes, I do.

SENATOR STOUT: You feel that the Port Authority should build it?

MR. MARCIANTE: Yes, we feel they are the only ones that are capable of building it.

SENATOR STOUT: Do you think they should pick the site?

MR. MARCIANTE: Well, if they are going to build it, they are going to be committing their money, I think that should be their right.

SENATOR STOUT: All right. Thank you.

I would like to enter into the record a statement by Walter Ellis, Jr., of the New Jersey Farm Bureau, concerning the subject of this hearing. (See page 60 A]

There are some individuals here who represent a great number of people, both from the personal standpoint and from an official standpoint, and I would like to call as the next witness the Mayor of Manchester Township in Ocean County, New Jersey, the Honorable Joseph S. Portash. [APPLAUSE]

J O S E P H S. P O R T A S H: I was awake until ten thirty last night, too, Dick, doing my homework.

SENATOR STOUT: Do you have a prepared statement, by the way?

MAYOR PORTASH: No, I don't have a prepared statement. Senator Stout, distinguished gentlemen, ladies and

gentlemen: I appear before you this morning on behalf of the eight thousand residents which I represent in my municipality, Manchester Township, Ocean County, New Jersey.

I attended your last Tuesday's hearing and would like to congratulate you on this fine public hearing. As I sat there and listened to the various knowledgeable individuals testify, a feeling of Hurray-for-me-and-the-Hell-with-you attitude got hold of me. By this I mean that each legislator or representative from North Jersey was trying to push the jetport into central or southern New Jersey, and each legislator representative from southern New Jersey was trying to put the jetport in northern New Jersey. Not one legislator had enough courage or ambition to introduce a bill for the jetport in his own territorial jurisdiction. I don't know of any at this time.

Well, I too am guilty, because when I heard that Senators Bateman and Maraziti were defining a set project area and asked that the jetport be placed in this set project area, I became immediately concerned for my residents and for my municipality, and we established petitions. And I have here five thousand signatures on a petition and in essence this petition states: "WHEREAS, in our opinion, the establishment of a jetport in Ocean, Monmouth and Burlington counties could be a serious hazard to our health and living conditions caused by excessive noises and air pollution, create increased traffic problems, and have a harmful effect upon the projected sensible growth pattern of this region." Now, I too became hypocritical and said, "Let's have it out of my own backyard also." But

now I have changed my mind, and I think that the residents of the State of New Jersey are beginning to change their minds. There cannot be any jetport in North Jersey, Central Jersey, Southern Jersey. The State is too small - period - to have a major global jetport terminal in the State of New Jersey. [Applause] I would like to change my opinion, all of our opinions, and state that I do not believe that an Authority presently should be established of five men.

I do not believe that the Governor of the State of New Jersey, who leaves office December 31st, should be granted the privilege of naming these five particular men. [Applause] I think that this should be held over until the next new administration takes office and, instead of five appointees, I think one representative from each county - a total of 21 - should be appointed to an Authority. [Applause] And the Authority should have the power to not only study the tangible effects of the jetport but the intangible effects such as noise, air pollution, mass housing, labor problems. These are all associated with the establishment of a project so great.

Now I listened, and very carefully, to Mr. Blomquist in his presentation and I attended several meetings throughout the State where Mr. Blomquist has presided. And I would state that he is a very knowledgeable individual; I respect his opinion, and I hope that he respects mine. I secured a copy, when the Port Authority suggested or did their review of the fifteen or twenty sites in the State of New Jersey - I secured a copy written by Albert E. Blomquist & Associates,

Transportation Engineers, Ringoes, New Jersey, and Robert L. Copsey, Major General, U. S. Air Force, Retired. I would like to read several statements out of this copy of this book into the record - and this is by Blomquist.

"1. Community acceptance or non-acceptance of an air terminal at the respective sites is not included in the list of criteria. This omission has extremely important implications to the aviation industry." And I agree that people should come first. "Local public acceptance is essential in the location of all public facilities including airports. There are also many special conditions affecting real estate values around Idlewild that do not apply to the housing now located near the site in Morris County."

The conclusions of this report are in conflict with actions taken by our Federal Government to refuse mortgage guarantees on homes adjacent to airports and with the action of the City of Los Angeles in lowering real estate assessments by 20 per cent on homes under the flight paths of the Los Angeles Airport.

There is more to this question of community acceptance than real estate values. The continuing turmoil around Idlewild and various governmental investigations indicate that the Port Authority did not conduct a broad study of this subject. And by way of the Port Authority, I don't feel that the State of New Jersey should extend the Port Authority and consume the whole State. I think this would be a very silly thing for us to do. [Applause] And I don't believe that we should sit here and hand all the State of New Jersey to the Port Authority

because I feel, too, that they have become the fifty-first State in the Union, and I am all for New Jersey progress, but I think sensible progress, and sensible handling of the State's problem at this time is to establish a series of smaller feeder airports to the major intercontinental ports. I think this is the role of New Jersey to stay in the front of leadership in the world of goods and travel. I think this is a sensible approach to that problem.

Now here, in conclusion of Mr. Blomquist: "The new airport for domestic long-haul jet schedules will not be needed for many years to come, if full development of all four Port Authority airports is completed." And that's from Mr. Blomquist. And I agree with Mr. Blomquist. We should concentrate on the improvement of all four airports and have New Jersey build its own feeder airports into the major intercontinental lines.

SENATOR STOUT: Which four airports is he talking about?

MAYOR PORTASH: I imagine he's talking about Newark, Kennedy, LaGuardia and, I guess, Teterboro or another one.

In 1967, Somerset County prepared a report on the proposed jetport. It was prepared, I believe, by Bill Roach, the Planning Director of Somerset County. I think that Bill prepared an excellent report. In it, he stated concerning the water management, the reservoirs, the impact on his county, the vast effect that the jetport would have upon the complete change-over in this country, and I would state that any effects whatsoever, regardless of water, pollution, noise, urban problems, transportation problems, if it affects North Jersey it affects Central

Jersey; it affects South Jersey; it affects all of New Jersey, and just because North Jersey does not want a cancer, we don't want it in Central Jersey or South Jersey either. [Applause]

I feel that the last remaining Shangri-La in the State of New Jersey is in its open space. I feel that this open space, this vast amount, can be used wisely. It can be set aside for generations to come so that they have a place to go. We have no right to destroy the water and the natural geographic effects of our area. Take Ocean County, one of the prettiest counties in the State of New Jersey, where the Bay and the Ocean are - low, flat land, pine land, streams running down to the Bay. This is one of the last few Utopias left. And each week end, millions of people rush to get out of the urbanized areas to come into Central New Jersey to boom a billion dollar resort economy in Central New Jersey. And a jetport, located in Central New Jersey, traversing over this shore area on its way to the other side or on a flight to the other side, could destroy this resort potential. And I don't believe that the State of New Jersey could afford to destroy its resort economy.

In the New Jersey Open Space Policy Plan, written a little while back, they have stated what I have just said. They refer to this last remaining Shangri-La in the State of New Jersey, the pinelands region and the Central Jersey area. And, gentlemen, I am going to close now by saying that this Hurray-for-me, the-Hell-with-you attitude that everyone has taken in the State of New Jersey is wrong. It is socially wrong; it is morally wrong, it is wrong from the standpoint that we all are human beings in this State of New Jersey, and thy should not give to thy brother what thy not want. Thank you very much. [Applause]

SENATOR STOUT: That's a very fine tribute you have just received.

[From the audience] Louder.

SENATOR STOUT: I said the Mayor just received a very fine tribute for a fine presentation.

[Voice from audience] He knows what he's talking about.

SENATOR STOUT: And during his presentation, we have another member of the Committee who arrived, Assemblyman Kenneth Wilson of Essex County. Assemblyman Wilson, will you raise your hand and indicate where you are?

Are there any questions by members of the Committee?

ASSEMBLYMAN RICHARDSON: I concur with your feelings that a jetport should not be located in Central Jersey. Assuming, however, it was proved without a shadow of a doubt that there was a dire necessity for a fourth major jetport, would you have any suggestions as to where it should be located?

MAYOR PORTASH: My own personal opinion, Assemblyman, is that I don't think beyond the shadow of a doubt it can be proven that New Jersey needs a jetport. I think if you will weigh the tangibles and the intangibles, you will find that the consummation of present 100 to 120 square miles of land would have to be enacted by State legislative proceedings which would change the complete laws of New Jersey. You cannot—and I refer to Mr. Blomquist who has stated that the jetport itself will take approximately 30 square miles, and an additional 60 square miles would have to be controlled to afford the maximum protection for that area. How do you presently, with New Jersey's State's statutes, expect to

control this when you have ten or twenty municipalities within that jurisdiction who all have individual planning boards? The person today who says that the ultimate in planning can be achieved by recommendation - you can't do it, or else we would have the ultimate in the State of New Jersey and wouldn't have this particular problem that we have. I don't believe that this State needs a jetport. This is my firm belief after investigation. I think that we can stimulate our economy in other areas of the State.

ASSEMBLYMAN RICHARDSON: But just for the sake of argument, suppose, let's say we do, and again, for the sake of argument that it could be proven without the shadow of a doubt that this was a necessity, would you have any suggestion as to where it ought to be located?

MAYOR PORTASH: Out in the ocean. [Applause]

I also say, Assemblyman, that if major scientific forces can put a man up on the moon and spend billions of dollars, they could care for the seven and a half million residents in New Jersey and put a jetport on the ocean in an area where the flight patterns, where the incoming and outgoing would not affect the residents. But I still must warn you that 70 per cent of all the photo-synthesis of the reprocessing of air comes from the ocean, and we must have scientific knowledge pertaining to the establishment of a jet port. I have not heard any scientists presently qualify themselves on what amount of pollution would come from this and what effect it would have on the natural ecology of any area. (Applause)

So we are actually talking in the general terms of political hogwash really, and I think you know what I'm referring to. I am here representing my area. I don't want it. You're here representing your area. You need it. He's here representing his area. If it went to McGuire presently, Monmouth County would be on the incoming and outgoing flights, the corner of Monmouth County. And one of these municipalities represented here today, Roosevelt, would be in very sad shape, ladies and gentlemen. So you've got to take this all into consideration. This is not something that we are just here saying, yes, we're for it or, no, we're against it. Put it up there. Put it down there.

You know, we have a problem on the New Jersey beaches. We have an influx of the Red Tide coming from the pollution of the estuaries. We have severe pollution problems in the State of New Jersey, and I don't want them to get any worse because why? I have five children that are young and they are going to grow up, and they are going to grow up in the State of New Jersey, the finest State in the Union, and I don't want them to leave. I want them to make their home right here (Applause) - and I want them to be quite proud that their father had an interest and that the whole State wasn't polluted because someone wanted to get from here on an intercontinental flight one hour faster so he can wait in four hours of traffic to get away from the airport. [Applause]

ASSEMBLYMAN OLSEN: Mr. Mayor, I would like to compliment you on quite a deep and factual report, but I would like to clarify something. With the reception you've had, I don't know

whether I'm going to be popular doing it, but earlier you had mentioned that the members of the Legislature were not coming forth with any particular site. I would like to make one thing clear -

MAYOR PORTASH: In their own back yard; namely, one legislator in his own back yard.

ASSEMBLYMAN OLSEN: If I espoused any particular site at this point, I would be doing an injustice to this Committee and the people of the State. Now the one thing I wanted to point out was in reference to the statement that the legislators in this State have not taken a position on a particular site. If I, as a member of this Committee, did espouse any particular site, I would be doing an injustice to this Committee and to the people of the State of New Jersey. I just wanted to bring that point out.

MAYOR PORTASH: Why did Senator Maraziti and Senator Bateman restrict the area to - from Hightstown west of Freehold and from Freehold down to Lakehurst and from Lakehurst over to McGuire?

ASSEMBLYMAN OLSEN: They appeared as witnesses before the Committee; they were giving information to the Committee such as you have done and as other witnesses will do.

MAYOR PORTASH: Wasn't it their bill that was placed before you?

ASSEMBLYMAN OLSEN: There is a bill that was placed before us. One was withdrawn.

MAYOR PORTASH: But there still was a bill placed

before you.

ASSEMBLYMAN OLSEN: The primary purpose, Mr. Mayor, of these bills is to create an Authority if they go through. The site selection remains with the Legislature, not with that Authority.

MAYOR PORTASH: Now I would like to ask you a question. Are you an Assemblyman or a Senator?

ASSEMBLYMAN OLSEN: I'm an Assemblyman.

MAYOR PORTASH: All right. Now I'd like to ask you a question. Do you think it's logically feasible to give this amount of authority and power to five individual appointees at this present time?

ASSEMBLYMAN OLSEN: We are having these hearings to adduce that information, Mayor.

Mayor PORTASH: I'm sorry; I didn't hear you.

ASSEMBLYMAN OLSEN: We are having these hearings to try to gain that information as to whether it's feasible.

MAYOR PORTASH: Do you have a personal opinion?

ASSEMBLYMAN OLSEN: Not one that I could give publicly at this time, because, as I said before I can't come out publicly until the hearings are concluded. [Boos from audience]

SENATOR STOUT: I think that all the members of this Commission have personal opinions about things but the purpose of this Committee is to adduce from the people of this State their feelings with respect to a jetport. That goes for the citizens of the State, those people who are expert in air traffic, those people who are expert, as the Mayor said,

in pollution problems, nature problems and recreational problems, and I think we are duty bound to hear all sides of this issue, because what has happened so far is that one or two groups, through public relations activities, presented their view and the others haven't been able to be heard. Now many of you haven't been able to be heard and that is why you are here this morning. We want to hear what you have to say because you live in an area that some people feel might be a good spot for a jetport. We want to hear how you feel about it, and that's why you are here and that's why we asked you to come. I don't think any member of this Committee should be criticized for not stating a view at this time, because this is why he is here too. If he knew it all, it wouldn't be necessary to have these hearings. [Applause]

MAYOR PORTASH: Senator Stout, I don't criticize the Assemblyman for not having a view, but I feel so very strongly concerning this fact. All I have heard for the past nine years is jetport, and jetport has become to me sort of a political thing that crops up every time a gubernatorial election comes into the wings. I think that it's time the State of New Jersey finally got enough gumption to stand up and say, "Well, get it out of here. We don't want it as a political issue anymore." And the people of the State of New Jersey do not want it. I can't say that I'm hypocritical. I can't say, "Move it out of my area up to Solberg." This is why I have taken the opinion now to move it out of the State of New Jersey, because in my

heart I feel that the majority of residents of this State do not want a jetport, and I would further suggest that a public referendum be proposed (applause). And on this public referendum, take good count of those areas that want a jetpoint and then restrict your site selection to those areas that do wish a jetport. (Applause)

SENATOR STOUT: Mayor, I think you remember, it wasn't too many years ago that many people in the central Jersey area wanted a jetport and they had an association and they petitioned this Legislature to provide a jetport in that area. Now something's changed. What has changed is, I think they are beginning to find out the facts. such as you are and such as everyone in this room is, but these things change fast and it wasn't very long ago that it was politically popular in some parts to be for a jetport. I ran in your county once too.

MAYOR PORTASH: Senator, I agree. I think you know that in 1960 and 1961, Ocean County was for a jetport. It was for a jetport because it had an unemployment rate of 13 and 14 per cent. It hadn't received the full growth. It had to start out on the tremendous amount of growth from these senior citizens that have come from the North Jersey metropolitan area into Ocean County. Well, the complexion in the last 10 years in that particular county has changed. We are financially stable. We are one of the few debt-free counties in the State of New Jersey. We are advancing at a rate which is conducive with the type of growth that we are receiving, and a jetport presently could destroy everything

that this county has worked very hard for.

I do agree that it was a popular issue at one time but, Senator, that's like saying I own a 1960 Ford and I don't want to trade it in because it's the best car I ever had. But you will find that a 1969 Ford can work equally well as a 1960.

SENATOR STOUT: Assemblyman Wilson?

ASSEMBLYMAN WILSON: Mayor, you made a statement that as one of the prerequisites for locating a jetport, it would have to have public acceptance where it would be located.

MAYOR PORTASH: I didn't make that statement.

ASSEMBLYMAN WILSON: Well, you read it and you entered it into the record. Do you think, no matter where you locate that jetport in the State of New Jersey, that you are going to have public acceptance?

MAYOR PORTASH: No. This is why I think the tempo of the State has changed. I think there are other vast economic areas that we must dig into to see if we can't substantiate this so-called loss that we are going to experience by not putting a jetport. But I say this, from what I have heard and the reports that I have seen have only shown me the tangible effects, the good effects, that a jetport can have, like it will stimulate 128,000 jobs, put millions of dollars into the economy, but I have not heard anyone say it will give you so many problems in schools, in pollution, in noise, in building a new city, in territorial jurisdictions, in planning problems, in regional sewerage problems, in pollution of your

ocean, of your bay. I have not heard anyone go to the other side of the scale, and when I just hear one side I become sort of skeptical. And I am skeptical at this time.

ASSEMBLYMAN WILSON: Well, Mr. Mayor, first of all I am Chairman of the Air and Water Pollution and Public Health Committee of the Assembly, and we are quite concerned with the pollution problem in the State and I am sure that this is one area that we would explore before actually making a recommendation on a jetport. Let me assure you of that.

MAYOR PORTASH: Good.

ASSEMBLYMAN WILSON: You also made the statement that the people of the State of New Jersey don't want a jetport, you feel. Is this from a survey or just from what you read in the newspapers? I mean, this is like I can draw you an analysis as to locating a swimming pool in my home community. Everyone wanted it but no one wanted it in their neighborhood, and yet, after it was built, the people who objected to having it in their neighborhood were the ones who used it the most.

MAYOR PORTASH: I feel that the only intelligent approach to that particular problem is through a State referendum, but there's one thing that bothers me with a State referendum and it's this: Suppose that the State referendum was worded: "Does New Jersey want a jetport or not?" Now this could mean an awful lot of things. There is no set area for a given port. The

people up in North Jersey will receive promises that it will go into South Jersey; the people of South Jersey may receive promises that it will go into North Jersey. But let's have an intelligent proposal where we lay the facts out on the line, and the counties or the areas that went for it, this is where the Authority would go in to look for the land (period).

ASSEMBLYMAN WILSON: Well, let me make the same statement as Senator Stout. We are not holding these hearings just for our health or just to come down to Trenton. We are holding them to give the people a chance in the State of New Jersey to express their views, and only then will we make our recommendations for the Committee. So this is not a foregone conclusion as to where it is going to be located. There are various bills in, but we are now hearing all sides of the issue. So you will have a very objective opinion, I believe, from this Committee.

MAYOR PORTASH: Assemblyman, I have known Senator Stout for quite a while. I don't think there is a finer legislator in the State of New Jersey than he, and I know that all of the State of New Jersey is going to get a "fair shake" by just the nature of these public hearings. And it feels very good to me, as an elected official, when I can turn to my constituents and say that I had the knowledge and the courage and the invitation to appear before a non-biased committee who are investigating the facts. And I think you are a non-biased committee investigating the facts. I respect your very - I don't know the

word - but your very rough position that you are in. And it is a rough position. But, knowing you, Senator, I think that a good judgment is going to come out of these hearings. I hope so. [Applause]

SENATOR STOUT: I think you better underline that on the record.

MAYOR PORTASH: Senator, I have one more thing. I received a copy of a letter from the Mayor of Brick Township who represents 32,000 people. I have resolutions from my own municipality representing 8,000 people; I have petitions signed by 5,000 people. We just started down there and you will have additional petition signatures. I would like to present them to your body. Thank you very much. (Applause)

SENATOR STOUT: Fine. Thank you very much, Mayor.

I would like to call now the Mayor of Roosevelt, New Jersey, Mayor Ted Marton. (Applause)

T H E O D O R E M A R T O N: Senator Stout - I don't know if you can hear me. I guess I'll have to yell in the microphone. I guess Mayor Portash must have blown it out.

First of all, I do not have a prepared statement but I do have a representation of the community as developed and printed and expressed by our citizenry and I would like to include that as part of the official record, if I may.

SENATOR STOUT: You sure may.

MAYOR MARTON: I'll make that available shortly.

I also would like to thank the Committee for the privilege of representing my position and the position of

my community at this hearing, and appearing now is just like appearing after Bob Hope. It's difficult.

However, we do have a position. It's loud, it's clear, it's simple. And our position is very similar to the position just taken previously that today, no one anywhere has justified the necessity for establishing a major "global international jetport" in the State of New Jersey, which has the highest per capita residence rate in the entire United States. (Applause)

I have a series of objections and also a series of justifications for my statement and I would like to take them one at a time if I may.

First of all, I am a Mayor by election and force and I earn my living and keep trained by being employed in a major industrial group so that my argument against the industrial tenor of the Blomquist document is not directed with any animosity toward industry. I recognize the enormous need and I recognize its contribution to the welfare of the communities involved. However, I do most emphatically deny the right of industry to govern the people (applause) and, as such, that is my first and absolute argument against the Blomquist report, which was supported and carried out by forty-one major industrial complexes without a single representative of the people, either elected or simply walking in from the surface in complete silence, and the people whom this report absolutely affected were not even aware of the existence of the group until after the report was out and discussed. (Applause)

I don't have to emphasize the fact that the needs and the requirements for industry are not always synonymous with the needs and requirements of a voting citizenry. As a matter of fact, in many cases they are at direct odds. And I choose to say that when it comes to the health, happiness and enjoyment of the citizenry, the industries in most areas frequently have to be forced into compliance with satisfactory operations. For them to be in the position of organizing and localizing something of the incredible impact of the total future of the State of New Jersey is incomprehensible.

O.K. That tirade is over. I can talk rationally now.

At any rate, Mayor Portash mentioned the fact that there has been little scientific analysis of many of the findings of the Blomquist Report. I would like to go over some of the things that are mentioned in the Blomquist Report but unfortunately not emphasized. and unless you are willing to read through this with some insight there are some things that will be missed.

First of all, it calls out the fact that an international global airport is an absolute necessity for the viability of the State of New Jersey. I'd like to challenge that because in the same report they say that from the 1960 census , where approximately 6 million people are going to be here, by 1980 there would be 10 million people. There is no migration or sustained ecology requirement that would let a State grow by 4 million if there wasn't something here to hold them other than an international jetport. (Applause)

I would also like to point out that by the year 1980 our acreage will not have changed. We will still have the 7,534 square miles but we will now have a population of 10 million people, not 6 million people, which gives us an average of better than 1,500 people per square mile.

Now keep that number in mind and let us look at our jetport plan. First of all, one of the things that's very significant is that in the Blomquist Report - and wherever I can I will use their terminology - it mentions the fact that we need "ten runways." Now these ten runways will have an area of intrusive noise. Now my dictionary tells me that intrusive noise is noise that is harmful or that is objectionable and that it intrudes on everyday activities.

Now this area of intrusive noise runs for 15 miles off the end of the runway - both directions, off 10 runways in four different directions. That isn't any 30 square miles. That isn't any 60 square miles. That's 750 square miles that are going to be damaged by intrusive noise of an international jetport. (Applause)

Now let's take another look at Mr. Blomquist's Report where he tells us that the areas of air pollution, sir, are going to run parallel to the point of takeoff, not for 15 miles but for 18 miles.

Now if you compute that, and I have done the computation, this represents not 750 square miles of intrusive noise but 870 square miles of added objectional levels of pollution.

That's not my statement. That's the statement that comes out of adding up the numbers in the Blomquist Report.

Let's also look at some of the other things too. We have tried - and we have a group now of voluntary engineers, aeronautical engineers, trying to do a computation for us as to what the level of pollution is, for while the Blomquist Report mentions pollution it doesn't give any quantification.

Now one of the things that they gave us was that at the point of departure, for this jetport we would need 300 operations a day. Now that doesn't look like much until you start interpreting. An operation is defined as a landing or as a takeoff. I'm sorry - it's 300 operations an hour. So that 300 landings or takeoffs from the airport per hour can be interpreted as one aircraft, either landing at the airport or taking off at the airport, every 12 seconds, 24 hours a day, 7 days a week, 365 days a year.

Is that progress? Not in our book. (Applause)

We also have another little problem and that is, once again from the Blomquist Report, that the traffic in the area is anticipated to be automobile traffic now at 300,000 cars per day. Now that traffic has to be handled and controlled and managed by the roadways of the State of New Jersey. For those who live in the northern and southern complexes and are familiar with the traffic jams developed entering and leaving New York, and entering and leaving the Camden and Philadelphia area, just imagine what your share will be of approximately 150,000 cars per day going over the tunnels and bridges. Is that progress? No, that is the increased traffic jam that will block all of the world's roads eventually.

I also have another statement here that looks at the - and I can't find it - O.K. Once again now, we've heard that the FAA has taken a position regarding the airport. Now once again, the FAA's position is as a representative of the United States. Its problem is for the management of transportation, not only in the State of New Jersey but for the entire United States, especially as it respects its international operational trade. It seems to me that a decision that from here on almost to the end of things will affect the State of New Jersey and the United States, the FAA planning for an international airport should be on a national basis and not at the political whim of a single rather small State, which comprises only five per cent of the nation's population. (Applause)

Finally, I'm sure that everyone here is aware of the fact that the CAB has the responsibility for the organization and definition of the ports of entry and the establishment of air passage flow, and that the CAB, currently recognizing the terrible highly-dangerous and polluting effect of peripheral stacking of aircraft at the northwest quadrant here in New York and at other places in the United States, has evolved a system called by-pass, where they feel, for the sake of safety, economy, and convenience to the traveler, that the immediate shore points, the shore airports along the coastline here, are not the places for port of entry for those people who will go to the rest of the United States, and they are currently inspecting and looking into

the problem of a by-pass where major intercontinental flights, carrying passengers who will probably simply interconnect, shall not be loaded into the congestion of the traffic pattern of the northwest quadrant but will continue on inland where the congestion does not exist, increasing the safety and increasing the convenience of the operation. - another point that does not justify the location of another major global jetport in the State of New Jersey.

Now I'd like to shift some of my emphasis on to Senate Bill 377. One of the things that disturbed me terribly, of course, has been mentioned by several people and that is the fact that under its present code, we will be electing five commissioners and that these commissioners will receive no recompense for their job, that these men are theoretically independent. But its my position that when a man makes a decision that does not affect him and his family personally, his decisions will be less than impartial and will be much more influenced by political control.

It is further my position that in this instance the first five commissioners to be selected will serve during the most critical portion of the entire life of this supposed commission. This new first commission will make the decisions for the presence or absence and location of a major international jetport. If they stick one jetport in the State of New Jersey, the probabability of a second - or rather a third major one is almost an improbability, and yet all five of these commissioners will be elected by one man who has already publicly taken a stand regarding the location of the jetport

and has publicly taken a stand for the necessity of a jetport, and has not yet heard the technological and political and social and just plain ordinary requirements from the people. Yet he has made the decision and he is going to select the people on this commission.

Finally, I've heard mention made of the fact that we are going to control the sale of bonds by referendum, and I would like to read to you directly from page 10 of Senate Bill 377, lines 9 through 13, wherein it says: "Bonds may be issued under the provisions of this act without obtaining the consent of any"- I repeat "any department, division, commission, board, bureau or agency of the State, and without" - I repeat "without any other proceeding or the happening of any other conditions or things than those proceedings, conditions or things which are specifically required by this act."

We won't even get a chance at a referendum. (Applause)

Now the right is also given by this bill for this commission to do whatever is necessary to make that airport operational, self-maintaining, and functional, which includes "the purchase of lands to be held for conservation" and as soon as they buy it they give it over to the Department of Conservation whether they want it or not, with no money for the Department of Conservation to do anything with the development of that land.

Number 2, they have the right to build and maintain access roads as indicated with the power of condemnation for that land as they see fit. Furthermore, after these fantastic

roadways and connections are made, it will be necessary to make major access roads that will bleed off and handle this traffic.

Now who pays for that? Who maintains that? Not the Airport Commission, but the citizenry of New Jersey. (Applause) The thing that bothers me very severely is that this program, if carried to its complete fruition, will also commit the State of New Jersey to incredible levels of loans - or rather money acquisitions for the support of this airport, whereas all of the profit made by this airport - and it will be profitable for the operation of the airport - will be fed back into the airport for its maintenance and expansion and not come back to the people of New Jersey at all. (Applause)

Furthermore, we have in the State of New Jersey, in the opinion of many, many people who have the responsibility for local government, problems of a greater and more pressing nature. In our tax profile, and it's not yet final, to run our entire community, it is going to cost my taxpayers approximately seventy-five cents per hundred. Our support of the county at the present time is going to cost us another seventy-five cents per hundred approximately. Our educational bill is going to cost us five dollars per hundred and we don't know where that's coming from and we're building jetports to serve everybody else? (Applause)

Finally, I know that sooner or later, all of us are going to get the label of reactionaries and anti-progressives and that anybody who fights an airport is against progress.

I want you to know that in my job I fly approximately 120,000 thousand miles a year and, over the past 20 years, you add it up - flight and air transportation is critical to me. My community is not anti-progress but we are willing to challenge anybody who equates the absolute necessity of a global airport in the direct center of the State that has the reputation for being a primary residential and industrial community as not being in the form of progress. I want someone here to sooner or later justify for me in the terms of progress when we poison our air with hydro-carbons, by the way, that are almost completely not amenable to control but have to be pulled out or settled - if we are going to be affecting our major watersheds with hydro-carbon pollutants from the oils, detergents and gas and everything else from an airport complex - how we're going to be clogging all our existing highways by adding enormous traffic loads - how we're going to be affecting or completely destroying the New Jersey concept of a rural State with the pleasures of rurality which attracted me out of New York and many other citizens who retired to New Jersey - how it's going to increase our status as a corridor State, and we used to be a roadway corridor between Washington, Philadelphia, New York and Boston, but now we're going to be a corridor between the United States and Europe as well and as a result will be primarily parasitic. That's how increasing our corridor status is going to make for progress - how destroying, if we come to Central New Jersey and they do decide on an

airport - how destroying the entire Green Acres program, where we were told that those acreages would be held for perpetuity for the benefit and welfare of the citizens - how destroying them is progress - and I can't read my writing on the next one, so I'll go to the next one (applause) and, finally, how the entire approach to a circumstance that is obviously against the majority will of the people - and I know one of you is going to ask me how I say that.

I say that by my travels, by my speaking to individuals, by speaking to political legislators who have not yet taken a position openly but are willing to take a position to me privately, it is my opinion that the will of the people is against the location of an international jetport in New Jersey and, if you don't believe me, why don't you go to referendum and really find out?

And finally, ladies and gentlemen, not to be outdone by Mayor Portash, I'm going to end with a biblical statement too and I'm going to say "Do unto others as you would have them do unto you." [Applause]

SENATOR STOUT: Thank you, Mayor Marton, for a very nice presentation.

Now you are here today representing Roosevelt and the other communities around you, such as Millstone and -

MAYOR MARTON: At the present moment I had not mentioned that, but the Borough of Roosevelt has taken a portion of its immense capital funds and set aside a fund specifically for the joining together with the other municipalities in a municipal operational group. We have

learned one thing, that the citizenry, the voting citizenry of 15 years ago no longer exists. There's a new awareness in the voter. If you don't believe me, come answer my telephone. But all of you who have run for political office know the incredible impact of radio, of television, of the news media. It now is socially vogueish to talk politics, to be politically aware. We know that our citizenry is aroused. They are out there stomping the woods now getting everybody to sign up. We are completely aware of the necessity to take it to the people and, as such, at the present moment I am representing Roosevelt alone but in the immediate future we hope to get a single spokesman for all of the municipalities, not only in Monmouth but anyone else who is interested and holds our views.

SENATOR STOUT: Are there any questions, gentlemen?

Thank you, Mayor. (Applause)

I would like to call Archer Cole representing District 3, International Union of Electrical Workers.

A R C H E R C O L E: Mr. Chairman, I would like to thank the Committee for the opportunity of addressing them on this very important matter.

On behalf of the officers of District 3 of the International Union of Electrical, Radio and Machine Workers, AFL-CIO, I would like to register our support for the location of a fourth jetport in the Solberg-Hunterdon site.

District 3 covers 110,000 members in 135 locals situated in New York and New Jersey. The officers of our District have occasion to use the metropolitan airports for trips to Buffalo, Rochester, Syracuse, Albany, Schenectady and Elmira, New York as well as Washington, D.C. and other parts of the country in connection with union conferences, collective bargaining meetings, etc.

While we are not experts in the technical aspects of jetport construction, we do use the metropolitan airports extensively and have become increasingly aware of the explosion in air travel, the inconveniences, the overcrowding, the delays in take-offs and other aspects of flying today.

We, therefore, are in complete accord with the need for a fourth jetport to alleviate the severe overcrowding and to bring about fast, efficient and convenient air service for the metropolitan New York and New Jersey area.

We subscribe to the sentiments of the New York Times which in an editorial dated March 3, 1969, urged that the selection of the site of this jetport should be delayed no longer and that Solberg should be adopted as the most satisfactory place for its location.

As the Times put it:

"Action cannot wait. The three major jetports here were used by 26 million passengers in 1965. Next year the total will be somewhere between 40 and 50 million, and for 1980 it is projected at 65 million. Even after a site is agreed on, a new jetport will take seven years to design and build.

"... The construction of a fourth jetport is imperative for economic and safety reasons vital to the whole area. If New York and New Jersey cannot solve the problem, the Federal Government may have to do so in the national interest."

Without being authorities in the matter of site selection, our union is satisfied that the Solberg location is most satisfactory for a number of reasons.

We are satisfied that an airport located at Solberg will be within an hour's driving time of the major cities in our state, and that three major interstate highways now under construction in North Jersey, namely I-78, I-95 and I-287, will make automobile travel to the Solberg site readily accessible without additional cost to the public. We are satisfied that Solberg is close to the Central Railroad, which is a valuable connecting link between metropolitan New York, North Jersey and the jetport. We are satisfied that there is available at the Solberg location some 10,000 acres to develop a large, modern jetport which will serve the metropolitan New York and New Jersey areas and that this site is large enough to protect the neighboring community from the more onerous problems associated with an airport.

So much for the technical aspects which demonstrate the availability and desirability of locating a fourth jetport in the Solberg area. As far as we are concerned, the most compelling reason to locate the jetport in North Jersey is the fact that its location in this area will make available to the major cities of our state, which are located in the Northern and Central counties, tens

of thousands of well-paying jobs. We know from our experiences in Newark, Elizabeth, Paterson, Passaic, Jersey City, Trenton, New Brunswick and other urban communities that the great problems of those cities are connected with continuing high unemployment, especially among members of minority groups.

In such corporations as Westinghouse, G.E., Emerson Radio, Singer Sewing Machine and many others, our union has cooperated with management in setting up hard-core hiring programs and On-The-Job Training to make opportunities available to the unemployed and the underemployed.

In this objective we have been able to assist over 500 workers in the State of New Jersey. We want to do more, but in our industries we do not find the kind of expansion going on which can make a real dent in the employment situation.

Our union is, therefore, in support of all programs which open up large scale employment opportunities to the people who need them most. These people live in North Jersey. By locating a jetport in the Solberg area there will be thousands of jobs made available where there is little opportunity today.

It is estimated that the construction of the jetport will bring about the employment of close to 7,000 people in each of the seven years of construction. The earnings of these individuals will approach \$66 million a year or over \$400 million in payroll for the period of seven years.

Upon its completion the airport will make possible 40,000 jobs and additional employment related to the airport for over 50,000 people, so that by locating the jetport in North Jersey, where the vast majority of our citizens live, we will be able to open up good-paying jobs for tens of thousands of unemployed and underemployed people in the cities and suburbs, at an annual payroll of close to a billion dollars a year. This will be a shot in the arm to our entire State.

It is the answer to growing welfare roles, it is the answer to equal opportunity, it is the answer to the thousands of young people who walk the streets of our cities today without hope of employment.

We in the labor movement are vitally interested in this development, because it represents the opportunity for white and black workers to be part of a growing employment situation and not have to compete for a diminishing labor market which has been the case all too often since automation and foreign imports have reduced employment in so many of our manufacturing plants.

It should be brought out here **that** a number of employers who are opposed to the location of the jetport in the Solberg-Hunterdon area are spreading the rumor that if the Solberg site is selected they may move their plants out of New Jersey.

This type of propaganda is not unknown to labor unions. On many occasions when we have embarked on organizing campaigns to unionize industrial plants, management has made similar threats hoping to frighten their employees for **the** purpose of turning them against the union.

The growth of IUE in the State of New Jersey to the point where we cover close to 50,000 members is proof that after we have organized these plants, they have not departed from our midst, but in most instances they have grown and prospered.

We believe that this will hold true for the jetport and its location at Solberg. Over 70% of Northern New Jersey firms make regular use of air transportation in the conduct of their business. The availability of air passengers, air mail and air freight services is most important to industry whose markets and source of supply reach into distant points which constitute the life blood of North Jersey's economy.

We, therefore, believe that the Solberg location is the best for New Jersey, best in making employment opportunities available where they are needed most, the best for industry and the best for the majority of the citizens of our state who live in the nine northern counties and who actually need and use air travel the most.

It is for these reasons that the IUE District 3 Council at its last meeting in Atlantic City on December 5 voted to endorse the Solberg site and to make known its views on this crucial matter.

Thank you.

SENATOR STOUT: Are there any questions?

ASSEMBLYMAN WILSON: Mr. Cole, in your statement you are saying that our prime consideration in locating a jetport in the State of New Jersey should be so far as employment is concerned. Forget the transportation, but we should locate the jetport to provide jobs for your urban areas. Is this, would you say, a summary of your statement?

MR. COLE: I said this is a very compelling reason, but I also pointed out at the opening of my statement that it appears that Solberg will stand up with any other section of this State and perhaps better according to authority in the selection of this State. So it is feasible to locate here, both by reason of its location to the North Jersey communities, the amount of space available, and the access of good highways and a railroad link. So these are very compelling reasons in addition to the most important one of opening up to the North Jersey communities and the cities in particular employment of this tremendous magnitude.

ASSEMBLYMAN WILSON: Are you familiar with the fact that the State of New Jersey has passed a six hundred million dollar bond issue for transportation?

MR. COLE: Yes, I am.

ASSEMBLYMAN WILSON: And with this money we are going to improve our mass transportation in this State. We hope to, tremendously. So, therefore, with this money could it not possibly be that we could locate the jetport, if we were to locate one, almost any place in the State of New Jersey and still provide adequate transportation for the people to get to

their jobs at this particular jetport.

MR. COLE: I don't believe you would have the same economic impact on the cities that need this help most as to employment and all the other attendant problems in locating elsewhere. I think the North Jersey and Solberg area will prove to be closest and most convenient and more conducive to attracting employment from the cities than any other site. I think you will find this to be true.

ASSEMBLYMAN WILSON: You mentioned Newark, for example. What is the distance from Newark or Jersey City to Solberg?

MR. COLE: I understand it will take around 45 minutes to travel on the new highways from Newark to Solberg.

ASSEMBLYMAN WILSON: Do you know the distance between the two?

MR. COLE: I think it's about 32 miles, something like that, Maybe a little more.

ASSEMBLYMAN WILSON: And if it were located in, say, Central Jersey, what would be the distance?

MR. COLE: I feel it will not have the same attraction for the people who need it most to go down into that area as it would be to take the convenient route of 278, or in the case of the people who use the trains, to use the Central Railroad from Newark into the Solberg area, and we feel that the extension of the Central Railroad very readily to the Solberg area will make possible this mode of transportation as well.

ASSEMBLYMAN WILSON: I'm sorry but I have to disagree with you, because I think with our new bond issue we hope to

make New Jersey more or less of a showplace for transportation. I think you are going to see this State change tremendously, and I think, actually so far as employment is concerned, you could locate a jetport almost any place in the State of New Jersey by the time we expect it to be built, etc., that anyone from any of our core cities or urban areas will be able to make this employment readily available to them. Actually our State is so small and we mention this because we are eighth in population but we are forty-eighth in area, that I think with this new bond issue we will be able to improve our transportation facilities so that we could locate this jetport almost any place. So I think, so far as employment is concerned, and this is the thing that we are concerned with most in your presentation to this Committee, if we improve our mass transportation system to such a degree, you would probably be happy as long as we provide access for your workers to get there.

MR. COLE: Well, I think they would be more at home to travel the North Jersey area and there would be better access to it than other parts of the State. We know that these other highways are in the works and will be completed well before the completion of this North Jersey site, so we favor Solberg for the reasons I have stated.

SENATOR STOUT: I would like to acknowledge the presence of Assemblyman Everett Vreeland from Morris County.

Are there any further questions?

ASSEMBLYMAN OLSEN: I would just like to get your comment on a statement that was made to us last week regarding the Solberg site and the position of the Spruce Run and Round Valley

reservoirs and the potential for polluting those reservoirs with the hydro-carbons from the jet engines. May I have your comments on that?

MR. COLE: I am not speaking here as an expert but I understand that by providing ten thousand acres in the Solberg site, the feeling is among the authorities that they could treat with this problem - the problem of noise and the problem of air pollution. Again, I'm not testifying as an expert on this matter, but I feel that this can be overcome.

Now I would like to say a word about our concern for pollution that we heard from previous speakers. You know, I could place more credence in what they said if they were concerned about Newark. They won't have any objection to Newark expanding as it is now, with all its problems of noise and air and water pollution. Nobody here has spoken about Newark and here we have an airport with all the problems that have been recited here of why we can't locate any other airport anywhere else in the State of New Jersey. And I feel that it is this type of problem where people say, "Do unto others." Well, we're doing unto the people of Newark and Elizabeth and so on where there were three crashes in 1952 or thereabouts, and nobody apparently is concerned outside in the other areas. They are content to let Newark grow and if it mushrooms and takes over all of Newark I suppose nobody would be particularly concerned.

We're concerned about air pollution and every other problem here and we feel that by selecting another site in

Jersey we meet all the needs for economic growth that must take place today if we are going to deal with the most pressing social problems in our State - employment, welfare, equal opportunity - and giving people some hope that there is an opening up in the job market. Believe me, in our industry we know it is very tight. We see the rise in imports, and they just shut down the Westinghouse plant in Metuchen and the Westinghouse YV sets are going to be made in Japan; we see automation creeping into our plants; we see the young people unable to go into the factories today and get decent paying jobs, so we would welcome an expansion into an area where we feel it's feasible, where there are roads, where there are trains, where we feel the people who need it most will have the opportunity to work and prosper along with the rest of the citizenry.

SENATOR STOUT: Assemblyman Vreeland?

ASSEMBLYMAN VREELAND: Mr. Cole, you mentioned these highways I-78, I-95 and I-287. The thought just crossed my mind here that possibly because I-278 is a circuitous route around Manhattan and the metropolitan New York area, you undoubtedly are making a point that some major highways do cross I-278, its origin being at the Tappan Zee Bridge and destination at the Verrazano - do you point then to the accessibility for your employees to get back and forth to Solberg for their jobs? Is that what you are driving at?

MR. COLE: Yes.

ASSEMBLYMAN VREELAND: Thank you very much.

SENATOR STOUT: Are there any more questions?

[No questions] Thank you very much, Mr. Cole.

SENATOR STOUT: Joel Jacobson, representing the United Auto Workers.

J O E L J A C O B S O N: Senator Stout and gentlemen of the Assembly: My name is Joel Jacobson. I am the Director of Community Affairs for the United Automobile Workers with some 50,000 members in the State of New Jersey.

SENATOR STOUT: They can't hear you. Strange to happen to you, but they can't.

MR. JACOBSON: Before I am through, they may be happy that they haven't heard me.

Gentlemen, I am going to testify in opposition to S 377, but I want to say at the outset that I do not anticipate a standing ovation when I am finished. While we are here at a public hearing before this Committee - and it is obvious that we have other people in the audience who have strong opinions about this - I would ask them to demonstrate their patriotism in traditions for America by permitting me to speak without being interrupted, the same courtesy we extended to their supporters.

We oppose the legislation before you gentlemen because we regard it as a political ruse, behind which certain affluent and influent gentlemen in New Jersey, specifically in North Jersey, are trying to keep an airport away from their homes.

While I disagree with much of what the two young mayors had to say before, I do agree in one respect that the jetport does not belong in Ocean County. We think it belongs in Solberg in Hunterdon County.

I realize you gentlemen have to make a political decision. This decision will demonstrate the ability of our State to expose its sanity and in exposing its sanity, you make decisions that have economic, racial and philosophical implications. May I take just a moment to discuss each of these.

With regard to sanity, it is no secret to anybody that can read that the air traffic increase in the New York-Metropolitan area is at a phenomenal pace and that the projections for the future are that within a decade we will have double the traffic for these three jet airports that we currently do now. And unless a new airport is built, we will be inviting tragedy and I for one find it almost a question of fear when I fly an airplane these days because of the dense traffic above the New York airports. I hope we have the wisdom and compassion to move before tragedy compels us to.

Secondly, with regard to the economics, as Mr. Cole has already pointed out, we emphasize that the construction of an airport at Solberg will provide, as has been estimated by Assemblyman Richardson, 135,000 jobs with an annual payroll close to one billion dollars for New Jersey residents and the bare, brutal fact is that this jetport must be built in Solberg or it won't be built in New Jersey. I don't think we can afford to lose this economic opportunity because the choice is quite clear. Either we build a jetport in Solberg or we will have no jetport at all.

I would like to point out while I too have a high regard for oceans and streams and bays, I have a higher regard for people who have homes and children and it appears to me that our

primary consideration should be meeting the needs of people so that they too can enjoy life.

With regard to the racial problem, the jobs to be offered and the labor market available is a natural opportunity for employment for ghetto residents. All of us talk about enhancing the quality of life for the hard-core unemployed. Everybody talks about it. Here you have a practical, tangible, golden opportunity to do something and I charge that it is callous or worse to ignore this opportunity.

With regard to the philosophical, we, all of us, are great critics of totalitarianism in other countries. We abhor the caste system. We deplore a class society. Now I am not one who believes that we have exactly a classless society in our Nation, but we are proud of the fluidity by means of which individuals can move from class to class, based upon a number of factors. But I make the charge that if the airport is not constructed in North Jersey, this will further polarize the classes which do exist in our Nation.

I know you will permit me the opportunity to be completely candid. The truth is that this airport really belongs in the Great Swamp of Morris County. That is where it really belongs. But I have had some experience in trying to influence that decision. There were several public hearings held in Morristown and in Washington, at which I testified at each one. But the bare fact is the affluent and the influent gentlemen who live in Morris County were able to defeat this by having that particular area named a wildlife refuge. These two good, compassionate gentlemen, apparently have more concern for the birds and the

bees than they do for the human beings whose lives will be helped by jobs offered by such an airport. But at one of these hearings, one kind gentleman got up and said, "We should not build the airport in the Great Swamp," he said, "because do you realize," he said, "there are parts of that swamp that have never been seen nor touched by the human eye or the human hand." Now that man is a rare gem. This is what I would call a progressive attitude. He is preserving something that has never been seen or touched, but he didn't specify precisely what it is he is preserving it for. Since then, the people who live in Morris County have been somewhat embarrassed by the fact that part of this great wildlife refuge turns out to be a garbage dump and they were very unhappy when this was pointed out at the hearing. But their opposition, they say, was based upon the desire to preserve wildlife. I deny that.

They don't particularly care about wildlife any more than they care about garbage dumps. What they don't want - and this is understandable - they don't want the jets flying over their heads. But I would make this point - and our good, young, handsome mayor made the point - and I would like to say a little more about him in just a moment -- I'll make this point, while they don't want the jets flying over their heads, they have no objection whatsoever to having the jets fly over my head if I live in Newark.

So it comes down to what I started to say. We have a class polarization involved here. If you have a few dollars, if you have a good job, if you work for a wealthy corporation, you can move into the suburbs and you are safe. But if you have

economic problems and you can't burst out from the restrictions that economics place upon you, you live in the cities and you are vulnerable.

Now the good mayor said something about - he was unhappy - this is Mayor Portash I am talking about - when people say, "Hurrah for me and to hell with you." I would ask the good mayor to go back to his home and take a good look in the mirror. While I realize that he had a constituency to serve here and he did that very well, he made several points that I think, if I must be blunt, bordered on if not centered on demagogery. He said there should be no airport in New Jersey and the reasons he cited were that it would cause noise and air pollution and traffic mess and labor problems - labor problems, and even if you put it in North Jersey, this cancer would soon trickle down to South Jersey.

I regard this as a rather selfish attitude on the part of the mayor, as handsome as he may be. And I would like to pursue his argument to its logical conclusion. If noise and air pollution and traffic problems and labor problems afflict an airport, why doesn't he come down to Newark and close Newark Airport because we have those problems there? If he would like to appeal to the popular vote as he apparently did here with the referendum, why doesn't he conduct a referendum in Newark so the citizens of Newark can determine whether or not they want to have an airport in Newark? But I suspect that when the mayor has to take a trip, he doesn't mind driving to Newark so he can fly out over my head, as long as we don't fly out over his head. And I emphasize again the class society which is being polarized by

this particular issue.

One further point about that - most of the gentlemen who opposed the airport in Morris County and now oppose the airport in Solberg - most of them are corporation executives. Most of them find it necessary to fly quite frequently out of Newark. They object to flying over their heads; they don't object to flying over my head. They object because they don't want their lives disrupted, you know. But they don't object to the construction of highways - and you all named them - that carve right through the center of Newark and disrupt homes and lives and businesses so that they can ride safely and quickly to Newark Airport to fly the jet over my head. There is no objection to that particular point.

I would ask these gentlemen to examine their conscience. If they are concerned, as they say, with the welfare of the citizens of the State, they must place this in priority and subordinate the health of a stream to the health of a people.

I would like to make one more point too concerning S-377. On page 3, line 48, subparagraph (g), there is discussed the veto power of the Governor. Now I am no lover of the Port Authority, but I think what is fair is fair. The demagogic attempts to attack the Port Authority merely to frustrate the location of a jetport in North Jersey must be exposed. This particular paragraph (g) deals with the ability of the Governor of the State to veto the minutes of the proposed jetport authority. I would point out to you that this power is already in the hands of the Governor with regard to all actions of the Port Authority and if the people of New Jersey don't want an action that

has been proposed by the Port Authority, they have five or six commissioners who vote and they have a Governor who has the right to veto and it is demagogic to say that the Port Authority is an organization with no constituency, with no responsibility. It is false and it should be exposed. And what is being proposed in this legislation is precisely the same safeguard we already have over the control of the Port Authority.

So, gentlemen, I would ask all of us when we reach this decision as to where do we locate an airport - and we need it in New Jersey - nobody can wave the flag as the young mayor did and say we don't -- I don't know whether he studied Physics or not, but I find it hard to understand how he wants to construct an airport in the middle of the ocean. My little son has a little battleship that when I pull a little plug - and it weighs probably a couple of ounces - it sinks. I suspect that if he put an airport in the middle of the Atlantic Ocean, it too might sink. I don't think he had a very rational argument. It appears to me that his whole testimony here was more a tribute to his theatrical ability than to his logic.

So I would conclude by appealing to all of our desires for sanity, for air safety, for economic development, for the opportunity for business and individuals to prosper so that we can have in this area the type of life for everybody that is good and that we don't create a caste society which gives to the rich and takes away from the poor. Thank you. [Applause.]

SENATOR STOUT: Thank you, Mr. Jacobson. Are there any questions?

ASSEMBLYMAN WILSON: Yes. Mr. Jacobson, first of all, are you in favor of the Port of New York Authority building a jetport? You made reference to the Port of New York Authority and mentioned the Governor's veto, that the Governor already has control over the Port of New York Authority through veto. So, therefore, I guess you made reference to the fact, you would like to have the Port of New York Authority build the jetport.

MR. JACOBSON: If you could convince me, Assemblyman, that there was some other way to have it built, I might talk about it with you.

ASSEMBLYMAN WILSON: I am just asking: Then you agree that the Port of New York Authority should build it?

MR. JACOBSON: Well, let me answer it in my own way, if I may, please --

ASSEMBLYMAN WILSON: All right.

MR. JACOBSON: -- because there are possibilities of interpretation. I say there is no other existing agency who will construct it, as there was no other agency to construct the Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge and all these other things which have been done. I am not saying this is the only way, but it is the only way feasible at the moment that I can see. For this reason, if we want an airport, I would say it must be the Port Authority that does it.

ASSEMBLYMAN WILSON: So, therefore, the reason that you have selected Solberg is the fact that the Port of New York Authority says this is the location where it should be located,

so this is the reason that you are going along with Solberg.  
Can I come to that conclusion?

MR. JACOBSON: I first picked the Great Swamp in  
Morris County. That is my first choice.

ASSEMBLYMAN WILSON: Yes, and they also selected that.

MR. JACOBSON: A fine decision.

ASSEMBLYMAN WILSON: Now you have selected Solberg  
because of the fact the Port of New York Authority now wants  
Solberg?

MR. JACOBSON: No, not because they decided it, but  
because the logic of the facts dictate that this is the only  
place for it under these conditions.

ASSEMBLYMAN WILSON: You went into a long speech, in  
grandiose style, and I want to compliment you, about employment  
in ghetto areas. But if you look at the map of New Jersey  
and you see the proposal by the Blomquist Report - say, for  
example, if it was located in Allentown, it is more in the  
center of the State because we have ghetto areas in Camden,  
we have ghetto areas in Atlantic City, Asbury Park and Trenton,  
and not only in Essex County, Hudson County and Union County,  
which also could be made available for jobs for the ghetto  
areas throughout the State and not just in the northern part  
of New Jersey.

MR. JACOBSON: That is a grandiose evasion because the  
facts are unless you build the jetport in the northwest quadrant,  
it will not serve the New York-New Jersey Metropolitan Area and  
any attempt to evade that is not being honest.

ASSEMBLYMAN WILSON: Well, whose opinion is that, yours or the Port of New York Authority's?

MR. JACOBSON: I only am authorized to speak my own opinions.

ASSEMBLYMAN WILSON: Well, it just seems every time I see a statement in the paper from you, Mr. Jacobson, it seems like the Port of New York Authority is speaking. [Applause.]

MR. JACOBSON: I am afraid you are confused in your personalities, sir. I have never been quoted in the newspapers in recent months on this issue.

ASSEMBLYMAN WILSON: No other questions.

SENATOR STOUT: Any other questions? Assemblyman Vreeland.

ASSEMBLYMAN VREELAND: Mr. Jacobson, you made reference to the Great Swamp in Morris County.

MR. JACOBSON: Yes, sir.

ASSEMBLYMAN VREELAND: You are aware, I guess, that I live in Morris County and represent Morris County here. You feel that the Great Swamp is a logical spot and yet in the early part of your testimony you said that the air corridor was too congested and you felt that we were going to be provoked to build this jetport because of a tragedy or words to that effect. Is that correct?

MR. JACOBSON: I would hope we would move before a tragedy compels us.

ASSEMBLYMAN VREELAND: I mean, is that what you said?

MR. JACOBSON: That's what I said, yes.

ASSEMBLYMAN VREELAND: Now you favor the Great Swamp, which is tucked right up alongside of the existing northeastern

corridor and you seem to feel that the air congestion, if the Great Swamp were used, would not be affected. How do you explain that?

MR. JACOBSON: I explain that by quoting air safety and air traffic experts in whose judgment I place great credence.

ASSEMBLYMAN VREELAND: Then you are denying that the corridor which would be used to come into Morristown on the instrument runway is not too close to the existing northeastern corridor, is that correct?

MR. JACOBSON: What I am saying, sir, is that I am not an expert on air traffic. I am merely quoting gentlemen who are and it appears to me their judgment should have greater weight than civilians who have no knowledge about this subject.

ASSEMBLYMAN VREELAND: Very well, thank you.

SENATOR STOUT: Any further questions? [No response.]  
Thank you very much, Mr. Jacobson.

Mark D. Ewing, Atlantic City Electric Company. Are you here representing them or another group?

M A R K D. E W I N G: I am representing the Atlantic City Electric Company, Mr. Chairman.

Mr. Chairman and members of the Committee, I wish to thank you for this opportunity of appearing before you.

SENATOR STOUT: We are a little late.

MR. EWING: Beg pardon?

SENATOR STOUT: I say, I'm sorry we have been two days with you now.

MR. EWING: I have learned a lot since then, Senator, and I thank you for that.

SENATOR STOUT: Thank you.

MR. EWING: I am here in behalf of the Atlantic City Electric Company and also I have been asked to present a statement for the Greater Atlantic City Chamber of Commerce.

I will first read the statement of the Atlantic City Electric Company.

I am Mark D. Ewing, a Licensed Professional Engineer, in the State of New Jersey; a member of the New Jersey State and National Society of Professional Engineers. I am also an associate member of the Institute of Electrical and Electronic Engineers.

I am also Manager of Area Development for the Atlantic City Electric Company, which serves 377 communities which comprises the southern third of the State of New Jersey.

The 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 and it should be located in the central part of the State to provide maximum benefits by also serving both the Philadelphia and New York metropolitan areas.

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 persons, 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 (transportationwise) and will certainly increase the employment level wherever the jetport is located.

The 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. [Applause.]

I wish to thank you for hearing my comments concerning the jetport authority and if I may, I would like to read the statement, with your permission, from the Greater Atlantic City Chamber of Commerce - a resolution.

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 the 28th day of February, 1969 - Anthony Rey, President, and Alan Owen, Secretary.

Now the statement - 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.

Thank you, gentlemen.

SENATOR STOUT: Thank you. Are there any questions?  
Assemblyman Vreeland.

ASSEMBLYMAN VREELAND: Mr. Ewing, you mentioned that you were in favor of creating an authority. Do you personally or those that you represent have any reservations if we were to use our present Bureau of Aeronautics in the State of New Jersey or the Department of Transportation?

MR. EWING: I don't believe we would have any objection if it would be the proper vehicle to handle the full scope of this, such as the financing and raising money and so forth. Our

main interest is to create an authority. We have not expressed a specific area because we feel an authority is needed and wherever it goes in the State of New Jersey, it will be helpful to our economy. We perhaps would like to see it in Southern New Jersey, but we are first in favor of an authority.

ASSEMBLYMAN WILSON: Mr. Ewing, do you have an employment problem, do you feel, in some of your areas in Atlantic City, etc. that a jetport might help employ these people if it were located in Central Jersey?

MR. EWING: We feel that it will help the over-all economy and with the creation of a jetport, it will provide many jobs; primarily secondary jobs will help our area. If it locates in Central New Jersey, it will help Southern New Jersey by the secondary jobs. In area development, one of our prime concerns is the moving of industries to other areas and air transportation is a big factor. I can cite Miami where they have a transcontinental cargo facility and companies as far north as North Carolina will ship their goods to Miami for overseas transportation rather than bring them to New York because of the congestion. Fort Worth is establishing such a facility and I believe Cleveland or Chicago is doing the same thing.

ASSEMBLYMAN WILSON: Thank you.

SENATOR STOUT: Assemblyman Richardson.

ASSEMBLYMAN RICHARDSON: How do you propose that a new independent jetport authority would be financed or would finance a \$660 million jetport?

MR. EWING: I am not an expert, sir, on that. I would

assume that certain things could be developed. What I would like to say is that first we have to have the authority to determine this and the experts would probably come up with this and decide whether it would be feasible or not. I think if we were able to finance a \$990 million bond issue this last year, something like this would be forthcoming if it could be shown that it was justified.

ASSEMBLYMAN RICHARDSON: Are you of the opinion now that this may or may not be economically feasible?

MR. EWING: I wouldn't want to say because I am not an expert on this. I have not studied the finances of it.

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

Mr. Robert Jenkins, another patient individual.

W. R O B E R T J E N K I N S: Thank you, Mr. Chairman, I represent the members of the Hunterdon-Somerset Jetport Association, and I wish to speak at this time as their representative. [Applause.]

I would like to comment that our support in the gallery here is a little small today, but some two years ago or 23 months ago, on four days' notice, we had 2,000 people on the steps of the State House here.

SENATOR STOUT: Well, there was a larger group a while ago. I think some got hungry.

DR. JENKINS: The group could have come back, but we didn't think that it was necessary at this time.

This Association in general opposes the two bills which propose the Solberg site as a jetport site for New Jersey. Conversely, we endorse the essentials contained in the report of

the Governor's Economic Evaluation Committee, which calls for a ten-runway facility to be built in the largely undeveloped McGuire-Lakehurst area in South-Central New Jersey. [Boos]

Due to statements concerning the affluence of the Solberg opponents by several of the previous speakers and by numerous press releases, it is entirely necessary that we describe the membership of our organization to you.

We consist of several thousand members and associates, mainly citizens of Hunterdon and Somerset Counties. Our Board of Directors, of which I am a member, is composed of volunteers who receive no compensation for their efforts. Our only paid employee is a part-time secretary - and I might add that we don't even have her now since family difficulties caused her to have to leave the job.

To this date, the Association in its fund-raising drive, and this is for some two years, has received less than \$19,000 in cash contributions, of which some \$17,000 have been in amounts ranging from one to fifteen dollars, not an affluent group of contributors, I am afraid. Some contributions have been made in the form of services because of the total inability of persons to give financial assistance. Thus, it is, I think, readily apparent that we are a representative organization of a cross-section of New Jersey citizenry.

However, we are a minority group in numbers and, just as the rights of minorities must be protected by the State from the sometimes unwise majority, we wish to be protected from limited and self-centered interests. Consequently, we offer the following points to support our stand:

First, let us look at the argument most frequently used in supporting the Solberg site, that it is convenient. If we look back to the time when Kennedy Airport was first commissioned, the airlines objected to being transferred from LaGuardia because of its distance from downtown New York City. Kennedy is now a "local" facility. Chicago's O'Hare was in open rural country. It is now a city airport. Washington National was once removed from the downtown District of Columbia but is now facing restrictions because it is in a metropolitan area. And just how convenient is Solberg to New York City? It is nearly one hour's drive beyond Newark which is itself about one-half hour beyond Manhattan. Obviously, Solberg is not so near as many would have us believe. And in this day of expressways, miles are roughly equivalent to minutes, so that a drive of a few more miles is only a few more minutes. Certainly, the distance should not be a pertinent factor for the average airport user.

In this same vein, distance from New York City has been equated with open space. It so happens that the Solberg site is in the midst of the densest population and industrial concentration in Somerset and Hunterdon counties. This area is also the area of greatest growth in these counties. A recent TV editorial states that jetports and communities can co-exist with proper design providing an industrial-commercial buffer to protect residential neighborhoods from noise. We believe that such buffer space does not exist except on the westerly side of the Solberg site and that side happens to be bounded by a mountain and the 55 million gallon Round Valley Reservoir. Space for future expansion is non-existent which foretells of

yet another period of anguish in searching out another site because a four-runway jetport will be inadequate in the immediate future.

For the sake of regional planning, we feel it is prudent to examine what other areas are doing? In Miami, Los Angeles, and Fort Worth-Dallas, sites well removed from metropolitan centers and sufficiently large to build new and imaginative facilities are either under development or are planned specifically for the immediate future.

It appears that the future jetports will of necessity be at substantial distances from city centers to provide adequate buffers and room for growth. After all, the low percentage use of aircraft by most citizens should hardly demand that these persons save a few minutes travel time a few times a year at the expense of the majority of residents in any area.

Other objections to current issues must also be raised, namely the statement which we have heard this morning of labor support and the myth of jobs for the poor at a jetport facility. We have received many comments from labor members denying a rank-and-file support of the Solberg site. The example which I would have quoted last week and I will quote now, but I will add to it, is a copy of a petition which has been signed by exactly 99 members of the United Auto Workers, Local 299, which opposes the Solberg site. During this past week, the RCA Local of some 1200 members has come out in opposition to the Solberg site. This petition was directed to Mr. Martin Gerber -- the UAW petition was directed to Mr. Martin Gerber, the Regional Director of the United Auto Workers, whose public

statements have not been voted upon by his union's membership.

As to jobs, the number in construction will obviously be greater in a large ten-runway facility in south-central New Jersey than in the four-runway airport proposed at Solberg. And they will be available for longer periods of time and be advantageous in every way to construction union members.

But the question of jobs for the urban poor is one of clear-cut need and obvious merit. Members of the Hunterdon-Somerset Jetport Association do take issue with the statement that only a North Jersey jetport will provide such jobs. Aside from the questions of skilled versus unskilled workers, and whether it is feasible for low-pay jobs to be filled by workers who must commute for one hour at personal cost, the question of serving the hard-core unemployed in Trenton, Camden, and Atlantic City must also be considered. Again, the numbers of opportunities will be greater in a larger facility, both during construction and in future operations.

Local citizen opposition in our two counties and in neighboring areas is large. Many thousands of New Jersey residents have signed petitions opposing the Solberg site. As of last Wednesday, incidentally, we had over 23,000 signatures as a result of no concerted drive whatsoever as a result of an informal petition drive. The opposition is based on the concern of these persons with noise and air pollution factors, items now under intensive examination by state, federal, and private agencies. Just two weeks ago, Senator Mark Hatfield stated that this country is the noisiest place in the world to work, costing millions of dollars each day. Five sources, according

to him, made the largest contribution to this noise, one of them being jet aircraft. I might also mention for the parents of teen-agers that one of the other five was rock and roll bands. I don't think that is any surprise to most of us. It is also reported that noise is detrimental to human health and welfare with the courts receiving an increasing number of complaints concerning noise. Air pollution is a clearly-established health hazard. These are valid reasons for the concern of the population centers within the Solberg sphere of influence. Further it should be stressed that the major watershed area designed to serve the population centers of northern New Jersey lie in the Solberg vicinity and must not be destroyed.

Of equal concern to our Association's members are the financial implications involved in the selection of the Solberg site as opposed to the proposed McGuire-Lakehurst site. First, Solberg has been selected by and for the use of the New York City interests, not New Jersey's. Secondly, it will be operated by the Port Authority of New York with receipts going to that agency. Thirdly, the Port Authority does not pay taxes. This, of course, means on the improvement to the airport, itself. If New Jersey creates an authority to construct and operate an airport, it will consider the interests of its own businesses and citizens. Profits derived will go into its own coffers and profits can apparently be substantial. We believe that the citizens of this state have the privilege and duty to determine the manner of their state's development free of arbitrary grabs by outside interests.

The Mayor of Manchester this morning raised several

points. He is not here now, but I would like for his representatives who are here to take note of the following portion of the statement, which is a quotation from a statement made by Dr. A. Joel Kaplovsky, a nationally- and internationally-known environmental scientist. I would like to read this quotation:

"In order to totally assess the impact of a Jet Airport upon the nearby environment, the area of influence must be fully recognized as well as the physical changes produced by man and the effect of these changes upon man himself and the ecology.

"Initially, one must realize a sizeable area of open land will be required in addition to a 'buffer' zone for aircraft to descend and ascend. A 20-mile radius for the above activities would appear conservative.

"Runways and associated paved areas, buildings, etc. usually require considerable regrading or modification of the terrain. In addition access roads will be needed to facilitate ingress and egress to the airport. Vehicular traffic will be heavy. Homes and satellite businesses will be constructed within the zone of influence. The number of residents per square mile will increase sharply. In fact, considerable area beyond the 20-mile radius will feel the impact of a busy airport.

"Obviously any such massive change will not only result in a modification of the natural environment but the associated activities can seriously alter the quality of the air, land and water." End of quotation.

Dr. Kaplovsky is at the Department of Environmental Science,

Rutgers University in New Brunswick, and would be happy to testify before this Committee if the Committee so desired. Other members of his department are equally well known. It is one of the outstanding departments at Rutgers.

To go on with my statement, therefore, before Solberg is permitted selection on the basis of location and dollar interests, the following questions as to its suitability must be responsibly answered.

What influence would this airport development have on:

1. Air pollution caused by fallout from jet fuel composition, vehicular exhaust, industrial emanations, and noise level increases; (I would like to insert here that according to a New York Times release on March 2nd, that the first flight of the Anglo-French Concorde could be heard for some 20 miles. It was well below supersonic speeds at that time.)
2. Land use including loss of open space, loss of farmland, wildlife conservation, recreation, and ground cover loss;
3. Water supply as affected by extensive paved areas which thereby increases the potential for flooding and decreases the ground water supply, on contamination from oily surfaces whose runoff to streams affect downstream water supplies, and the effect on water impoundments;
4. Waste disposal including the handling of both solid and non-water wastes; and
5. Wastewater handling, since a complete system of collecting sewers, pumpstations, and waste treatment facilities

must be able to handle oil and jet fuel spillage and the satellite industries who will need special waste water control measures.

Finally, I wish to stress that our Association is interested not only in "our own backyards", as has been stated, but in the sensible and logical development of New Jersey for the good of all. In so doing, it is imperative that what public infringement is made will not be detrimental to the health, property, and desires of its citizens.

I wish to present copies of this statement and a booklet of pertinent information to members of this Committee. And I have also been asked to leave with you, which I will not read, but present for the record, a statement by Dr. Joseph K. Hoffman of the North Jersey Regional Anti-Pollution League and copies of their booklet, "The ABC's of Air Pollution." I would like to state that their statement does oppose the Solberg site from the standpoint of increased air pollution.

Thank you. [Applause.]

SENATOR STOUT: Thank you, Mr. Jenkins.

ASSEMBLYMAN VREELAND: Dr. Jenkins, on page 3 of your statement, you say, "Solberg has been selected by and for the use of the New York City interests. . ." Could you explain that to me, please?

DR. JENKINS: Yes, I will explain what we mean by that. The comments made by the New York Port Authority have been concerned primarily with the business of New York City. I refer to numerous press releases stating the decrease in traffic at the Metropolitan-New York airports, particularly Kennedy, having

an effect on the New York business interests, hotel reservations, the downtown show area and that type of thing, that this indicates to us that the major reasons for selecting the Solberg site by the Port Authority has been one of a self-centered interest in New York City primarily.

ASSEMBLYMAN VREELAND: In other words, you are saying that this first statement does not apply to the second one, in which you say that ". . . it will be operated by the Port Authority of New York with receipts going to that agency." Do you know this to be a fact?

DR. JENKINS: No, sir, I do not know it to be a fact. I am taking the word of other persons who I presume do know it to be a fact if they made such a statement.

ASSEMBLYMAN VREELAND: Well, as a member of the New Jersey State Legislature, I would vigorously oppose such a finality as that. I will tell you that right now. Thank you very much.

SENATOR STOUT: Thank you, Doctor.

Mr. Ravikio, do you want to be heard now?

B L A S E     A.     R A V I K I O:     Thank you very much.  
I am Blase Ravikio, Chairman of the Burlington County Planning Board.

I would like to digress here for a moment to correct an impression that was given earlier that all legislators lack fortitude. I would like to point out that our Senator in Burlington County, if you will look at the bill sponsored here, 377 - Senator Ed Forsythe of Burlington County is a co-sponsor of that bill and that bill provides a trapezoid area for the

location of this jetport and a portion of it, and one of the prominent areas, is in Burlington County. So we do have some people who are advocating to put this jetport in their backyard.

I represent the Planning Board and the Burlington County Planning Board does endorse Senate Bill 377. [Applause.]

The Planning Board is not only interested in the economic values here, the thousands of jobs and the millions of dollars of capital that will be brought into the county, but we are also interested in other provisions of the bill and especially this trapezoid area as it is indicated in its provisions.

SENATOR STOUT: You know, that has been taken out of the bill. It has been amended. The trapezoid is out.

MR. RAVIKIO: To what extent is it pinpointed then?

ASSEMBLYMAN RICHARDSON: No location.

MR. RAVIKIO: Well, we are still in favor of that original trapezoid area that was designated.

SENATOR STOUT: I am glad you didn't go on earlier today.

MR. RAVIKIO: The reason we are interested in this, is looking strictly as planners now and we will not go into the financial aspects and such things as that - there are other experts for that - but strictly from a planning point of view, if it were possible to take out the selfish interest and the political aspects and the emotional aspects of this thing and simply look at it from gathering facts and coming to conclusions on a planning approach, there isn't any question that this is the location in the State of New Jersey that it must be located.

We would like to point out that the method of arriving

at this conclusion is the same aspects that are used by the Federal government, the State of New Jersey, and all good planning principles.

I would like to point out that looking at the State as a whole - and it is one of the most densely populated states in the Union - the southern part of the State is undeveloped, east of the Turnpike especially. You look at one of your maps and you will find that the pinelands, itself, encompasses approximately 2,000 square miles and there is approximately, using a good educated guess, another thousand square miles east of the Turnpike.

One of the problems with South Jersey is that in these rural and undeveloped areas there is a lack of planning as such. Those of us who have lived close to it will recognize that there are people who move into those areas, developers or profit-motivated people, who just contribute to a hodge-podge development of South Jersey. It is our feeling that what we need is something with the impact of a jetport or some facility large enough that will provoke good planning, good zoning, which in turn will protect what the people really want. The conservationists want to protect their area and we do too. But you have to have something there to create zoning or create rules and laws that will protect it and unless something comes in there to provoke this, it just won't come about.

But basically we are saying from a planning aspect, we support your bill 100 per cent.

SENATOR STOUT: Thank you, Mr. Ravikio. Any questions?  
Assemblyman Vreeland.

ASSEMBLYMAN VREELAND: Mr. Ravikio, you mentioned that purely from a planning aspect you felt this was a feasible location. Are you speaking also of the density of air traffic over the area or are you speaking simply on the ground?

MR. RAVIKIO: Primarily, I am speaking on the ground.

ASSEMBLYMAN VREELAND: How do you treat that question?

MR. RAVIKIO: Primarily I am speaking on the ground and we have been led to believe over the years that the air patterns could be changed satisfactorily.

ASSEMBLYMAN VREELAND: You say they should go out over the ocean or something of that nature?

MR. RAVIKIO: Yes.

ASSEMBLYMAN VREELAND: What happens to our Air Defense Command?

MR. RAVIKIO: Well, we have had meetings with the Air Force people and I would say that there are arguments both ways. There are arguments that war time comes along, that the commercial users would be an integral part of mass movement which does take place and the facilities would be close together. There have been quite a few arguments both ways. In our opinion, we feel that it is a workable proposition.

ASSEMBLYMAN VREELAND: There are arguments both ways, but no specific conclusions then in that area.

MR. RAVIKIO: No, we are not in a position to make conclusions. We have heard both sides. Like anything else, whom-ever you are listening to at the time, it sounds very impressive.

But our conclusions are from all we have heard, that it could be a workable program.

ASSEMBLYMAN VREELAND: Thank you.

SENATOR STOUT: Any further questions? [No response.]

Thank you very much, Mr. Ravikio. We are sorry you had to wait so long.

[Mr. Ravikio's written statement can be found on page 63A on this transcript.]

The Committee just decided to adjourn until two o'clock.

[Recess for Lunch]

(Afternoon session)

SENATOR STOUT: We will open this afternoon's hearing and, first, I would like to present Assemblyman George Richardson who has a statement to put in the record.

ASSEMBLYMAN RICHARDSON: This is a letter addressed to Senator Richard Stout and Assemblyman Harry Randall, Co-Chairmen, Joint Legislative Transportation Committee:

Gentlemen:

After listening very carefully to the testimony given at the Joint Legislative Committee on Transportation's jetport hearings on Tuesday, and correlating it with my rather extensive previous study of the subject, I am left with a very strong suspicion that portions of the report by the Governor's Jetport Committee, and later public statements by its proponents, are deliberately misrepresenting facts in order to mislead the Legislature and public opinion.

I refer specifically to the area of financial feasibility. In discussing this subject, the Commission's report, Mr. Albert E. Bloomquist himself, and other proponents of the McGuire-Lakehurst area are deliberately trying to implant the impression that the cost of a jetport built by a New Jersey Jetport Authority at that site, would be self-liquidating.

Section "E" of the Governor's Commission Report reads; "Financial studies now under way, strongly indicate that the construction and operation of the proposed intercontinental jetport can be self-liquidating." Where is this completed report?

Senate Minority Leader J. Edward Crabiel has already stated that he only agreed to co-sponsor the N.J. Jetport Authority Bill on the strength of this study, purporting to prove that the jetport would not add to the financial burden of New Jersey's taxpayers.

We wonder how many other legislators co-sponsored this bill under the same false impression?

MORE

Because the question of financial feasibility will play a tremendously important role in the final decisions on site selection and construction agency, I feel I must call your attention to the following testimony at our first hearings, which refutes the theory of a self-supporting jetport at McGuire.

1: In testimony before our Committee, Mr. Bloomquist admitted that the financial feasibility study under discussion actually only suggested that the jetport might be self-supporting "from the third year of its existence on." The first three years of construction when no revenue is coming in, were conveniently forgotten in this testimony.

2: Mr. Paul Troast, who knows whereof he speaks, having been chairman of the N.J. Turnpike Authority when that road was under construction, testified that "I doubt if it can be done on revenue bonds alone, without the power of taxation."

I suggest to you, gentlemen, that the Governor's Commission Report deliberately attempted to hoodwink the Legislature and the public by leaving out of its financial feasibility study the very time during which the jetport would cost the most...during the first three years of its construction!

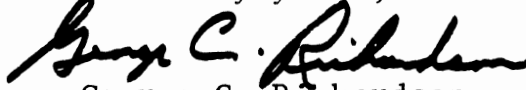
To further compound what appears to be a deliberate deception, I have received information that the Boston, Mass., firm which was hired to conduct this financial feasibility study, did, in fact, complete the study, which turned out to prove that a New Jersey Jetport Authority-built jetport would NOT be self-liquidating. However, this completed report was never made public!

In view of this rather disturbing evidence of deliberate deception, I ask that the Joint Committee on Transportation demand that Mr. Bloomquist reveal the name and address of the Boston firm which conducted this study.

I ask that the Committee then request that this firm appear before us and testify as to its knowledge of this situation, and that it deliver to us for examination, the completed study, along with any statistical work sheets or other data and correspondence used in preparing this report.

I am sure, gentlemen that you agree with me that this study will play a tremendously important role in determining our final decision as to who should build the jetport, and where it should be built. I therefore look forward to the Committee's immediate action.

Sincerely yours,



George C. Richardson

cc: All members of the Joint  
Legislative Transportation Committee

SENATOR STOUT: Thank you, Assemblyman. That will be included in the record.

Mr. Ray Smith has a movie of a proposal he would like to place before the Committee. It's in film form.

Would you explain this? Is it slides or --

R A Y S M I T H: It's a little bit of everything. We'll get it through in very short order.

Senator Stout, ladies and gentlemen. My name is Ray Smith. I'm with Realty Group at Red Bank Airport. We work on airports but, more than that, I'm a plain citizen who is a little bit nutty over a hobby of the jetport and the business of a jetport in the State of New Jersey.

I have a movie here that I would like to have you see and the basic thing I am going to try to do is bring you a little up-to-date on what other countries are doing in rapid transit and how far we are behind. And then I'll have a few more words about some other items but I think this will be of interest to you.

The first part of the film has sound and the second part doesn't. Please don't pay any attention to the music in the first part, they must have a real cheap orchestra, but we will show you the film.

(Part of film with sound shown)

Now this part here doesn't have any sound, so I will wake you up. But basically, this unit can transfer 600 people at a time at 80 miles an hour. Right now it's in use, in actual operation over the English Channel. In other words, these things are happening in other parts of the world,

not especially in New Jersey but in other parts of the world. Now, this is 600 people being transferred over water. In other words, we don't have to have at this time any rail right-of-way if we go anywhere down the Jersey Shore - the good old White Cliffs of Dover.

Now, again the big problem seems to be that we must have facilities. Somewhere we have to go with an airport facility. We could stamp our feet and jump up and down but there is no doubt there are more and more airplanes coming, larger airplanes, and we must service them and the only way we can service them is land them someplace and then be able to get to them and to get away from them.

When your SST comes in it's going to land somewhere on the east coast with 500 to 900 individuals. Now, I can't picture in my mind - I'm a very simple person - I just can't picture 500 human beings circling over Hohokus, New Jersey, just for the sake of having to get someplace to find a place to land.

These aircraft, they can land in your present airport, they're geared to do that, but this won't be fact. Just like we have men wandering around the moon right now, it's hard to believe, and we didn't believe much about chlorophyl or anything else. These are things that are happening. It's a new way of life.

This vehicle goes right across the Channel, a trip that takes 30 minutes, in place of a trip that used to take 90 minutes. It goes right up on the sand.

Now the most important part of this is that this is a new era of a new type of transport. These units here are shown for the use of transferring automobiles and human beings from one country to another. But a very enormous factor is going to be coming into place soon, and that is air cushioned freighters. This is how they put these hulls together. They build them for the hovercraft, which you see here, but by the same method they will be building them for commerce; they'll be building them for freight. You will have these units. There is one being built now for a 5 ton capability and the unit will just go, and it will go right up on the coast of Africa, pick up a load of cobra, or what-have-you, whatever they transport; they'll just go back over the water and then they'll come into the metropolitan area. When they come in there, they don't need deep water, they don't want it. The simplest way is to bring it in Barnegat Bay, - duck lovers, pay attention now, -- bring it in Barnegat bay and open up a port of pines, a new entity having to do with a dual effort both jetport and port of pines efforts on these surface effect ships.

Now they work with a large amount of the engine pushed down underneath these vessels. The air is displaced out on the sides, it's held in with a now that cushion that you see folding up is a skirt. Now that skirt will allow this vehicle here to travel 12 feet off the water. Now many people have talked about hydrofoils and how wonderful they are, but I wouldn't give them house room. Anything that has a physical contact with water must then take into

account debris in the water. They'll never manage to get off the ground.

This vehicle, you saw it traveling over an icefloe. It looked like a simulation but it wasn't. Those are actual photos.

Now we have to get a little bit caught up with other countries. New Jersey is notoriously in the forefront having to do with all sort of inventive genius and research and development. And we have to give some consideration to this aspect of our future.

These are fans, the wind just pushes down and allows this unit to go up in the air just like you ladies have those new vacuum cleaners, they follow you all around. Blow in it's ear and it will just follow you anywhere. It just goes all around behind you because the excess air just thrown out from the bottom just takes away from the vehicle, the vacuum cleaner, and allows you to pull it anywhere you want.

These are being launched. They're in mass production. I'm inclined to think that maybe two people out of this whole room have seen this sort of thing. That's why I was anxious to bring it into you. Like I say, this is a very interesting hobby.

Now, we have a bit of rapid transit - I mentioned cargo and now I'll go back to the business of passengers.

Well there's no problem to get a little tunnel over to Governor's Island and just work from Governor's Island to all of the different airports and down to the Jersey Shore. In the meantime, the State of New Jersey has built

enormous road networks right into the Lincoln Tunnel, into the Holland Tunnel, into the Washington Bridge, and other people have built facilities, the Verrazano. Fine, we can run these right up underneath these facilities, pile people in and bring them right on down to the jetport area at a speed of 80 miles an hour.

Now this eliminates one problem - let's not say it eliminates, it never eliminates, but what it does it gives you something to think about now. This is something a little different, the new approach.

I sat here now - this is my second day, and it seems that all we have are people who are calling other people other things and so forth, but I think now we have to worry about what we're going to do about our research and development future. Here it is in ten foot waves and when the waves are higher than that I don't think you'll find too much jetport activity in any event. But this is how this one vehicle works, and they have it working.

Now, imagine what we can do with our technical know-how and our money. The English gave us radar and we went on from there to develop it tremendously - I hope I'm right on that. Here is this vehicle. What could we do with it in the United States and what could we specifically do with it in the State of New Jersey along the lines of research and development.

Now here is the French air train. This travels on an inverted T. It's on a cushion of air. This train is just

in a very formative stage but, however, in May a 40 mile run will be operable between Paris and Orleans and it goes 270 miles an hour. It travels again with no direct contact, it just is on a cushion of air to take the weight up off the ground and it glides on that rail with just air - there it went.

I guess the conservationists aren't going to be happy about that part either but I'm going to have an awful job pleasing everybody, I know. As it is I have trouble with just one woman at this stage of the game.

Now, is there anything that looks familiar here? Could that be the pine barrens? Could you go from anywhere in New York or Newark, and how about at 250 miles an hour? Would it make any difference whether you went 30 miles, 50 miles or 80 miles?

Now these units have to be raised. This was on an existing track - there it went, watch this. Nobody even gets a chance to turn their heads. And that's in France and they're dumb. You know, we're smart.

They stop it this way, with the parachutes, only for the sake of - you know, on this certain model but what happens, it grips - a braking system grips that section in the middle.

Now, instead of going under a bridge, we would be going up over them, on a ribbon raised in the air. It's pretty interesting, I think.

Now I have tried to bring just a few slides to show you something about the way of getting back and forth, again

using - Senator Maraziti was very happy with rail, right-of-ways, etc. This is the unit you just saw and this is a configuration. In other words, down the bottom are 609 people. Then up in the top there are up to 250, plus 32 vehicles, things of this sort.

Now this has been working in San Francisco since 1965 and where does the money come from? The Government gave one-half, Bell Air Systems put up a quarter, and the user put up the other quarter. And between them they got all of the money they needed to operate this thing in all kinds of weather. They operate cheaper than a helicopter and they can operate when helicopters can't.

Now I am very proud of this and the fact that I do think that you did see a little bit of that operation in detail. But I sit here and I watch the maneuvering. There are a lot of technical things here, there's a lot of political undertone, and so forth. Well, we can goof beautifully as a nation at times and I thought you might be interested in knowing that these units, three units, were sent over and they worked wonderfully for one year. Then, all of a sudden, the regulations came out that any man who has been in action for one year, I think was the time, he went on rest and recuperation. So they sent the crews home but nobody thought to train any backup crews. So these units sat idle while the crews were home on rest and recuperation.

Now the reason I'm bringing out that fact is that if we fool around in a way that we don't let technical people get on it and we try to do our work, you people try

and do your work having to do with political problems, and then try to get mixed up in research and development, it can't be done. You just plain have to have an authority of some sort. I assume that that is jetport authority, to be a group of people we can talk to.

When I want to go into something like this, there are very few people I can find that I can put my finger on that have the ability to listen or can help me.

Now, there's New York City, and you're asking about roads. Look at it, all around the City, just as much water as we want. It doesn't cost a dime.

Now this air glide vehicle, where would it travel? Well, like I say, I enjoy this. Here is what I have done on my office. Why not the center lane of your Garden State Parkway? You're bringing it straight down now, straight as an arrow over Crab Island, the Raritan River goes down to a point they call Midway. Now is the time to worry about putting it down there. Then at the same time put in your pneumatic tubes for parcel post, for air mail or fuel oil.

Here this is over rail. Well, you use existing rights of rail. Now Senator Maraziti said, well, we can go over present rail. Well, this isn't too feasible because these things go so fast, they're not going to take the sharp turns, etc. But basically this is going to be your answer eventually.

Here it is again where it's nothing more than on the raised isle going on down where you can put your rail

underneath.

Now I would like to get into something which strikes home a little more.

I'm sorry you can't see that too clearly but, basically, this is a map put out by the State of New Jersey showing all airport locations. You'll see red circles there, if you can, - it's a 5 mile and a 10 mile radius, where there are no airports. It's the only area around that is large enough for this purpose.

Now, I would like to have you just use your own maps - it's an awful thing to do to you but -- basically, that is the map being used by the State showing the airport locations, which is important. Now the map that we're handing out here is the map which shows - a geodetic survey map, and it's very interesting because the part that I've pinpointed is Coyle Airfield in the Pinelands on Route 72, ten miles in from Barnegat.

Now these vehicles coming in, I'm talking about the SST, - there's no way that you can dream of bringing them so that they come in to turn around or make traffic patterns or holding patterns or what-have-you, and circle over us in the State of New Jersey. It's a little ridiculous. These things should come in at about 2,000 feet over the coast. They will just glide on in, land, they'll turn them around, they'll take off and I know - Colonel Girard is back here - at least he was, and he is giving me a bad time telling me about all the different ways a plane has to travel and so forth, but I think they'll probably get to a point where they'll break that sonic boom a hundred miles off the coast

when they slow down to 600 miles an hour. They'll just glide in and then they will take off and the boom, again, over water.

If you wanted to go to the west coast, you would have to break it over water and you would have to circle on overhead and come back and go around.

Now, Miami is building an immense airport for the simple reason, they're 40 miles out into the swamp and to the west of the City of Miami. And they are given great consideration to this air train, Air Glide, that I showed you. The Department of Transportation is working with that Frenchman, Bertan, and his people that are represented here in the States.

In other words, what I am trying to tell you is that I don't envision any way of getting any holding pattern, any more of the debris thrown out of the sky on us.

I live in Rumson. I have yellow awnings and had them for the first two years. Now they are all stained. Why? I'm in the pattern where the planes must circle over Colts Neck and land at LaGuardia. And you sit back there in the summer on a Sunday afternoon and they come in just one after another. But they have to do this.

Now, we can't stop the fact that there are going to be more airplanes. We can't stop the fact that people don't like the idea. The conservationists tell us, well, you're ruining the area, it is killing off the wildlife, etc. Well, I have a boy. I think his life expectancy might be 80 years. Now, if this air pollution is going to

cut that by 25 percent or 20 percent, suppose it's 60, well, I think that the duck should live all year and then, if he has to, he should live three years, but I'm not about to turn around and sacrifice human beings, in my way of reasoning, for the good of the Jersey mosquitos and the pinelands. I'm very sorry but I'm very strong on that. No use being Irish and stubborn unless you're real stupid.

Now on those maps that I've given you, gentlemen, you might take a look at the location and you will be very surprised to find out that the waters heading away from this location head right to the Delaware River. Isn't that amazing? In other words, that's a natural plateau down there. It's a beautiful site and it exists. It's there. That's one location.

Now, I'll go a little farther. Again this is an official Jersey road map and, I'm sorry again that we can't get better viewing of it, but basically what it will show you again is the 5 mile radius, the 10 mile. Now the 5 mile is 25 square miles; the 10 mile is a hundred square mile area. And if you look at the road map, you'll discover that the State has already bought all of the land around it. They have the Wharton Tract, they have maybe, I would guess off the top of my head, around - I would say they have about 300,000 acres now.

Now, an interesting point I will make is that in that direct area - I've gone down and I've priced land. The lands are assessed at \$100 an acre. Now how does that

sound against lands, the cost to purchase, up at Solberg or any other place. This is a big difference. And on your State maps you'll see this.

Now I'm about to make a great present to you. I think it's wonderful that the State of New Jersey - you know, when you lose something, you drop a dollar bill and somebody brings it back and hands it to you, you say they gave you a dollar - the man can't keep it because he doesn't own it, and when he gave you your dollar back you say he gave you a dollar. Well, being generous, I am going to give you Coyle Airport at no charge because it belongs to you, to everybody in the room. It belongs to the State of New Jersey. One square mile, it's 640 acres; it's as large as LaGuardia and it sits right there in the Pinelands. It has a radio beacon. It has everything, and it exists. So, therefore, we're not thinking of putting an airport in New Jersey at all. All we're doing is, we're going to work on the one we've got and there it is. It exists. It's there.

Now, we've talked a little bit about conservation which again I'm strongly in favor of because I believe in it. But I think there's a point where you have to sacrifice something for something.

Your clean water? Right down close to here, the Mayor of the Town took me on into town and showed me a four inch pipe driven into the ground and water coming out clear, ice cold water. I said, "How long has that been running?" He said, "Oh, we don't know. 20 or 25 years." I said, "Why do you do that?" He said, "Well, it's an artesian well. We put them in in certain places so that

the water comes out and then it flushes down through the streams and it keeps the mosquitos down.

Now, up in North Jersey you have terrific problems with shortages of water, etc., and here they get it out of the ground by just pounding a pipe in. That's something else to consider.

Now on economic development of the area, well, this is something that there is no use talking about because they bring in all different facets of it. You have unions come in here and they make speeches about how it's going to help their members. Well, those people are paid. They're on the payroll. They had something to do today but they forgot what it was when they were sitting here. This sort of thing doesn't mean too much to me because they generally have an ax to grind somewhere along the line.

I'm very sorry that Joel Jacobson left from the United Auto Workers because it's the second time I've seen him since 1944 when both of us were in the same tent in the Italian Campaign. We were fighting then and we're still probably fighting.

Now, how do we go about building something here at no cost to you people. You want a jetport and you don't want to pay for it, or maybe you don't want a jetport. But, in any event, you want something for nothing. That's the name of the game.

Well, to try to find a way to do this, maybe I have a little simple answer. In the first place, your vehicles over water, that's easy because we can get any number of

people fighting for the franchise, for the right to invest their money in putting in that ferry service and being able to transport people down to the Pinelands over water and then over a land route in the same vehicle. This is easy. This is no problem. So, let's not worry too much about a halfway answer to your rapid transit which could be your hover craft, maybe less than halfway.

But why not open up this research and development area here. Why not for air cargo. The airlines, they say they're not interested. Well, they really can't be too interested. Mr. Tobin was sitting over their head and I suppose Pan-Am put up \$7 million for a new building, sure they put it in. That's their decision to put it in. Now they can't go tell their stockholders they're interested in another location when they haven't even paid off the \$7 million. So there's going to be a lot of that.

Now, what do we think about the authority? Well, basically, we have to have a jetport authority for two reasons. Number 1, we have to get somebody to get the monkey off your Legislators' backs. They've got to be able to pass the buck to somebody and the best person I could think of would be a jetport authority. Complaints can go there, development can go there, all of these things, but get it out of this Chamber where it can be productive and can go ahead; where they decide, or jealously, who gets what or what piece of pie is whose. This isn't important. We have to have somebody we can talk to. So, therefore, we have to cause an authority.

Now to pay for it. I did something I thought was rather neat. I flew some people down there and we landed at the airport and this is the plane we used. And there's the airport.

Do you know how that airport was made? Somebody took a bulldozer and scraped all the junk off the top and there it was, laying there just sitting and waiting. 640 acres of ground.

So what we did here, we went on down - well, the lady is Katherine Elkus White, the Honorable Katherine Elkus White, and we took her along because of her knowledge of the Garden State Parkway and how to bring the vehicular traffic down.

The gentleman on the right is Peter Blake. He's Economic Development. And then, of course, we have the dark-coated man. He was from McCloskey Enterprises in Philadelphia. They own \$300 million worth of government building that they lease out to the government and, I understand, also other buildings that they lease out.

The other three gentlemen are with a major aeronautical concern.

So, it was a round-robin. We said, "Do you like this airport location?" They said, "Well, what for?" I said, "Mr. Blake, do you think the State could give this airport for a dollar a year on a lease basis?" He said, "Well, why would I propose a thing like that?" I said, "Well, suppose we did two things. Suppose McCloskey built you 100,000 square foot buildings and they

amortized it over 20 years rent and you got the building at the end of 20 years, free and clear, and we gave you 250 or 300 jobs?" He said, "Well, that's something to go into the Governor with."

And then I said to the people from the aeronautical concern, "You're interested in the development of the different equipment handling and so forth for your airports, meaning your automated equipment, and a way of getting people back and forth. Would you go into this place if we gave you a 20 percent discount in rent?" They said, "Well, it sounds fine. Why the discount in rent?" "Well the discount rent is because we're not paying for the land. Would you come on down and would you do this and would you think of it?" They said, "Sure. It's something well worthwhile to think about. McCloskey is getting his money."

Now, in other words, after all I've told you, there are ways of getting things developed without big expenditures of money. I'm a firm believer in this. You just have to have a little ingenuity.

Now, what would they develop? Well, this is my brainchild. Up in the right, the little bit that you can see -- in other words, people would buy a ticket right in the heart of New York, let's use New York, and they get on a pallet of six seats and their luggage goes underneath them. And then that six-seated job goes and it's flushed on to that rapid transit and then it comes down to the Pinelands or to Solberg, wherever it's going, and then it comes off, always with people seated in the seat, and

goes on to an SST and then the SST takes off and lands over in Europe. Then the process is reversed. And you get out of your seat in the heart of London, the same seat, the same baggage.

Now, you think this sounds a little like Jules Verne. Far from fact. There are automated systems in operation now. A \$4 million unit was put in down in Texas for just this sort of thing for the handling of freight.

Now, this is the last one. It's nothing but a sketch showing these seats and how they can go on and off, this same configuration as the airplane.

Now, in other words, the only thing I've tried to do here today is to get out of the realm of political back and forth and also the thought, that should there be an authority.

Well, we really don't have any choice. The reason we don't like the Port Authority, especially, is that we're jealous of them. They're making a mint. We're even jealous of the Garden State Parkway Authority. Why those son-of-a-guns, they go and they put up a Cultural Center and we don't have anything to say. But the Cultural Center exists. We've got it. We didn't like it when it went up but now we have it.

So, in other words, you have to have an authority. And when a character like myself goes to look for somebody he can't really run down a Senator or Assemblyman or so forth, he should have a place to go where you have a meeting of the different technical people and this sort of thing can

develop. Then some good could come out of it.

Now, I close with the thought that I do admire the Mayor who came in and said he was worried about his five children. Well, that's what I'm getting out of this. I think my children will live a better life for it.

Somebody who doesn't like what I've said, to them I apologize. And for somebody who has a difference of opinion from mine, I admire their thinking and their planning. Mr. Blomquist and Mr. Herb Smith, he hasn't been mentioned but he made many studies.

All of this just boils down to one simple fact. If we start fighting and arguing about who's going to get what and how we're going to do it, we're never going to get anything.

My thought is, this jetport bill ought to be passed. You ought to have a way that you can get to somebody to develop. There are ways of doing it without involving a fortune. And if an airport down in one section of the area of this State is less populated, it will do less harm. And if less air pollution comes out of the sky because the airport is next to the ocean, where it belongs, then I am very sorry for the people who went down there. But in this world we live in, a majority rules, and it's for the good of the majority that you people are up here in your position and I don't relish your position.

I hope I have been of some help and I appreciate everyone listening to the dreams of this one.

SENATOR STOUT: Thank you, Mr. Smith. It has been a very informative few minutes here.

Do any members of the Committee have any questions?

ASSEMBLYMAN RICHARDSON: What would a 50 mile track of this monorail cost?

MR. SMITH: It runs \$350,000 a mile. What does a road cost a mile? I think it's \$700,000. Something like that. It's about one-half the price of what it would cost for the road.

SENATOR STOUT: Thank you very much.

Now, some very patient people who have been here and I call on Mrs. Robert Lechner, representing the South Branch Watershed Association.

M R S. R O B E R T L E C H N E R: Mr. Chairman, my name is Hermia Lechner. I am a Trustee and Secretary to the Board of the South Branch Watershed Association with offices in Clinton. Ours is a citizen corporation dealing with all matters pertaining to the total environment and all natural resources within that land area drained by the South Branch of the Raritan River, including parts of Somerset, Hunterdon and Morris Counties. The Association is a broad-based organization of 712 single and multiple memberships representing individuals, businesses, industries, municipal boards and civic organizations.

I appreciate this opportunity to appear before you. The following resolution, pertinent to the bills under consideration, is on behalf of the Association membership at the direction of our Board of Trustees:

## RESOLUTION

WHEREAS the urban metropolitan New York area claims itself in need of a fourth airport, which situation needs no elaboration herein, and

WHEREAS the Port of New York Authority has stated its desire to construct a jetport on the Solberg site in eastern Hunterdon County, and

WHEREAS the Watershed Association, through its work in the watershed of the South Branch of the Raritan River, has intimate knowledge of the natural resource capabilities of this watershed, and

WHEREAS Watershed Association has made the following findings of fact:

1. The watershed areas of the Raritan River Basin constitute a vital water resource area for northern New Jersey.
2. Urban areas of northeastern New Jersey now depend and in the future will depend even more heavily on the water supplies available to them from the Raritan Valley watershed.
3. The Raritan River watershed as now developed will provide 190 million gallons of water per day safe yield at Bound Brook, of which 90 million gallons per day is earmarked for the urban areas of northeast New Jersey outside the watershed.
4. The investment of \$40 million in the Spruce Run-Round Valley reservoir complex, plus the proposed confluence reservoir, attests to the recognition by the people of the State of New Jersey of the importance of the water supply development in this area.

5. Loss of usable water producing capacity of the Raritan River watershed through destruction of its natural water holding characteristics is perhaps even more important than the direct pollution of the watershed by an airport operation itself, and would negate the value of the Raritan River valley as a major water resource area for the State of New Jersey.
6. The sustained usable water producing capacity of the Raritan River watershed would be seriously depleted by overly rapid runoff resulting from excessive development of the land.
7. The intense peripheral development which would inevitably accompany the establishment of a major jetport facility in the Raritan River valley would, through erosion, siltation, chemical contamination and biologic pollution, reduce the quality of the water in the Raritan River watershed to that of the storm sewer drainage in any large city.
8. Locating a jetport astride the proposed confluence reservoir and the stream channels of the North and South Branches of the Raritan which now transport Raritan basin water to the pumping point at Bound Brook, would do irreparable damage to this system and to the quality of this potable water supply.
9. Water resource development, to which this valley is committed, and the natural resource impacts of a jetport at Hunterdon-Solberg are completely incompatible.

and,

WHEREAS this organization would be gravely remiss in its responsibility were it to remain silent during the consideration of this matter,

NOW THEREFORE BE IT RESOLVED that the South Branch Watershed Association does, in the Interest of all the people of the State of New Jersey and of the watershed of the Raritan River system, oppose the construction of a major jetport facility anywhere in the Raritan River watershed area for reasons set forth herein and expanded in the "Joint Statement on Natural Resource Effects" of the Raritan Watersheds Council, March 15, 1967 appended, and (See p. 65 A)

BE IT FURTHER RESOLVED that if a major jetport facility is to be located anywhere in New Jersey, the location should be determined by a New Jersey authority using the results of a fully comprehensive study of all aspects of the installation such as that recently undertaken by the Governor's Economic Evaluation Committee for an Inter-continental Airport for New Jersey, and including impact upon natural resource capability.

Unanimously adopted by the Board of Trustees  
SOUTH BRANCH WATERSHED ASSOCIATION  
at its regular meeting February 20, 1969

Jerre W. Hoffman, President  
Hermia M. Lechner, Trustee & Secretary to the Board  
Peter F. Buell, Executive Director

I would like to make a few comments and then if you have questions, I'll do my best.

We've emphasized the impact upon water resources of Raritan Valley because these impacts have the most far-reaching effect upon a large segment of New Jersey's population.

I might mention that economic growth, without adequate water supply is a myth. However, this is not to be construed that the impact of noise, degradation of air, diminishing open space and the amenities of living environment are unimportant. What we are saying is that impacts upon natural resources of all kinds must be evaluated wherever the installation of this magnitude is built.

There are tolerance limits to the destruction of environment and these are important to people.

I believe that previous testimony of the Mayor and Mr. Bob Jenkins, and others, has pointed this up. When these limits of tolerance are surpassed, the environment rebels and we're on the losing end. And this is borne out by the ever-increasing number of tax dollars that are dedicated to the losing battle of cleaning up our polluted air and waters and our deteriorating cities.

I believe before the Legislature very soon is the capital requirements for sewerage in the State of New Jersey, \$900 million, and we'll be running in place after we've done something with it. And this is the magnitude of our environmental impact.

And people are demanding a livable environment.

More and more they are becoming knowledgeable of what this means to them and jobs alone do not suffice. There was a time when people were married to their jobs and when they got home after 16 hours of hard labor they could breathe some fresh air. Now we have affluence in our jobs and we have effluence during our relaxing hours. And there's a little rebellion on it.

The only way to keep the environment livable is not to destroy it in the first place. The report of the Governor's Economic Evaluation Committee recognizes this. However, there is still a comprehensive resource evaluation needed in selecting a final site. And this is a job not for politicians, not for economists, it's for biologists and scientists to take what we have in the way of economic reports and let's evaluate them against what the environment will tolerate.

A jetport, undoubtedly, will be built. Wherever it is built, if the only considerations are the economics of the numbers of jobs, the moving of people and goods, we're almost certain to create a short-lived blessing leading to a long-range disaster. And I think we'd do well to ponder the thoughts of some Cleveland High School students who appeared before the House Public Works Committee in favor of water quality bills. Seventeen year old Mary Helsten observed, "A general lack of conscience about destructive waste removal." And she pointedly asked the Committee, "Is it your right to hand down to us contaminated lakes and rivers that are obviously detrimental to the ecological

balance of our environment?" And, gentlemen, I propose that that's what it's all about.

(Applause)

SENATOR STOUT: Thank you.

Are there any questions?

ASSEMBLYMAN OLSEN: I notice in your resolution, the second part of it, you state that the location should be determined by a New Jersey authority, of course going into all aspects of it and the various studies. That's one of the factors that this Committee is attempting to learn right now, first of all, whether the authority should be created, but there has been a lot of thought expounded by various people that the actual site location should be left in the hands of the Legislature.

May I ask what the thinking was behind requiring the authority to set the site?

MRS. LECHNER: I really don't think that, for the groups that pass this resolution, that would be an important issue. I think their concern would be not who made the decision but on what basis it was made. I think men of good will and conscience and intelligence have facts before them and consider them all, it would be an authority or the Legislature, should be capable of making an honest decision.

SENATOR STOUT: That's a good answer.

Thank you very much, Mrs. Lechner and I'm glad you came down the second day.

MRS. LECHNER: Thank you.

SENATOR STOUT: Another second-timer is Mr. Paul

Vanwegen.

P A U L M. V A N W E G E N: Chairman Stout and members of the Joint Legislative Committee, I am Paul M. Vanwegen, speaking on behalf of the Raritan Watershed Council.

The Raritan Watershed Council has been a vehicle of joint watershed association expression for over nine years. The three watershed associations comprising it are all privately sponsored, non-profit, non-political corporations supported by nearly 2,000 industries, businesses, and individuals in the Raritan Watershed. Each is organized and able to deal with all of the natural resources of its region in an educational and advisory capacity. Each of the associations maintains an office staffed with professional conservationists, and each has a long record of achievements recognized both in New Jersey and throughout the Nation.

The member associations of the Raritan Watershed Council are the Upper Raritan Watershed Association, the South Branch Watershed Association, and the Stony Brook-Millstone Watershed Association. Their area of concern covers the major headwater regions of the Raritan River Watershed, consisting of 829 square miles, or 531,000 acres, extending nearly from Lake Hopatcong, on the north, to west of Freehold, on the south. As such, the headwater regions of the Raritan Watershed produce relatively clean and abundant supplies of water and recreation and aesthetic relief for millions of citizens of the urban core region. It is a region of unsurpassed value to the people of New Jersey,

whether they live near or far.

I would like to introduce our remarks with a quote from Dr. Rene Dubos of Rockefeller University. He says: "Everywhere, societies seem willing to accept ugliness for the sake of increase in economic wealth. Whether natural or humanized the landscape retains its beauty only in the areas that do not prove valuable for industrial and economic exploitation. The change from wilderness to dump heap symbolizes at present the course of technological civilization. Yet the material wealth we are creating will not be worth having if creation entails the raping of nature and the destruction of environmental charm."

Our remarks are directed to the Richardson Bill proposing a jetport site in the Hunterdon Solberg area.

Early in 1967 the Council studied the natural resource implications of this proposed site. The summary of this study included the following observations:

1. A new jetport at any of the proposed sites will bring with it a great amount of economic growth, generating new jobs, markets, and capital; it will also cause a great amount of resource damage. The net impact will be the advantages minus the damages, and intelligent site selection must recognize the need to set forth a real net impact value.
2. The proposed jetport site is in the heart of a 700 million gallon per day water supply development basis which all urban areas of North and Central New Jersey now depend upon. Extremely serious pollution problems from fallout and surface run-off may be anticipated.
3. Flash run-off, silt pollution, and little in-soak

from precipitation on thousands of acres of paved land can be expected to upset seriously any pattern of normal ground water recharge and normal stream flows.

4. Two new multi-purpose reservoirs - \$40 million for one - will have their water supply functions and advanced recreation plans - costing another \$8 million - seriously compromised.

5. At least a dozen municipalities in three counties will have years of community planning largely eradicated, zoning ordinances will be totally changed, and at least one municipality will be virtually consumed by the jetport.

6. Direct jetport effects on natural resources will be multiplied several times as the same effects are also produced by a large influx of industry, business and population into the surrounding region.

7. Thousands more of New Jersey's dwindling prime open space and agricultural lands will be lost.

8. Sport fishing in the region will suffer.

9. Any remaining agricultural lands in the region may be subject to lower crop yields as a result of fallout residue on plant life.

For the record, I am submitting herewith the original study, the summary of which I have just read.

Certainly from the foregoing assessment one can quickly realize that the population in the northeast quadrant of the State would feel the effects of the Hunterdon Solberg jetport site simply by the impairment of their potable water supply both in quantity and quality. However, another important consideration is the effect the

Hunterdon Solberg area now has on the populous northeast as a clean airshed. As this area presently exists, it not only supplies ample quantities of high quality water but it represents an area of clean air to displace the highly polluted air generated in the urbanized industrial complex to the north and east. The presence of an intercontinental jetport and the industrial complex associated with it would obviously generate great quantities of air pollutants and, therefore, completely negate the benefits derived from the area as it presently exists. Everyone benefits from these values whether they live in Rutherford, Union City, Newark, Jersey City or Perth Amboy.

One further question should be raised in connection with the 4th jetport proposal. The expansion of LaGuardia and Newark, and the proposed expansion of Kennedy, will increase capacity to a considerable degree. Advent of the jumbo jets will triple passenger capacity which will lessen runway demand. Better organized and more efficient use of present facilities would also reduce congestion. How do these affect so-called need?

As an illustration, do the projections in regard to the need for a 4th jetport still embrace an accommodation for the peak periods of airport use which seem to be the genesis of our present problem? If they do, it would seem the projections could be challenged on a basis of inefficient use. These questions should be fully examined by your Committee before it is concluded that a 4th jetport would be an unmixed blessing for New Jersey.

Much of the testimony in connection with the jetport has stressed the number of jobs and the number of dollars such a complex would produce. These things are important but they represent far less than the whole story. In our densely populated state, jobs and money must be evaluated against the waste they produce. Our air, land, and water pollution are of a magnitude that technological additions to them must be evaluated in terms of human tolerance.

Dr. Barry Commoner says, "In the past two years, with a sudden shock, it has become apparent that modern technology is changing the environment for the worse. The air we now breathe not only supports us biologically but it also can lead to respiratory diseases. Surface water, which we always relied upon to purify waste is now losing that capacity for self-purification. We are pushing the structure of the soil in the United States to the point where we cannot use it without polluting our water and our air. The environment is being stressed, I think, to the point of collapse."

In conclusion, it should be emphasized again that the jetport proposal is being evaluated almost solely in terms of its so-called economic impact. We have pointed out that the destruction and waste of natural environment is also a proper part of the evaluation of the proposal. We urge the Joint Committee to use this broadened concept in its deliberations.

Thank you. (Applause)

SENATOR STOUT: Thank you, Mr. Vanwegen

I think after your statement and the preceding one

the Committee is well aware of the views of those people who feel as you do and some others that we are going to call on in a few minutes.

Any questions?

SENATOR STOUT: Thank you, sir.

Mr. Cooper. He was here last week.

A. M. C O O P E R: Senator Stout, members of the Joint Legislative Committee, my name is A. M. Cooper, I'm President of the Federation of Conservationists, United Societies, Inc., otherwise known as FOCUS.

I am not here to defend the mosquitos of the Pine Barrens which Mr. Smith referred to, but I do represent the conservation angle. But beside that, the Federation of Conservationists, United Societies, Inc., is a non-profit corporation of the State of New Jersey and it represents more than 30 corporations and associations, and over 300 individual members who are interested in conservation and the preservation of our natural resources.

First of all, we are not a bunch of flower-picking old ladies. We include hunting and fishing, as represented by the New Jersey Federation of Sportsmen's Clubs, with over a hundred thousand members. We support educational programs, such as Dr. Vivian's activities at Whites Bog, which is quite well known and has gotten national recognition because of his teaching of young students in environmental sciences. But we're also supported by conservationists, bird watchers, if you please, botanists, photographers, hikers, canoers, campers; and the scientific

study of the flora and fauna of the area which has attracted scientists and photographers from all over the world.

FOCUS, speaking in behalf of our corporate and individual members, opposed the creation of a jetport authority, and opposes establishment of the world's largest intercontinental jetport in the McGuire-Lakehurst area, as recommended by previous speakers. Our opposition is expressed in a resolution which was passed by FOCUS last week, the week before last, - but since your Chairman has asked me to try to reduce the time for this recommendation, I will not read the resolution. I will, however, read the last resolve of it if I may.

"Be it resolved by the Federation of Conservationists, United Societies, Inc. (Focus) in meeting assembled that we will publicly oppose any legislation establishing a New Jersey Jetport Authority, and will oppose any Legislator at the polls, in any election, who would cast a vote in favor of this jetport or of this jetport authority."

That's how seriously we feel about it.

SENATOR STOUT: May I ask a question?

MR. COOPER: Yes, sir.

SENATOR STOUT: You speak above that you're opposed to a jetport at the McGuire-Lakehurst area. Does this last resolve apply to any Legislator who favors one in that area or any place in the State?

MR. COOPER: We are opposed, Senator Stout, to the establishment of a jetport authority, as such, anywhere in New Jersey. We're opposed to the location - if there was one established by this Committee as a result of this

Committee's deliberations, we would be definitely opposed to it in that area. I think I'll develop your point a little bit later on here.

SENATOR STOUT: All right.

MR. COOPER: While this meeting is called to consider Senate Bill No. 377 to establish a jetport authority and is not necessarily concerned with jetport sites, - I think that was brought out last week - so much emphasis has been placed on site selection by previous speakers that I ask your indulgence to bring out some pertinent facts regarding sites that must have a bearing on whether or not New Jersey is justified in spending \$500,000 now with the creation of the authority and putting its credit on the line for almost a billion dollars.

The economic evaluation report, in discussing a North Jersey site, refers to the certain destruction and pollution of the Spruce Run and Round Valley reservoirs which are public water supply and bought with public money. I call your attention to the largest potential source of pure water in the State, located in the Pine covered area recommended by the panel for the site. The largest and best underground water reserve of New Jersey is located in this interior plain. It includes what is known as the Pine Barrens and its vast water resources are virtually untouched. The sandy soil, generally flat terrain, and evenly distributed precipitation combine to give the area a very high rate of infiltration. Ninety percent of all rainfall in the Pine Barrens soaks into the soil, compared with a rapid 90 percent run-off in the

hilly sections of North Jersey. Never underestimate the value of that water. There is sufficient pure water available in this aquifer to supply all of the daily requirements of both New York and Philadelphia combined. Here is what an official publication of the Department of Conservation and Economic Development has to say about this water supply:

"Use of the barrens beyond the current extent and tempo of activities could well have a negative effect not only on the surface environment but, more importantly, on the quality and yield of the tremendous reservoir of water beneath the pines. As of now, this underground reserve is the largest potential source of fresh water in the State. The disturbance which would be caused by industry, housing developments, airports, stadiums, and more access highways is incalculable."

I'm going to skip a little bit there, Senator Stout, to come to an important point that I would like to emphasize.

The Famous Wharton Tract, owned by the State, was originally purchased by Joseph Wharton in the 1870's. It was his idea to dam the many Pine Barrens rivers so as to provide a fresh water supply for the City of Philadelphia. Plans were drawn up and still actually exist but the undertaking was blocked when the New Jersey Legislature got wind of it and enacted a measure prohibiting the export of water from the State. That was almost a hundred years ago. It is hoped that this water supply, that was important enough for our Legislature to preserve for our own use, is still important enough for our present Legislature to protect from

certain destruction in the interest of the international jetset and a few real estate operators and Chambers of Commerce. (Applause)

The Economic Evaluation Panel Report states that the North Jersey area was discarded because "the high volume of traffic and the large supersonic jets make it socially and politically unacceptable to densely populated communities in that areas." We consider this a biased statement that makes second-class citizens of the residents of any other place, including the fastest growing county in New Jersey. I hope this Committee doesn't confirm this opinion.

The report also assumes that there is little or no objection to locating a jetport in the McGuire-Lakehurst area. In the fall of 1967 Focus collected and presented to Governor Hughes' office over 5000 signatures on a petition opposing this jetport at that time. In spite of this, within less than a week, he told Alan Boyd, in Washington, that there is no objection from this area.

Many of the arguments used in Hunterdon and Somerset Counties against a jetport there, are equally valid in Ocean, Burlington or Monmouth Counties. The frightening social problems are just as real in Ocean, Burlington and Monmouth Counties as they are in Hunterdon and Somerset.

I'm going to skip these figures, Senator, but these figures refer to the number of schools that would have to be built, the number of school rooms, the number of teachers that would have to be hired, the sewage problems, and so on. But I do want to mention the noise problem, also the police

problem.

In Dover Township, right now, we spend almost a million dollars a year to support a police force and we have less than 40,000 population. If a city of four hundred or eight hundred thousand population were moved into the end of Ocean County, the police force that would be necessary to keep that place, if it was in proportion, would be \$20 million a year.

Now I want to mention the noise problem, if I can pick up the right place here.

Oh, one of the speakers this morning mentioned the Los Angeles Airport and the noise problem. I have up-to-date information that the suits and claims pending against the City of Los Angeles, as a result of a noise problem at Los Angeles International Airport, amount to a little over \$5 billion. There was a suit by the Inglewood Residents Protective Association filed within the last week for \$2.8 billion for damage by sound, by noise. Would a jetport authority in New Jersey have to handle claims of this magnitude?

Even without the sonic boom, the 108 decibels permitted by the air lines is twice as high as a sound level permitted by industry. Labor unions - I wish Mr. Jacobson were here, he probably would confirm this, -- labor unions have successfully fought against damage to the hearing and to the nervous systems of their constituents who are exposed to sound levels of 96 decibels in industry right here in New Jersey. And yet the permissible sound level by

airlines, not supersonic jets but ordinary jets, is 108 decibels. And the sound level doubles for the increase of ten decibels.

These are all questions that would have to be answered no matter where a jetport is located. That is why we say that New Jersey does not need a jetport and, therefore, does not need a jetport authority.

We hear about the adequate rail and highway transportation to serve a jetport. Yet, last week, Mr. Zar referred to a rail line that could be used in this connection that runs between Lakehurst to Toms River to Barnegat. I live within 500 yards of that railroad and I wish this Committee could see it. It is a single track, no ballast, weeds growing up between it, and I wouldn't trust the bridges to carry a full freight train. Yet that was one of the recommendations that was made to this Committee.

Previous speakers have said a jetport would be self-supporting, would not require the credit of the State to back up the bonds of a jetport authority.

I notice that Assemblyman Richardson has at several times raised the question about who is going to pay for this thing and will it be self-supporting. I think Senator Crabiel did the same last week.

But to sell bonds the financial community must be satisfied that the bonds can produce income. To produce income the jetport would have to sell its services. Who can they sell the services to except the airlines? And yet, when questioned by members of this Committee, they have presumed to speak for the airlines that they would change their minds if

a jetport authority were created.

I hope it is your intention to hear from the airlines.

The jetport area would be another Dulles airport - one of the most modern in the world, 20 miles from Washington, through beautiful scenery to get there, with shiny waiting rooms, sunken gardens and fountains, but no customers. It's a financial flop that cost \$108 million. And after nine years - if this thing would be self-supporting after three years, Dulles after nine years is used only by Allegheny and Mohawk Airlines, which are two small feeder lines, and I've ridden both of them.

We recommend that this Joint Committee hear from the financial community on this before taking further action. Much discussion revolves around putting a jetport where it would hurt the least people. We feel this is a negative approach. A jetport should be put where it will do the most good for the most people. This should be judged from a national standpoint and not based on the childish concept that Jersey is tired of playing second fiddle to New York or any other state, for that matter.

Now, there has been some reference to England and I think some quotations from France, but England is a congested Country and has run into some of these same problems and I would like your permission to quote from one of the authorities in England, Dr. John Allan May, and I quote:

"There are fewer people in the country than in the towns. Therefore, those in authority remark fewer people are disturbed if airlines switch on full power there. Our

member of Parliament" - I suppose that is your counterparts - "has been aloft, searching patiently by helicopter for a better place. But a 'better place' can only mean one with rather fewer people in it. There are few totally deserted places in Southeast England. So that even if our member is successful we will only hand the problems on to others. That is no answer. The only answer is to divert progress to quite new channels.

"Authority clearly has accepted that there is no other way for progress to proceed but straight ahead, rolling over most of the rights and privileges of mankind as it goes. Jet road and sonic boom, it has been decided, are the natural country sounds of tomorrow and will have to be accepted. Personally, I do not believe that is necessarily the case. It would be perfectly possible in Britain, at least, to have all airports in estuaries or out at sea."

We recommend that this Committee investigate this entirely new approach as mentioned by Dr. May. Mr. Portash mentioned this, more or less facetiously, when somebody asked him where you would put it and he said out in the ocean.

Now this is a very serious matter and this new approach is being investigated right now by FAA. Mr. David D. Thomas of the FAA has received some 25 separate proposals for off-shore facilities throughout the Country, including Boston, Chicago, New Orleans, San Diego, Los Angeles, Seattle and others. And we understand that Tel Aviv in the Country of Israel has one in actual operation. That's not in the Atlantic Ocean but it's off the coast of Israel.

A jetport five or ten miles off-shore from Kennedy, for instance, could use all baggage, ticket office and passenger handling facilities of Kennedy while transferring the jet noise and the sonic booms out to sea. And the communication would be by means of a taxi way from one to the other. There's nothing wrong with making that off the coast of New Jersey so that it would be under the jurisdiction of New Jersey if it was desired. But it is a perfectly feasible thing and there's considerable technical information available on this subject, As far as labor is concerned, as far as supporting industries and supporting businesses around an airport, they would benefit just as well from one that's off the coast as from one in the Pines or in Solberg, for that matter.

Much of the activity of Senators and Assemblymen, alike, has been directed toward promoting a jetport in New Jersey while at the same time being sure it will not land in their own baliwick. The obvious purpose of the Economic Evaluation Committee was to keep a jetport out of their own territory where half of the Panel live. The Hunterdon-Somerset Jetport Association has the same objection. We believe that the time has come to stop pointing at the other fellow's territory and establish a jetport where it will do the most good for the most people, for the workers, for the passengers and for the residents.

It has been clearly indicated that consideration of the need for this jetport and, therefore, for this jetport authority, stems not from examination of the region's

transportation needs but only from the viewpoint of air transport needs. In spite of the unscientific method of counting New Jersey licenses in Kennedy's parking lot, the fact remains that only 10 percent of jet air travel in the greater New York area originates in New Jersey. We submit this is not enough to justify creation of a jetport authority.

We, of Focus, are proud of the Garden State. We are proud of its \$3 billion resort and recreation industry. We are proud of the thousands of senior citizens who have retired in the peace and quiet of our own counties.

Now, to also quote the Bible, which was quoted several times this morning, - Let's not sell the birthright of millions for a mass of pottage for a few. (Applause)

I appreciate the opportunity.

SENATOR STOUT: Thank you, Mr. Cooper.

Do any members of the Committee have any questions?

ASSEMBLYMAN OLSEN: Mr. Cooper, I would like to just clarify a point. You are against the creation of an authority and, as a conservationist, I assume you are against the further dissipation of the natural resources of the State.

Now, supposing there was a change in the attitude of the Military about McGuire or Lakehurst, or perhaps the utilization of Pomona Airport down there at Atlantic City, the so-called National Aviation Facility Experimental Center. That happens to be very close to the Atlantic City Expressway which connects with the Turnpike and Philadelphia and also very close to the Garden State Parkway. If any of

these facilities could be acquired and used in the capacity of an intercontinental jetport, would your objection still exist?

MR. COOPER: Absolutely. For this reason, Assemblyman Olsen. I am a citizen and a taxpayer in the State of New Jersey and I'm also speaking for a lot of people who are not just concerned with the flower-picking and with the conservation. Conservation, as strong as it is and as important as it is, I don't think it's been given its just due by many people, but aside from being a conservationist the fact that all of this city would have to be built there to support this thing, even if it went in McGuire you don't have enough supporting facilities at McGuire to do this thing, you would still send these booming jets over the people's heads. So, from the standpoint of a citizen or a person that wants to live in a reasonable and decent environment, I wouldn't want to have it anywhere in that area.

Does that answer your question?

ASSEMBLYMAN OLSEN: Yes.

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

(Applause)

SENATOR STOUT: Mrs. Vollmer. Thank you for your patience.

M R S. J A C O B V O L L M E R: Honorable Committee, ladies and gentlemen. I am Mrs. Jacob Vollmer. I am the Corresponding Secretary for the American Association of Retired Persons, Waretown Chapter 327. We also have the support of Manahawkin Chapter 535, and our town of Waretown,

Ocean Township, has gone on record as opposing the jetport. And also Lacy Township.

We are vehemently opposed to an international jetport in Ocean, Burlington or Monmouth Counties. We have all moved down here from areas that were polluted and noisy, and invested our life savings to where we thought we would have peace and quiet and wonderful invigorating unpolluted air to breathe.

Do you realize there are at least 10 senior citizen villages in the area of McGuire and Lakehurst, and also tens of thousands who have bought homes in Toms River, Forked River, Waretown, Barnegat and Manahawkin, and the noise and pollution from such a jetport would cause an extreme health problem to all these thousands of citizens as the jets would have to fly low over most of the coastal towns in order to land and take off.

Most of the people who have moved down here also enjoy a drive on the back roads to see the beauty of the pines and hear the birds. With such a jetport there would be a terrific pollution of our natural watersheds and many people depend on that water for drinking.

Our billion dollar resort industry would surely suffer from such a jetport as people would not come down here to spend a vacation if all they would hear were sonic booms and pollutants being spewed at them.

Why must a jetport be forced on the people of New Jersey when only big business wants it?

SENATOR STOUT: Thank you, Mrs. Vollmer.

MRS. VOLLMER: Thank you.

SENATOR STOUT: Are there any questions?

Thank you very much.

(Applause)

SENATOR STOUT: Is Mrs. Fabritus here? (No response)

Mr. Folwell?

R O B E R T C. F O L W E L L: Gentlemen of the Joint Committee, my name is Robert C. Folwell. I'm Executive Assistant to the Director of the Delaware Valley Regional Planning Commission. Our Director, Walker K. Johnson, attended these hearings last week when he was here all day but, unfortunately, he was called to a budget hearing by one of our other member governments today and I am here to read his statement.

I think, in view of the time, I will file the statement with you gentlemen and I'll simply mention about a half dozen sentences a half dozen highlights of this to call your attention to it. (See P. 74 A)

We were asked to appear here by one of our member governments, two of them, in fact, two of our county governments in South Jersey, and our Commission had quite a discussion about this and other airport matters at its January meeting, at the end of January. They asked us to come up here particularly to convey to the members of this Joint Committee their feeling that you are to be commended for moving to act upon this very difficult airport problem, as you are. And we were directed not to appear specifically for or against this measure. But we were directed to indicate

to you the status of planning for airports in the nine county urbanized area around Trenton, Philadelphia and Camden, so that you would have this information available.

Now the large map, at the rear of the hall, we were asked to bring along, and that indicates to you gentlemen the area that we cover. We are a creature of your Legislature, jointly with the Pennsylvania Legislature, and we were created two years ago to carry out the various federal mandates for regional planning in metropolitan areas, so as to qualify the state, the county and municipal governments of the Delaware Valley for continued federal funding under the various aid programs established by the U. S. Congress, such as highway construction, rapid transit construction, water, sewerage and solid waste disposal facilities, parkland and recreational facilities, hospital and college buildings and a variety of other Federal aid programs. This does include airport facilities.

Now, instead of reading my statement, I'll simply mention what we have done to carry out your mandate to date.

First of all, we have completed in a preliminary form six long-range development plans for this nine county area on both sides of the Delaware. I'll just hold up these plans which are being published this spring. Two of them are now out.

Regional projections for the Delaware Valley for 1985 and periods in between. Preliminary regional land use plan. A regional water supply and water pollution control plan. An interim regional open space plan. And within two

or three weeks we'll have highway and mass transit plans for the region.

These are all general plans. They don't pretend to substitute for county planning or local planning but they do provide guidelines and framework, and we're going to take these plans to public hearings in June. And you gentlemen of the Legislature will be fully apprised of this before then and you will have copies of these reports shortly in your hands.

And our various member governments, the counties of Gloucester and Camden and Burlington and Mercer and the City of Camden and City of Trenton, as well as the members from the State of New Jersey - we do have three commission members from New Jersey - will all, of course, be involved in this. So that's what we've done to carry out your first mandate.

Now, secondly, we've meanwhile continued to review, approve and send forward, to the Federal government, a variety of projects from these counties and from our municipalities, of which, as you probably know, we have about 360 townships and boroughs in this area, on both sides of the River. - we've continued to send forward to the Federal government all of their projects that we can review and find adequate. And we've sent forward 103 public projects in the last two years since you created us. These projects will total up to an estimated \$1,252,000,000. And the federal share of those projects ranges, of course, from 50 percent up to 90 percent in the case of interstate

highways. And this includes five airport projects, approved last year, and one this year.

Now, beyond that on the airport part of our responsibility, I might simply mention that the first thing we did was to create an Airport Planning Advisory Committee. This has 21 members, representing the Federal aviation agencies, the major airports in the area, and our member counties and cities and the States of Pennsylvania and New Jersey, and the State of New Jersey is represented by Colonel Girard who has been mentioned several times previously. And Colonel Girard and his Committee - and he has shared most of those sessions - have held a series of meetings. They have met very faithfully every month and they have reviewed the airport situation in this 9 county area in detail as it now stands, and, furthermore, they have taken care of sending to the Federal government, with a favorable certificate from us, five airport construction projects that amount to almost \$4 million, and these are for two projects for nearly a million dollars at Mercer County Airport and then projects at North Philadelphia and Philadelphia International.

Now, when our Commission got into this question of, should they come up here and should they favor this particular piece of legislation, they debated this for nearly an hour and they expressed - they wanted you to know that they have a continuing concern. These gentlemen are mostly elected officials from our member governments, our counties and cities. They have a continuing concern with long-range airport needs in the Philadelphia, Camden, Trenton area,

especially the airport facilities required to enhance our future economic growth.

Now the Commission determined - and I think it's fair to say that almost all of the members favored this view - that they would not engage in an airport for the Philadelphia area at this time because of previously completed studies by several of our counties and because of studies done on this side of the river by New Jersey agencies and because of contemplated action by this Legislation.

The Commission did, however, vote to spend a small portion of its budget to continue its reconnaissance this year and continue to provide staff to Colonel Girard's Committee to keep in touch with this situation on behalf of the Delaware Valley urban area.

Now, I won't read the rest of our testimony or go into it concerning the jetport site. As I said, our Commission does not have an opinion about this. We do indicate, back there on the map, the location of the three proposed sites - the McGuire site in a large green square - so you could see how they relate to our particular urban area. And I think it's fair to say that while the pressure is really on in the New York area, the pressure is not yet on in the Philadelphia area. It's anticipated that Philadelphia International will be able to continue taking care of our airport problem up at least through 1976, possibly to 1980. That airport has a very major expansion program underway.

But everybody in our area, who has thought about it

and discussed it in the press in the last year is also in agreement that we do have a problem coming in the future and we will need, with your help, to look at that problem over the next few years and we will have to make plans at some point.

Thank you very much.

SENATOR STOUT: Thank you, Mr. Folwell.

Any questions?

ASSEMBLYMAN VREELAND: Mr. Folwell, you just mentioned that there is an extensive program of airport expansion in the Philadelphia region.

MR. FOLWELL: Yes, sir.

ASSEMBLYMAN VREELAND: At our previous hearing, the question was raised about the capacity of Philadelphia and how long it could stand to continue, Philadelphia International as well as Philadelphia Northeast, and the response was that they cannot last over another three years, by Mr. Blomquist.

You are in disagreement with him, obviously, and may I ask you is this expansion program in Philadelphia Northeast or Philadelphia International?

MR. FOLWELL: Philadelphia International, sir.

Well, there are various opinions about that and I would have to defer to our member government, which is Philadelphia, which runs that airport. And the member of Colonel Girard's Committee who represents Philadelphia International Airport is the Director of Aviation for the City, Mr. Burns, and I think his estimates are five to ten

years, not three years.

ASSEMBLYMAN VREELAND: Thank you very much. I appreciate that.

SENATOR STOUT: Thank you for bringing that map up today. It had a lot of visual perception at the lunch hour, I know. So it wasn't in vain.

MR. FOLWELL: Thank you very much for having us, Senator.

SENATOR STOUT: How about Mrs. Woodford.

Are there any others after Mrs. Woodford?

(No response)

M R S. E L I Z A B E T H W O O D F O R D: Distinguished Committee, I, too, feel fortunate to be able to address you and tell you some of the things that have been on my mind. As I've been listening to so many people, either agreeing or disagreeing with what they said, I have been thinking perhaps you too have had side thoughts and I have been interested in your questions, what you asked the others after they finished.

I can't suppose that I can add anything of real worth to what has been said except to express how I feel, personally.

SENATOR STOUT: Who do you represent, Mrs. Woodford?

MRS. WOODFORD: I am Elizabeth Woodford. I am a public speaker on conservation and on the much disputed subject, the Pine Barrens. I speak to six states to audiences who may wish to hear me. This week I will be in New York speaking to a group of people who are educators

and, shall we say, conservationists. I'll talk to a group of Appalachian Mountain Club people at another time.

Last week I was in Westchester. And this gives you an answer why. Basically, I am a free lance speaker and simply talk on conservation with a rooted point of view in the Pine Barrens. I have no ax to grind. I do not live where the airport will be placed, should you like it to be in the Pine Barrens. I hope you do not.

But should it be possible that there is an appeal that may be heard, I would like to think that I'm going to speak from a different point of view from what has been said so far.

Children who will be asking, Where were these opinions, shall we say, decided, and by whom were these opinions made, in future generations, that took from us something special, something unique and something that could not be replaced, whether you were to place it in the Round Valley Water Shed or the Raritan Valley Watershed area; whether you were to place it in the Pine Barrens or whether you were to choose some other special spot, - obviously, it has to be a special spot because where else can they put something as large as a jetport?

These children will some day want to know where the Legislators were who had the future of New Jersey in mind.

I don't think you can conserve or wish to conserve until you love an area. I don't think it matters to you whether someone has a fishing spot that's special to them,

age 8 1/2 or 9, as I happen to know a few who are not my grandchildren but someone else's. I don't think it matters to those who love the birds and the wildlife in the Morristown vicinity whether or not people who choose to keep it preserved are people who feel as I do, or whether they're people who may have been living there, as someone suggested today - that's the only reason it's kept out of there. I'm glad temporarily it is being saved. I, too, have helped to do a small part in saving that and I think it's a wonderful idea to save it.

Naturally, I'm most interested in South Jersey. I would like to appeal to the people of New Jersey from the point of view that this unique area, our open lands, whether it's in the Pine Barrens or whether it's in North Jersey or whether it's on the tip of Cape May Peninsula, wherever there are open lands, that it be preserved and that it be saved.

We do not need a jetport in New Jersey. We have given and given through years and years of contributions, through highways, through the corridors, as you refer to at many times, of transportation. We have given all the necessary gifts to the Nation at large.

The most special gift that we have is one which is a wildlife area that should be set aside, a wildlife area which will be for future generations' use.

I would personally like to say, if I could take you down one of the rivers or streams in South Jersey, you would change your mind, should you be the one who may

have the chance some day to place an airport in the Pine Barrens of New Jersey.

I don't think it's possible, were you to see these special places, that you would agree with Mr. Smith who made such a facetious remark as to suggest that we would like to preserve a mosquito, or a mosquito population, like he seemed to think it was perhaps a joke. I hope he's joking, because I can't think that anyone who would take the time and use their courage to stand up here and talk to a group of people would ever, ever hope to conserve with that point of view in mind.

If it's possible that you can wish to save an area, it is only because you have learned to know it. Maybe you gentlemen know some special places in the Pine Barrens. Maybe you too have looked at Round Valley or the Raritan Watershed with a point of view of appreciating its beauty; or the Morristown Swamp area which is indeed unique and special.

But we need a leader. We need a person in New Jersey who will represent the people of New Jersey who wish to conserve what is special and unique.

Water? Yes. In the Cohansey sand area we have a situation where untold quantities of water is saved. We have the Delaware Valley Watershed, we have the Raritan Valley Watershed, and so on.

That is only one small part of it. There is a great deal more that belongs to the people of New Jersey, the children who are the future of New Jersey, that is on

the verge of being destroyed. And if you gentlemen have it in your power to place your name on the roster where these young people will some day say, that is who saved my special place or that is who destroyed that special place.

I hope this means something great to each of you. if it's possible for you to be that leader.

I happen to have as a choice advantage your school children as my audience. When I ever bring about the answer to them of why this area may be in danger, they immediately say, well we have Congressmen, we have people who are our elected men in Trenton who won't let this area go. And I never know quite what to say to them in their terms, except I say, your mothers and daddies have a vote, some day you'll be voting.

When you talk to them about this special area where you like to go fishing or swimming or canoeing or simply walking in the woods, perhaps they'll understand if you talk to them about it in that way.

I appreciate the chance to have talked to you. I've only said a tenth of what I would like to have said. I, too, am aware that the clock is up there and you've been listening a long time.

Thank you very much.

SENATOR STOUT: Thank you very much.

(Applause)

SENATOR STOUT: I think that finishes the hearing for today. I think our next session will be next Tuesday but I will confer with the Committee and announce it.

Thank you for your patience.

**Statement of Walter Ellis, Jr., New Jersey Farm Bureau  
Before the Senate and Assembly Committees  
On Transportation and Public Utilities  
On S-377, A-53 and A-433  
On a New Jersey Jetport  
March 4, 1969**

Mr. Chairman, Members of the Committees:

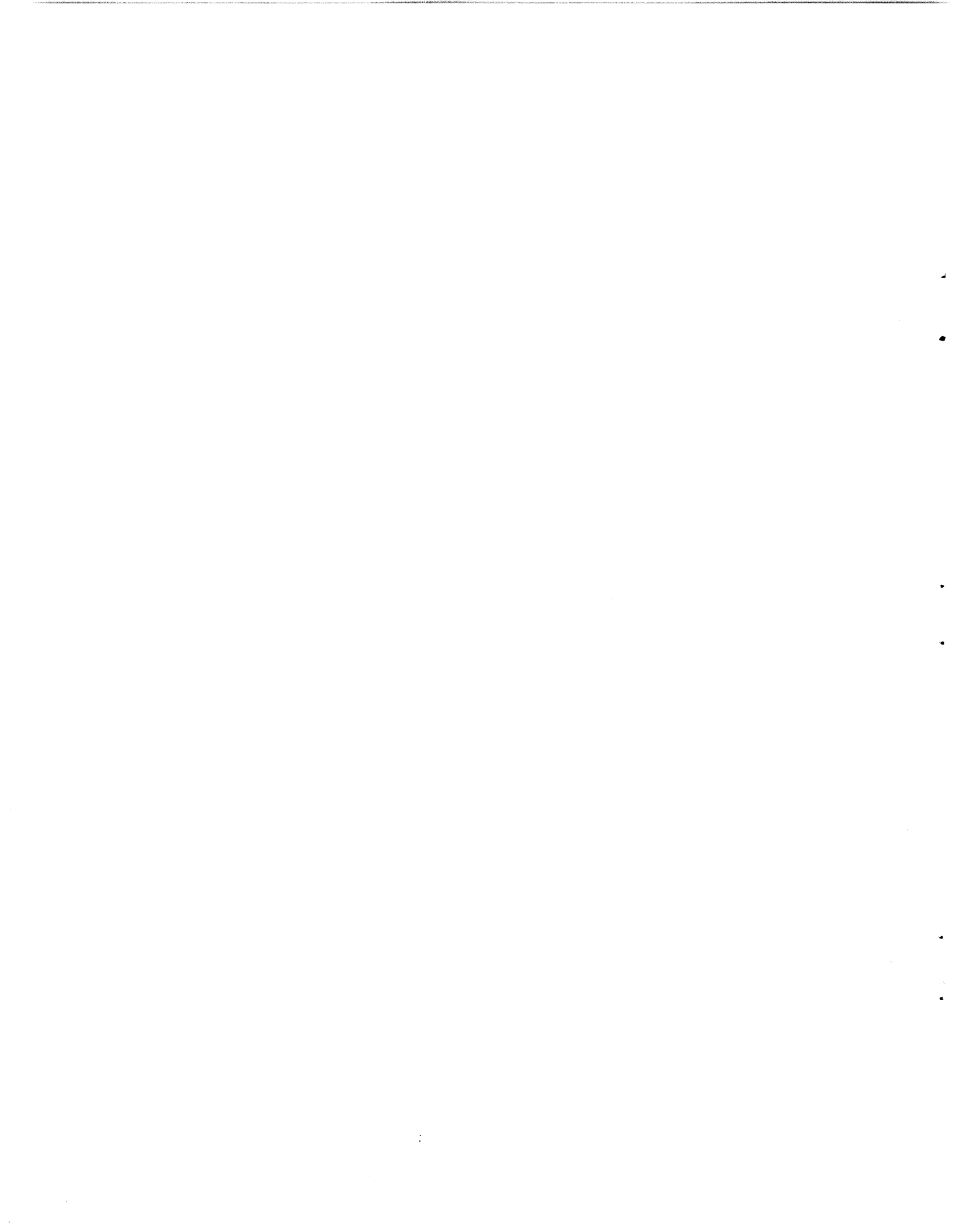
My name is Walter Ellis, Jr., Yardville, New Jersey. I am the owner and operator of a farming operation in that community, and am first vice president of the New Jersey Farm Bureau, for which I appear here today.

On January 24, 1969, the Board of Directors of the New Jersey Farm Bureau, representing our 4,000 members in twenty counties, adopted a resolution on the subject of building an international jetport in New Jersey. This resolution has been circulated to members of the Senate; and I would like to make it a part of my statement here today.

In the interest of conserving time, my statement will be brief and to the point. As I need not tell you, New Jersey is the most urban state in America. Our total land area is relatively small; and we have only a limited amount of open space left in most areas of our state. Every remaining acre of open space left is precious and beyond calculation of value to the present citizens of our state, not to mention the untold generations to come.

New Jersey's 8,000 remaining farms occupy slightly more than a million acres of the open space that is left; or roughly a fifth of the total land area. These farms represent a large portion of the tax-paying open acres in the state. They employ some 40,000 persons annually during peak employment periods; produce sales of \$285 million annually; and represent a total capital investment of approximately one billion dollars.

Quite frankly, we are concerned about the impact on agriculture and open space if a giant international jetport were to be built in New Jersey, possibly consuming 30,000 to 50,000 acres of land.



So far as we have been able to determine, not much consideration has been given by anyone as to how much valuable and active farmland would be consumed if the jetport were to be built at any of the locations that have been proposed. We would suggest that any bill that authorizes the building of such a facility should be amended so as to require consideration of the loss of agricultural land as well as other considerations before any site could be chosen and approved.

Unfortunately, some people seem to have the idea that open agricultural land is in the category of waste land; and have not considered the true value such agricultural land has to non-farm people.

We are not convinced that a new jetport has to be built in New Jersey; but if it is, we want all of the ramifications considered. These considerations should include the impact on open space and agriculture; on sources of surface and underground water; on air and water pollution; on ground transportation; and others.

It is for these and other reasons that we strongly endorse the idea that any new jetport should be built on lands already held by State or Federal Government, such as the McGuire Air Base, the Lakehurst Naval Air Station, the Earle Ammunition Depot, or others. Nor should we allow the military establishment to dictate that this cannot be done. Military bases can be re-established in less densely-populated areas, thus giving way to critical civilian needs.

We do not favor the construction of a jetport in the Solberg area, in the Allentown area, or in the so-called pine barrens, where the production of cranberries and blueberries represent a major agricultural enterprise.

If it is determined that it has to be built in New Jersey--and we doubt it--then let's see to it that the military finds a way to accommodate it by giving up a present base and moving to another area or sharing their present land and facilities.

Thank you for allowing us to present our views.

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## RESOLUTION

**WHEREAS** the need for an additional international jetport has been shown as vital to the future of the New York-New Jersey-Philadelphia metropolitan area; and

**WHEREAS** the location of such a jetport in New Jersey has become a subject of bitter controversy and resultant inaction by the New York Port Authority, and

**WHEREAS** the location of such a jetport in New Jersey would involve the taking of many thousands of acres of open land--a scarce commodity in our state--and

**WHEREAS** some of the areas prominently mentioned as possible sites for the jetport would involve the taking of thousands of acres of valuable and productive farmland; and

**WHEREAS** it has been proposed that a New Jersey Jetport Authority be created to build and operate the new jetport in New Jersey,

**NOW THEREFORE BE IT RESOLVED** that the Board of Directors of the New Jersey Farm Bureau, meeting at Trenton on January 24, 1969, urge that the conservation of valuable farmland be carefully weighed if and when any decision is made on the location of a jetport.

**BE IT FURTHER RESOLVED** that top priority be given in the selection of a site to lands already held by the State or Federal Governments, such as the Lakehurst Naval Air Station, Earle Naval Ammunition Depot and McGuire Air Base, which could be relocated in a less densely populated area of the country.

Careless location of such a jetport could result in the loss of irreplaceable farmlands, serious disturbance of underground water supplies and their sources, loss of valuable green space for both people and for wildlife, and serious air pollution problems for the surrounding area.

**BE IT FURTHER RESOLVED** that a copy of this resolution be distributed to members of the Legislature, other state officials, and other groups and individuals interested in the proposed jetport.

STATEMENT  
OF  
BLASE A. RAVIKIO, CHAIRMAN  
BURLINGTON COUNTY PLANNING BOARD  
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 11, 1969

My name is Blase A. Ravikio and I am Chairman of the Burlington County Planning Board.

I am here today to congratulate the members of the New Jersey Legislature who are now acting to resolve the age-old proposal of a jetport for New Jersey.

The Burlington County Planning Board would like to go on record in favor of Senate Bill No. 377 and Assembly Bill No. 433 which would create a New Jersey Airport Authority charged with the responsibility of determining the feasibility of a jetport somewhere in the State of New Jersey and possibly the selection of a site for this major international airport which is obviously needed to meet the ever increasing demand for more adequate air cargo and passenger service in this region.

We believe that this legislation is appropriately phrased to permit the participation of other agencies or authorities in this State or other states with this Authority in the field of airport development should the merger of qualified groups become feasible at a later date.

We are interested not only in the development of this regional international jetport for New Jersey and the untold thousands of new jobs and millions of dollars of new income that it will generate, but also the provision of the bill which, in general, locates the port within a trapezoid in the south central part of New Jersey. Inasmuch as there are others who will give expert opinions on financing, economics, etc., I want to confine myself to the planning aspects of this jetport.

It is my opinion that, if the political, emotional and selfish interests were eliminated, each and every study based on fact and merit would lead to the one conclusion, that being that a jetport must be established and it would be to the best interests of New Jersey and the general public to enact this bill to bring about this facility.

From a planning point of view, using good planning techniques, standards and criteria now being used by the Federal Government and the State of New Jersey, such a facility as this jetport would be a very important ingredient in an overall master plan for the State of New Jersey.

It is apparent that, if there is to be orderly growth in the southern part of the State and the vast (2000 sq. miles) Pine Barren, there must be a facility large enough to make an impact to provoke proper planning for land use, highways, high speed transportation and pollution.

While I do not minimize the emotional, political and selfish interest aspects, I do feel that there is room in the State of New Jersey for all to be relatively satisfied. I would urge you to give the proper emphasis to good planning to bring about orderly growth and a well balanced land use for the entire State of New Jersey.

Thank you.



Blase A. Ravikio, Chairman  
Burlington County Planning Board

THE SOLBERG-HUNTERDON JETPORT SITE  
A JOINT STATEMENT ON NATURAL RESOURCE EFFECTS

BY

RARITAN WATERSHED COUNCIL

FOR RELEASE: MARCH 15, 1967

Member Associations:

South Branch Watershed Association, Inc.  
Clinton, New Jersey

Stony Brook-Millstone Watershed Association, Inc.  
Pennington, New Jersey

Upper Raritan Watershed Association, Inc.  
Far Hills, New Jersey

RARITAN WATERSHED COUNCIL

N E W S . P E L E A S E

HUNTERDON-SOLBERG JETPORT SITE

FOR RELEASE: MARCH 15, 1967

RARITAN RIVER WATERSHED, N.J. --- A trio of well-known private, non-profit watershed associations today released a study of the natural resource aspects of a proposed jetport at the Solberg-Hunterdon Site. The statement issued here sheds new light on criteria for consideration in the selection of any site, and it makes a number of observations regarding both the quantity and quality of water resulting from the project, planning considerations and recreation effects.

The study was conducted by the Raritan Watershed Council, a federation of three major watershed associations in the Raritan River Basin. The Council has been a method of joint expression of opinions on various natural resource and conservation issues for many years and consists of the South Branch Watershed Association, Inc., headquartered in Clinton, N.J.; the Stony Brook-Millstone Watershed Association, Inc., of Pennington, N.J.; and the Upper Raritan Watershed Association, Inc., with offices in Far Hills, N.J. All three are recognized leaders in the conservation field, both in New Jersey and throughout the Nation.

Chief items in their findings include:

1. A new jetport at any of the proposed sites will bring with it a great amount of economic growth, generating new jobs, markets and capital; it will also cause a great amount of resource damage. The net impact will be the advantages minus the damages, and intelligent site selection must recognize the need to set forth a real net impact value.
2. The proposed jetport site is in the heart of a 700 million gallon per day water supply development basin which all urban areas of

North and Central New Jersey now depend upon. Extremely serious pollution problems from fallout and surface run-off may be anticipated.

3. Flash run-off, silt pollution and little in-soak from precipitation on thousands of acres of paved land can be expected to upset seriously any pattern of normal ground water recharge and normal stream flows.
4. Two new multi-purpose reservoirs (\$40 million) will have their water supply functions and advanced recreation plans (another \$8 million) seriously compromised.
5. At least a dozen municipalities in three counties will have years of community planning largely eradicated, zoning ordinances will be totally changed, and at least one municipality will be virtually consumed by the jetport.
6. Direct jetport effects on natural resources will be multiplied several times as the same effects are also produced by a large influx of industry, business and population into the surrounding region.
7. Thousands of more acres of New Jersey's dwindling prime open space and agriculture lands will be lost.
8. Sport fishing in the region will suffer.
9. Any remaining agriculture lands in the region may be subject to lower crop yields as a result of fallout residue on plant life.

\* \* \* \* \*

THE TEXT OF THE FULL STUDY FOLLOWS. . . . .

March 15, 1967

THE SOLBERG-HUNTERDON JETPORT SITE

A JOINT STATEMENT BY THE RARITAN WATERSHED COUNCIL

(Consisting of the South Branch Watershed Association, Inc., Clinton, N.J.;  
Stony Brook-Millstone Watershed Association, Inc., Pennington, N.J. and  
Upper Raritan Watershed Association, Inc., Far Hills, N.J.)

The Raritan Watershed Council has been a vehicle for joint watershed association expression for over eight years. The three watershed associations comprising it are all privately sponsored, non-profit, non-political corporations supported by nearly 2,000 industries, businesses and individuals in the Raritan River Watershed. Each is organized and enabled to deal with all of the natural resources of the region in an educational and advisory capacity. Each of the associations maintains offices staffed with professional conservationists, and each has a long record of achievements recognized both in New Jersey and throughout the Nation.

The member associations of the Raritan River Council comprise the entire major headwaters region of the Raritan River Watershed, consisting of 651 square miles or 417,000 acres, extending nearly from Lake Hopatcong on the north to west of Freehold on the south. It is a region which has often been described as being largely agriculture and forest lands, and areas of high quality, well-planned residential development. Within it lie some of the real prime wildlife lands of New Jersey, and also some of the finest trout streams. Thoughtful planning, a degree of affluence, a sense of public awareness, and productive farm lands are four factors which have combined to keep it a region providing a measure of relief from Megalopolis. As such the headwater regions of the Raritan Watershed provide relatively clean and abundant supplies of water, recreation and aesthetic relief for millions of citizens of the urban core region. It is a region of unsurpassed value to the people of New Jersey, whether they live near or far.

Recently, a series of well-founded reports and deductions has led the Council to believe that the Port of New York Authority has privately decided that selection of the Solberg-Hunterdon Jetport Site is a natural solution to the problem of locating a fourth major airport in the metropolitan region.

The Council has been faced before with large-scale land use change proposals. It has always acted by giving positively-oriented analysis. It does not act on emotionally based resistance to change. It always seeks to identify the positive and the negative values of a proposal. It is a strong proponent of the fact that the net impact on society is the value gained less the damage incurred, and seeks to base its findings on that premise. A series of jetport studies by the Port of New York Authority dating back over eight years has focused on the economic need for a new jetport. It has evaluated the economic consideration for many different sites fully. It has not -- and this is especially significant -- made more than a cursory attempt at envisioning the resource damages.

It is the Council's purpose in this statement to identify some of those points of damage.

The Raritan Basin has long been identified as the last relatively unspoiled major watershed in north and central New Jersey which can supply the water needs of the metropolitan region for the foreseeable future. Planning to utilize this capability is well along. The people of New Jersey voted to spend \$40 million on the construction of Spruce Run and Round Valley Reservoirs. Other reservoirs are planned for Six Mile Run and the Confluence Reservoir where the North and South Branches of the Raritan meet. The dam for this last reservoir would be just a few hundred feet from one of the runways of a jetport at Solberg-Hunterdon!

Water from the Tocks Island Reservoir is planned for transportation to Round Valley. All water transportation from these reservoirs downstream to the urban regions is by open channel of the Raritan. The river flows through a portion of the jetport.

All water companies of urban North Jersey are now interconnected. They all are dependent upon Raritan River Basin water to a large extent, especially in times of drought. They depend upon water produced within the basin and also upon Delaware River water, which even today is being delivered by open canal through the Raritan Basin.

The water resources of the Raritan Basin are the lifeline of the personal and general economic prosperity of North and Central New Jersey. Nothing in the future leads the Council to believe that this lifeline will no longer be needed.

The Solberg-Hunterdon Jetport Site is situated in the very middle of the Raritan Basin. Covering more than 19 square miles of 12,160 acres, its effects on the total water management program would be devastating. Its location in the heart of a 700 million gallon per day water supply development basin will be felt in relation to stream flows, ground water levels and water quality.

Stream Flows: Development of this jetport will put an impervious cover over tens of millions of square feet of land. Business, industry, housing and new roads needed will pave more. Water falling on the watershed no longer will be able to soak into the ground and continually augment stream flows. It will be forced off the land through drains, down the river and into the ocean. The hydrologic cycle will have been broken. These points were brought out well by Mr. H. Mat Adams, former Commissioner of the N.J. Department of Conservation and Economic Development, in a speech delivered in New Brunswick, N.J., on February 27, 1967. This effect would be realized at almost any jetport site, but the salient point is that this is in the middle of a major water supply area. The second point is that this shale region lends itself to this rapid runoff from development more than do many other regions. It is one of the most studied geological formations of the state. For instance, it is known that an average square mile in this region will produce a stream flow of 150,000 gallons per day at least 65% of the time. Development of this sort will drastically alter these figures and negate much research.

Ground Water: As important as the visible water in rivers and reservoirs is the invisible water under the ground. Different types of geological formations hold different amounts of water. The Brunswick Shale formation is the best water producing area (aquifer) in Somerset and Hunterdon Counties. The Solberg-Hunterdon Jetport Site is on the Brunswick Shale formation. Under normal recharge conditions it can be expected to yield 500,000 gallons of water per day on each square mile. In order to do this it must receive adequate recharge through in-soak from precipitation. The proposed site, again, covers 19 square miles with an impervious cover.

Water Quality: The higher the pollution load of the Raritan, the higher will be the recovery costs for potable water in the urban area. When large areas of this region are denuded of vegetation, soil erosion on a grand scale causes gross pollution of waterways through silting. Wash from the jetport area can carry pollutants from cleaning, degreasing and plane laundering operations, metal stripping and plating operations. Discharges of fuel, lubricants and industrial waste spills can be expected along with enormous quantities of unburned hydrocarbons and other plane exhaust gasses, and enormous quantities of domestic sewage from thousands of employees and 100,000 passengers per day. A partial list of waste pollutants which are produced by airport operations are: benzene, gasoline, fuel oil, human wastes, phenols, cyanides, copper, nickel, chromium, cadmium, lead, zinc, iron, silver, acids, alkalis and lubricating oils. While partial treatment of these wastes is reasonably attained, total treatment is impossible and accidents do happen. Partial treatment and accidents are grave economic risks in the middle of a potable watershed.

The people of New Jersey have invested in an \$8 million recreational development plan for Spruce Run and Round Valley Reservoirs. Round Valley is only 2 miles from the Jetport and Spruce Run another 3 miles. Fallout residues will have an effect on water here and also the recreation values. Noise and a general change of regional character will totally change the entire basic philosophy behind the recreation plan. This basic philosophy upon which all planning was developed is best exemplified by a few quotes from the Master Study by the firm of Edwards and Kelcey, Inc. . . . . "The hills, valleys, streams, pastures and woodlands of Hunterdon County have long been among the most appealing in the East for the naturalist, the sightseer and the sportsman. The physical geography and pastoral environment of the County provide an unparalleled setting for Spruce Run and Round Valley Reservoirs". . . . . "Of all the states, New Jersey has the lowest acreage of public fresh water per person". . . . . "Few other sites in New Jersey can match the natural recreational advantages of Spruce Run and Round Valley."

It is obvious that the basic premises for development would no longer hold true.

Community development of the entire region would be drastically altered. Already many are saying that they would certainly sell and move. Information already leads the Council to believe that the present stringent zoning and building requirements would be scrapped as a mass exodus of landowners and community leaders seek their full dollar value before leaving -- a value they have voluntarily surrendered until now. The natural resource effects of rapid development of the region following this should now be quite evident.

While a jetport is needed, high quality open space is also a pressing need, and this site involves open space of high quality. About 40,000 acres of open space in New Jersey falls each year to the bulldozer. This 12,000-acre bite

should be in the least valuable open space region.

Fishing is one of the most popular sports in the state and trout fishing ranks high on tens of thousands of sportsmen's lists. The South and North Branches of the Raritan and the Lamington or Black Rivers are three of the best trout streams in New Jersey, along with a host of lesser-known streams in the region. Their quality would suffer greatly.

Green plants, in the broadest sense, form much of the economic and aesthetic backbone of the region. Fallout effect on them should be evaluated.

In conclusion, the Raritan Watershed Council has presented this statement as a public service. It believes the people of New Jersey should know all of the facts. It believes that there are both debits and credits to economic prosperity, and that our citizens must be presented with a complete profit and loss statement. Anything less than that, to the extent that it is less, compromises our total environment.

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For further information or speakers, contact on a regional basis:

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Richard D. Goodenough, Executive Director  
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Statement of Walter K. Johnson, Executive Director  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Before a joint committee hearing of the New Jersey Legislature, March 4, 1969, on Senate Bill 377 to create a New Jersey Airport Authority.

I am Walter K. Johnson, Executive Director of the Delaware Valley Regional Planning Commission. I am appearing today at the request of my Commission concerning Senate Bill 377, which would establish a New Jersey Airport Authority.

First of all, we would like to commend the New Jersey Legislature for taking this initiative to resolve the long stalemate on the future location of major airports in the state. This is a very complicated problem. It is one which will have a major impact on the future growth and development of South Jersey and the Delaware Valley.

Our Commission received the request to testify on this matter at its regular monthly meeting last Wednesday (2/26/69). They asked me to particularly convey to the members of this joint committee their feeling that you are to be commended for moving to act upon the airport problem.

My Commission did not authorize me to appear specifically for or against this measure. However, they asked me to indicate to you the status of planning for airports in the nine-county urbanized area around Trenton, Philadelphia and Camden.

Role of Delaware Valley Commission.

The Delaware Valley Regional Planning Commission was created three years ago by the States of New Jersey and Pennsylvania. We are currently operating under an act of this Legislature, P.L. 1966, Chapter 149, as amended by P.L. 1967, Chapter 223. Under these acts, you directed us to carry out all of the regional planning activities necessary to qualify the state, county and municipal governments of the Delaware Valley for continued Federal funding under the various aid programs established by the U.S. Congress, such as highway construction, rapid transit construction, water, sewerage and solid waste disposal facilities, parkland and recreational facilities, hospital and college buildings and a variety of other Federal aid programs. This includes airport facilities.

103 Capital Improvement Projects Approved.

To date, we have completed six long-range development plans for the region. These plans are being published this Spring. They will be adopted by our Commission following public hearings in June. Thereafter, they will serve as guidelines for reviewing Federal aid applications.

In response to the mandate from this Legislature, we have meanwhile reviewed, approved and have sent forward to the Federal Government a total of 103 capital improvement projects for our nine-county region. These projects will cost an estimated \$1,252,000,000, with the Federal share ranging from 50% to 90%. This includes \$789,000 for four airport projects approved during 1968.

You will recall that, in creating our Commission, you included members from 15 governments which serve the Delaware Valley. Thus our Commission has three representatives from the State of Pennsylvania, three from the State of

New Jersey, and one each from the cities of Camden, Trenton, Chester and Philadelphia, and from the counties of Burlington, Camden, Gloucester, Mercer on the New Jersey side of the river, and from Bucks, Chester, Delaware, and Montgomery counties on the Pennsylvania side. In addition, we have non-voting representatives from the Federal Departments of Transportation and Housing and Urban Development.

Airport Advisory Committee.

In carrying out our responsibility for regional review of airport construction projects, we have created a Technical Advisory Committee on Airport Planning. (A list of our Commissioners and Airport Committee members is attached.)

This committee has had a series of meetings during the past several months. With assistance from our staff, it has reviewed the current airport situation on both sides of the river and throughout the nine-county urbanized area. It has visited Federal airport installations on both sides of the river. And it has also held a series of discussions with the various airport interests in our region, including the recently appointed Governor's Tri-State Committee on Regional Development which has identified the airport problems of the Delaware Valley as a program of first priority.

Airport Improvements Certified For Federal Funds.

Perhaps of most immediate significance to the members of this Legislature is the fact that this Airport Advisory Committee and our Commission have reviewed and favorably certified to the Federal Government <sup>five</sup> ~~four~~ airport construction projects amounting to <sup>\$53,414,750</sup> ~~\$789,000~~ in estimated costs. These projects are for expansion of facilities at Mercer County Airport, North Philadelphia Airport and Philadelphia International Airport.

Commission Awaits Legislative Action.

At its meeting last week our Commission expressed a continuing concern with long-range airport needs, especially the airport facilities required to enhance the future growth and economic prospects of the entire Philadelphia-Camden-Trenton complex.

The Commission determined that it would not engage in a major airport study at this time, in view of previously completed studies on the New Jersey side of the river and the contemplated actions by this Legislature.

Our Commission did, however, vote to continue its reconnaissance of the airport planning situation with emphasis on the collection of currently available data and studies from our member governments and other sources.

Jetport Sites.

Concerning jetport sites, we would first like to note that the jetport site discussions in this part of the United States have centered primarily on New York City's needs. At present, the Delaware Valley's only major commercial airport is Philadelphia International Airport. An extensive expansion program is now underway at this airport. This program will probably enable Philadelphia International to meet most of the Delaware Valley's needs for the next five to ten years.

Thus, while the need for major new facilities in the Delaware Valley may not be as immediate as it is in the New York area, our Commission nevertheless considers the location of future jetports as a crucial matter for the Delaware Valley. In its recent discussions on the subject, Commission members have observed that a number of studies of local airport needs have been made by our various county governments and other jurisdictions.

The Board therefore felt that its first responsibility was to give careful attention to these studies, and to assist our member governments by coordinating the actions involved in undertaking these plans. This should be done, they felt, before initiating a regional-scale airport planning effort for the Delaware Valley area.

If we can be of service to our member governments by undertaking this regional airport planning effort in the future, I am sure that such an effort will then be sponsored by our Commission. Meanwhile, our Technical Advisory Committee on Airport Planning will continue to counsel our Commission on airport development problems as they arise, and we will continue to provide the regional review mandated by Congress for all Federal aid projects for airports.

Once again I would like to express our commendation to you gentlemen of the Legislature for your initiative in this difficult matter and to thank you for inviting us to testify.

- END -



