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Committee Meeting

before

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS COMMITTEE

"Discussion on the feasibility of incorporating the toll road authorities into the Department of Transportation"

LOCATION: Committee Room 8
Legislative Office Building
Trenton, New Jersey

DATE: May 4, 1992
10:00 a.m.

MEMBERS OF COMMITTEE PRESENT:

Assemblyman Alex DeCroce, Chairman
Assemblyman Fredrick P. Nickles
Assemblyman Ernest L. Oros
Assemblyman Jeff Warsh
Assemblyman Jerry Green
Assemblyman David C. Kronick

ALSO PRESENT:

Amy E. Melick
Office of Legislative Services
Aide, Assembly Transportation and
Communications Committee



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ALEX DECROCE
Chairman
FRANK CATANIA
Vice Chairman
FREDRICK P. NICKLES
ERNEST L. OROS
JEFF WARSH
JERRY GREEN
DAVID C. KRONICK

New Jersey State Legislature

ASSEMBLY TRANSPORTATION AND
COMMUNICATIONS COMMITTEE
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COMMITTEE NOTICE

TO: MEMBERS OF THE ASSEMBLY TRANSPORTATION AND
COMMUNICATIONS COMMITTEE

FROM: ASSEMBLYMAN ALEX DeCROCE, CHAIRMAN

SUBJECT: **COMMITTEE MEETING - May 4, 1992**

*The public may address comments and questions to Amy E. Melick,
Committee Aide, or make bill status and scheduling inquiries to Kim Johnson,
secretary, at (609) 984-7381.*

The Assembly Transportation and Communications Committee will meet on **Monday, May 4, 1992 at 10:00 a.m. in Room 8, Legislative Office Building, Trenton** to continue its discussion on the feasibility of incorporating the toll road authorities into the Department of Transportation. Colonel Justin J. Dintino, Superintendent of the State Police, will present testimony regarding the agreements between the State Police and the New Jersey Highway Authority and the New Jersey Turnpike Authority providing for State Police operations on the Garden State Parkway and the New Jersey Turnpike.

Issued 4/29/92

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ASSEMBLYMAN ALEX DeCROCE (Chairman): Good morning, ladies and gentlemen. This morning, the Assembly Transportation and Communications Committee continues its hearings on incorporating the operation of the State's toll roads under the Department of Transportation, and the possibility of phasing out tolls on the New Jersey Turnpike and the Garden State Parkway. The Committee understands fully the significant fixed costs -- debt service, roadway maintenance, police patrols, and others. These costs do not disappear, even if the tolls do. Over the weeks to come, we will be examining each of these fixed costs in more detail.

Today, fortunately, we have the pleasure of having before the Committee, Colonel Justin J. Dintino, Superintendent of the New Jersey State Police. Colonel, if you will, please join us at the table. We appreciate your coming. We would like to hear some testimony from you today on your involvement in both of these toll roads.

Before you start, though, let me take a roll call. I didn't do that yet. If we could have a roll call?

MS. MELICK (Committee Aide): Sure. Assemblyman Kronick?

ASSEMBLYMAN KRONICK: Yes.

MS. MELICK: Assemblyman Warsh?

ASSEMBLYMAN WARSH: Present.

MS. MELICK: Assemblyman Oros?

ASSEMBLYMAN OROS: Here.

MS. MELICK: Assemblyman Nickles?

ASSEMBLYMAN NICKLES: Here.

MS. MELICK: And Assemblyman Catania is absent. Assemblyman DeCroce?

ASSEMBLYMAN DeCROCE: Here. Assemblyman Green will be with us. Unfortunately, he had a minor mishap this morning, but he is on his way.

For the purposes of the general public, we will be dealing with the Department of Transportation on the 14th, to get some additional testimony from them pertaining to the toll roads. On May 21 we will have a public hearing at Fords Middle School, Fanning Avenue, Woodbridge, New Jersey. That time will be between 5:00 and 9:00 p.m. That will be for the general public, anyone who has anything they would like to express to the Committee. So we want you all to be prepared, including Assembly members. We would like you all in attendance, frankly.

With that, Colonel Dintino, thank you so much for coming. It is a pleasure to see someone who is the head of a Division take time out of their busy schedule to come. We haven't really had that from some of the others we have asked to come. We had the operating officers, but not necessarily the people who run the operation as far as policy is concerned. So, I do appreciate the fact that you have come before our Committee. We will be interested in hearing what you have to say pertaining to your involvement in the toll roads.

C O L O N E L J U S T I N J . D I N T I N O: Mr. Chairman, I thank you and the Committee members for the invitation to appear here today. I would like to introduce Major Roy Bloom, who is my Administration Officer, sitting to my left. Standing there to my left is Major Tom Kinzer, who is the Operations Officer, and then Tom O'Reilly, who is the Chief of the Department, in case there are some questions asked where I need some assistance.

ASSEMBLYMAN DeCROCE: If I may, let me invite both of you to sit at the seats right here, just in case there are any questions.

COLONEL DINTINO: Mr. Chairman, I don't have any prepared statement, but if I may, I would like to make a few brief remarks, if it is okay with you?

ASSEMBLYMAN DeCROCE: Yes, surely.

COLONEL DINTINO: First, I would like to state that the State Police has enjoyed a long and beneficial relationship with the toll road authorities. The Turnpike and Parkway both have been open for over 40 years. We are provided with the optimal personnel and proper equipment. We patrol the toll roads and assist stranded motorists and investigate crimes.

Our toll roads are considered the safest roads in the nation, and that is attributed to the troopers' presence on the toll roads, issuing summonses for speeding, driving while intoxicated, and other hazardous violations. I am concerned that removal of the tolls will result in reduced law enforcement present, resulting in an increase in accidents, injuries, and fatalities. I don't know how you equate price with injuries and fatalities.

With the economy in a depressed state since 1989, while I can understand this Committee reviewing toll roads, and all other areas of finances, and whatnot, I question the wisdom of ending tolls at this time.

The question I have in mind is: Will the surrounding states eliminate tolls? I think not. If we eliminate tolls, it is tantamount to giving out-of-state residents a free ride at the expense of our taxpayers. I believe that any elimination of tolls should be reviewed on the Federal level and should be subsidized federally, as motorists travel interstate.

To give you an example, on the Parkway we had a six-month pilot program called, "Operation Slowdown," which I am sure you are all aware of, but I will just quote some of the stats. A comparison of six months from 1991 and six months starting toward the end of 1991 and running to about March of 1992: This is a program where once a week -- just once a week, I want to emphasize -- we have a uniformed trooper in a marked car parked every 20 miles, the attention being on prevention. While we issue summonses, that is not the purpose of it. It is

to slow down motorists. The results showed that during that six-month period, there were 2292 accidents, and there was a reduction to 1973. Also during that same time, injuries-- There were 1141, and there was a reduction to 950. During that same period, there were 16 fatalities the previous six months, and it was reduced to three fatalities. So, it was a very successful program, and it will be continued.

Again, I want to stress that is an overtime detail. That is something additional to the 200 troopers assigned to the Parkway. So, they are willing to pay overtime to put these extra troopers out there with Operation Slowdown.

I would like to mention something about staffing levels on the toll roads and at the road stations. To give you an idea, the toll roads-- We would consider them to be optimal staffing levels. The Turnpike at Newark has 12-man squads, and at New Brunswick and Morristown they have 10-man squads. At our road stations, we have as low as four-man squads. We can't go any lower than four-man squads. We have some stations with five and some with six and some with seven, at the busier stations. The toll roads are able to provide us with what is necessary to do the job.

Another example is vehicles. I have a letter here from January of this year from the Turnpike. It told us that they wanted all vehicles with 100,000 miles removed, contrary to the rest of our fleet. We have over 700 cars with over 100,000 miles. We have some with over 140,000 miles. Each month there are 25 additional cars reaching that 100,000 mile figure. So, I am concerned about these areas, because I am concerned about the safety and welfare of the troopers driving at high speeds in vehicles that are unsafe.

With that, I do have a number of charts and whatnot, with a complete breakdown of expenditures, summonses, accidents, so any questions you may ask, I think we will be able to provide you with the required reports and documentation.

I am available for questions, at this point.

ASSEMBLYMAN DeCROCE: Well, just let me say, Colonel Dintino, that this Committee is conducting this inquiry in order to ascertain whether or not it will be possible to alleviate any of the tolls on either of the two tollways. Okay? That has not been determined -- we had one hearing -- other than by the media, frankly, who are the ones coming to the fast conclusions, not necessarily this Committee. We haven't made any determination.

Obviously, we do not intend-- I think it is pretty clear. We have never said that we intend to put an additional burden on the taxpayers of the State of New Jersey. Let me make it perfectly clear: It is not my intention. I have never voted for a tax, and I don't think anyone here whom I have served with has, with regard to an increase on tollways. I don't intend to do that, and I don't intend to indicate that.

We want to ascertain whether or not it is possible to see a reduction in tolls to, frankly, consolidate the operation of both highways under DOT, and whether or not they can be maintained as well as they are presently, through DOT.

Obviously, we have to look into fixed costs, and you are one of the fixed costs -- one of the very important fixed costs. We, too, believe that the job that is done, frankly, by the State Police on our tollways is exemplary, and we want to continue working along with the idea that they will be manning those roadways to continue that type of safety for the people who drive on our highways today.

With that, I would just like to question you, if I may -- just a couple of questions to begin with: You said that in your recent operation there were well over 2200 accidents and you reduced that to approximately 1900, if I recall the figures.

COLONEL DINTINO: That was in Operation Slowdown, yes.

ASSEMBLYMAN DeCROCE: In a six-month period -- Operation Slowdown. Where did those accidents happen?

COLONEL DINTINO: Operation Slowdown is taking place on the Parkway. We put that into effect one day per week. It is not every day. Just that one day per week for six months showed that reduction, not only in accidents and injuries, but in fatalities. It is significant.

ASSEMBLYMAN DeCROCE: But, can you tell me approximately where most of these accidents -- when they do occur, where they occur? Is it near the ingresses and egresses; near the barrier toll collection areas; or are they just on the highway in general?

COLONEL DINTINO: I would have to ask Major Kinzer.

MAJOR THOMAS B. KINZER: Are you talking about the total accidents?

ASSEMBLYMAN DeCROCE: Well, you indicate that there were a little over 2200 accidents normally six months prior, and then during Operation Slowdown you were able to cut them down to approximately 1950--some accidents.

MAJOR KINZER: That is the reduction over the six-month period of Operation Slowdown. There are three stations on the Parkway. Each station is responsible for an area, the larger area being in South Jersey, because they have a larger area, but with less vehicle volume. The largest percentage of your accidents occur in the northern part of the roadway because of, naturally, vehicle volume. The more vehicle volume you have, the more the accidents increase. That statistic comes from the overall road.

ASSEMBLYMAN DeCROCE: You can't really tell me--

MAJOR KINZER: I can't tell you that, but we could probably get that information for you. I can't tell you exactly where the overall reduction was.

ASSEMBLYMAN DeCROCE: Okay.

COLONEL DINTINO: We will obtain that and provide it to this Committee, sir.

ASSEMBLYMAN DeCROCE: If you will, just the information we would like to know about.

Now, you also indicate that you have well over 200 officers manning the Parkway.

COLONEL DINTINO: I believe it is 200 who are manning the Parkway.

MAJOR KINZER: Yes, sir.

ASSEMBLYMAN DeCROCE: Frankly, we didn't receive an up-to-date contract from the Highway Authority pertaining to your involvement. We thought we had one, but it is quite an older one, frankly. It is dated 1980. I don't know if that one is still in effect or what, but I am sure the numbers in it aren't proper.

COLONEL DINTINO: We have 200 on the Parkway, and 228 on the Turnpike. Here is a chart we will provide to this Committee.

T H O M A S J. O ' R E I L L Y: (speaking from audience) That contract is the most recent one. It goes on a year-to-year basis. It is a less formal contract than the-- (remainder of statement indiscernible to transcriber; no microphone)

ASSEMBLYMAN DeCROCE: In other words, it was originally a five-year, and then you just--

MR. O'REILLY: On a year-to-year basis--

ASSEMBLYMAN DeCROCE: By resolution, it is agreed upon with the Highway Authority?

MR. O'REILLY: That is my understanding.

ASSEMBLYMAN DeCROCE: But there have been increases over the years as far as costs, I am sure -- the number of people, staffing.

MR. O'REILLY: The numbers of staffing, and the actual costs would be renegotiated each year, on the basis of actual--

ASSEMBLYMAN DeCROCE: Okay. Let's talk just about the Highway Authority or the Parkway. Two hundred officers are assigned to the Parkway presently?

COLONEL DINTINO: Yes.

ASSEMBLYMAN DeCROCE: And, the Turnpike?

COLONEL DINTINO: Two-hundred-and-twenty-eight.

ASSEMBLYMAN DeCROCE: Two-hundred-and-twenty-eight,
okay.

COLONEL DINTINO: Two-twenty.

ASSEMBLYMAN DeCROCE: I see. Can you tell me, is there quite a difference-- Has it increased significantly over the last five years or so? Is it the same as it was five years ago, or has it increased now?

COLONEL DINTINO: It may have increased by just a few troopers. In fact, on July 1, the Turnpike will increase by 10 troopers, because we are going to pick up that four-mile extension that was purchased.

ASSEMBLYMAN DeCROCE: Okay.

COLONEL DINTINO: But it has basically been the same over the years.

ASSEMBLYMAN DeCROCE: Now, when you pick up an additional 10 troopers, is that provided in your overall budget for this year?

COLONEL DINTINO: Yes. It is projected for the 1992 budget, yes.

ASSEMBLYMAN DeCROCE: Okay. How do you determine staffing levels for the Parkway, as opposed to how you do it, say, on Route 80, Route 55, Route 33, Route 287? How do you make that determination? Is it strictly by agreement with the Highway Authority and the Turnpike Authority, or is it on your investigation -- your people's investigation, where they come back with a recommendation to you, and then you provide it to the Highway Authority, let's say?

COLONEL DINTINO: Like I stated previously, on the toll roads we have optimal staffing, as far as squads and whatnot. This is done through-- We have a Planning Bureau, we have a Traffic Bureau, and we do an analysis of not only the

miles that have to be patrolled, but also the accidents, aid to motorists, summonses issued. All that is taken into consideration, and then it is analyzed, "What number should we have in the squad to patrol that particular area?"

We make the recommendations to the toll roads, and, if they are reasonable, they normally go along with us.

ASSEMBLYMAN DeCROCE: Let me ask you this: How would you determine the level of staffing on, say, a road like 287?

COLONEL DINTINO: Well, staffing on a road like 287, and the rest of the State, is not up to optimal staffing. Right now, we are at a low ebb, an all-time low ebb, as far as that staffing goes. We could use many additional troopers throughout the rest of the State.

ASSEMBLYMAN DeCROCE: I assume that is because of funding?

COLONEL DINTINO: It is because of funding. It is because of the reduction in troopers, not having had a class since 1989. We are close to 400 troopers less than what our previous authorized strength was.

ASSEMBLYMAN DeCROCE: How many troopers do you have in total?

COLONEL DINTINO: About 2290 at the present time -- 2390.

ASSEMBLYMAN DeCROCE: And originally you had about 2700, going back two or three years ago?

COLONEL DINTINO: Close to 2800, yes.

ASSEMBLYMAN DeCROCE: And vehicles-- I notice that you said the Parkway Authority, or one of the authorities, had asked you to eliminate any cars over 100,000 miles this year. Can you say that normally you get anywhere from 120,000 to 140,000 miles--

COLONEL DINTINO: What I'm saying is, the toll roads-- I reviewed a letter from the Turnpike which said they want vehicles with over 100,000 miles removed. That is good

when it comes to policing. I'm saying that off the toll roads, we have vehicles with as much as 140,000. We have over 700 vehicles with over 100,000, and each month we have 25 additional vehicles that reach that 100,000 figure, because we don't have the funding to replace the fleet as we did, say, three or four years ago. You should be replacing your marked vehicles about one-third each year, and your unmarked vehicles about 20 percent or 25 percent.

ASSEMBLYMAN DeCROCE: Are you saying that for the last three years you have not purchased any vehicles?

COLONEL DINTINO: We have purchased vehicles, but not enough to cover what we should have.

ASSEMBLYMAN DeCROCE: Only on the Turnpike and the Garden State?

COLONEL DINTINO: That's right.

ASSEMBLYMAN DeCROCE: Now, does the State of New Jersey purchase them, or is that provided for in your contract with the highway authorities?

COLONEL DINTINO: It is provided in the contract with the Highway Authority.

ASSEMBLYMAN DeCROCE: So they actually do the purchasing of these vehicles?

COLONEL DINTINO: Yes, they do the purchasing.

ASSEMBLYMAN DeCROCE: The State budget shows that revenues to the Department of Law and Public Safety from the Turnpike and the Parkway Authorities are less than the Authority budgets for the State Police. Can you explain that?

COLONEL DINTINO: Do you want to give that a try?

MR. O'REILLY: Mr. Chairman, I don't have the numbers in front of me, but generally what happens is that the authorities will budget a set amount which also includes some of the dollars they have in terms of cars or gasoline or things like that, that they provide as a direct service. The expenses that the Division of State Police recover are generally

personnel expenses -- personnel training, fringe benefits, those types of expenditures.

We have the numbers for FY '91. They are available. The Colonel has them, or I have them. Would they be any help to you, in terms of our sharing them with you? (no response)

On the Parkway, the actual for FY '91 was \$12.1 million, and the actual for the Turnpike was \$12.7 million. But that category would include: salaries, maintenance, the overtime, the fringe benefit issues, uniforms, shift differential -- some of those associated costs that come out of the State Police contract. The other expenses, such as facilities, gasoline, cars, civilian support staff, for the most part clerical, mechanics-- Those would have to be provided to you from the various authorities.

ASSEMBLYMAN DeCROCE: Do they charge them against you, though?

MR. O'REILLY: No, they don't.

ASSEMBLYMAN DeCROCE: They don't?

MR. O'REILLY: No.

ASSEMBLYMAN DeCROCE: So you are saying then that they provide-- I see it here. They provide uniforms and equipment?

COLONEL DINTINO: They provide everything, Mr. Chairman.

ASSEMBLYMAN DeCROCE: They supply everything.

COLONEL DINTINO: They pay for everything -- the toll roads.

ASSEMBLYMAN DeCROCE: What would travel be that they would supply?

COLONEL DINTINO: The commutation which is in the troopers' contract.

ASSEMBLYMAN DeCROCE: I see. Okay.

I am going to let somebody else ask questions now.

ASSEMBLYMAN OROS: I have a couple of questions. Good morning. I, too, have traveled the Parkway and the Turnpike extensively, and I find your job to be great.

ASSEMBLYMAN DeCROCE: Speak into your mike, Ernie.

ASSEMBLYMAN OROS: I do have a question on the summonses, tickets, fines. Roughly, what do you take in a year on each, the Parkway and the Turnpike?

COLONEL DINTINO: I can tell you this-- I don't have the figures in front of me as far as what we take in in fines, but we will provide that to the Committee. But during the year 1991, we issued 111,467 summonses on the Turnpike; 102,398 on the Parkway, and they are the only two roads you are interested in, right?

ASSEMBLYMAN DeCROCE: Yes.

COLONEL DINTINO: We will provide you with a copy, because it has a breakdown as far as hazardous, nonhazardous, accident related, speeding, truck violations, and bus violations.

I think you will find that the troopers patrolling the toll roads and whatnot-- We kind of did a study of this about six months ago. They take in about \$36,000 per trooper, as far as issuing summonses, DWI, and whatnot. But as far as a breakdown on the toll roads, we will provide that to you. Do you want to give them this?

MAJOR ROY D. BLOOM: I gave it to them.

COLONEL DINTINO: A copy?

MAJOR BLOOM: Yes, sir.

ASSEMBLYMAN DeCROCE: We have it.

ASSEMBLYMAN OROS: That's the dollar amount?

COLONEL DINTINO: Yes.

ASSEMBLYMAN OROS: Where does that money go?

COLONEL DINTINO: That goes into the State's General Treasury.

ASSEMBLYMAN OROS: All of it?

COLONEL DINTINO: Well, all within-- I guess some of it goes into some municipalities where summonses are issued, court costs and whatnot.

MAJOR KINZER: Court costs go to the courts; fines go to the State.

COLONEL DINTINO: Speak up.

MAJOR KINZER: Court costs go to the municipal courts, where they are adjudicated. The fines imposed go to the State.

ASSEMBLYMAN OROS: The fines all go to the State?

MAJOR KINZER: Go to the State, yes.

ASSEMBLYMAN DeCROCE: Mr. Warsh?

ASSEMBLYMAN WARSH: Thank you, Mr. Chairman. Good morning, Colonel, and gentlemen.

I would like to continue on with the Chairman's line of inquiry with respect to anticipated revenues and what actually appears in your budget. Hopefully we have some of the same numbers.

Our numbers are showing that the anticipated revenue, let's say, in FY 1991, was \$9,569,000, and in your budget, in 1991-- Your calendar year budget showed \$13,707,000. Are we in the neighborhood?

MR. O'REILLY: Which Authority?

ASSEMBLYMAN WARSH: This is the Parkway Authority.

MR. O'REILLY: The Parkway. In '91, we would have received actual -- in terms of reimbursement back from them, because it is on a reimbursement basis -- \$12,187,839.

ASSEMBLYMAN WARSH: And yet they are showing anticipated revenues of \$9,569,000. Are you familiar enough with their budget to know, are they deficit spending in this?

MR. O'REILLY: I am not familiar. I think they are also on a calendar year, if I am not mistaken. We are on a fiscal year. That may account for some of the variance, particularly with the State Police contract, which has various operative dates.

ASSEMBLYMAN WARSH: Thank you. I am looking at a document that is identified as "New Jersey Turnpike Authority State Police Budget Operating Expenses." Your 1992 budget

request under "Maintenance of Troopers" shows \$1,716,700. What does that amount cover -- maintenance of troopers?

MAJOR BLOOM: Troopers in the contract, in addition to salary, have a maintenance clause which is part of the contract, and the Turnpike and the Parkway pick that up for us. They provide that.

ASSEMBLYMAN WARSH: What does it actually go for -- to maintain what?

MAJOR BLOOM: The troopers' uniforms, etc.

ASSEMBLYMAN WARSH: That would cover uniforms, and what is the etcetera?

MAJOR BLOOM: Meals, etc. It is all part of the contract.

ASSEMBLYMAN WARSH: Under "Automotive Equipment," you are showing \$1.26 million. What does that cover?

MAJOR BLOOM: That has to be-- I don't know, sir, what that is, but they provide the vehicles.

MR. O'REILLY: What happens-- Major, correct me if I am wrong. The various commanders of the State Police contingents on the various roadways submit to the authorities what they would recommend as a budgeting (indiscernible). Those things that are equipment in nature would then go to the authorities to be incorporated in their respective budgets. That would not come back to the State Police. That is incorporated into their general procurement mechanism within each of the authorities, and then they buy-- The same way with, like, desks, if necessary, chairs, cars, except for, I think, the personal equipment that a State Police officer would carry on his own person, such as a weapon, or handcuffs, or things like that.

ASSEMBLYMAN WARSH: So, who actually purchases the troop vehicles, the State Police -- the Department of Law and Public Safety -- or the Highway Authority?

MAJOR BLOOM: The Highway Authority.

ASSEMBLYMAN WARSH: So, do you think that \$1.26 million went to purchase new vehicles, or vehicle parts? How does it break down?

MR. O'REILLY: I can show you the document, if you would like to look at it. (pause here while Assemblymen and witness go over document)

Mr. Assemblyman, I think all those items that are equipment in nature would be from the authorities. They would solicit from the Division of State Police what their recommendations are, but the specifics of those requests-- We would not be able to answer that. That would have to come from the authorities themselves. I think they would be, as I said earlier-- The personnel costs are the ones that are reimbursed directly to the Division of State Police.

ASSEMBLYMAN DeCROCE: There may be questions, by the way, that you may not be able to answer. We will have to get that information from the authorities at a later date.

MR. O'REILLY: It is the nature of the way it is budgeted.

ASSEMBLYMAN WARSH: On average, how long does it take for marked vehicles to reach the 100,000 mile limit on the odometer?

COLONEL DINTINO: I would think about three years. Tom, do you have any--

MAJOR KINZER: It depends. It is a variable depending on the number of vehicles you have and the times they are used at the station. Each station is designed for 24-hour coverage. Using the Parkway Bass River Station, they have nine troopers and a sergeant assigned to each squad. Normally during a routine day, figuring that one person may be off, you may have eight vehicles on the road. On a 24-hour shift, you would be using 24 vehicles.

Now, the Parkway, the Turnpike, and the Expressway actually have additional vehicles so that the cars are not

running around the clock. That gives them more time to prepare for maintenance and so forth. So, they try to keep their cars a little bit longer, as far as keeping the miles up on them, but they reduce them-- They do not like to get 100,000 miles on their cars, because then they run into maintenance costs, and on resale value-- They lose a lot on the resale of the vehicle.

So, every station, every operation is different. There are days when they have overtime programs. They use the same cars for the overtime programs. They try to keep a car two years -- two to three years on the toll roads.

ASSEMBLYMAN WARSH: And, that is about an average?

MAJOR KINZER: That is about an average.

ASSEMBLYMAN WARSH: At its height, let's say, like every other height in the early to mid-'80s, were you replacing cars-- At what level were you replacing your vehicles?

COLONEL DINTINO: As far as toll roads?

ASSEMBLYMAN WARSH: Yes.

COLONEL DINTINO: The same.

MAJOR KINZER: In the mid-'80s, we were running cars on the Parkway-- We were running cars 140,000 miles. We had days when we didn't have enough cars. To put troopers out on patrol, we were running double, and that is when they increased the number of vehicles out there and decided to get rid of them with less miles. That was in approximately 1986.

ASSEMBLYMAN WARSH: Is there any distinction between the number of miles you get on a trooper vehicle on the toll roads and the number you are getting on nontoll roads in the State?

MAJOR KINZER: That is a hard comparison because we're-- Again, the maintenance on the toll roads is done completely by the toll road authorities -- their mechanics. The maintenance on the cars are done by State mechanics --

State government -- in many different garages in many different locations.

ASSEMBLYMAN WARSH: Well, maintenance aside, it is still eight cars on the toll road versus eight cars on -- let's say, the barracks that is responsible for 287, say, the New Brunswick Barracks versus a Parkway barracks.

MAJOR KINZER: Well, the biggest difference would be that toll road cars would probably be a lot of-- Just like traveling. They would be running a lot of steady miles. They would be patrolling the interstate highways. The other stations, just doing general police work, would be patrolling, they would be responding, they would be doing a lot of other different things. I would say they would probably stop and start a lot more and be used by a lot more drivers.

ASSEMBLYMAN WARSH: So you're saying that they are replaced more frequently on nontoll roads than toll roads? I am just looking for a comparison.

MAJOR KINZER: No.

MAJOR BLOOM: No, sir. Mileage is much higher. As the Colonel said earlier, we have not been able to replace the vehicles as we would have liked to at the road stations, so the mileage on the road station cars is much higher, on the average, than the ones on the toll roads.

COLONEL DINTINO: Maybe your question was: Do we put more miles on road stations or toll roads?

ASSEMBLYMAN WARSH: Well, we are trying to focus on--

COLONEL DINTINO: The answer is, you put more miles on toll roads, because they are patrolled more up and down. They are looking for stranded motorists and whatnot. With the stations, a lot of time is downtime because they are responding to complaints and whatnot. Do you know what I mean? So they don't have a lot of free time to patrol.

ASSEMBLYMAN WARSH: I am going to go into a more philosophical vein: We have heard it from the Turnpike

Authority; we have heard it from the Highway Authority; and now we are hearing it from you gentlemen, that it is much safer to drive on the Turnpike and the Parkway than it is to drive on the nontoll roads. Is that a result of higher revenues being pushed into higher trooper presence on those roads?

COLONEL DINTINO: Sure. In other words, with a higher presence of troopers, you are going to have more of a deterrent against violators and whatnot. Another safety factor is, you are going to be aiding motorists a lot quicker and sooner. As I look at the stats, I see with the three toll roads we have about 130,000 summonses issued. That is almost half of the entire State Police force. When we get into traffic aids, we have over 130,000 on toll roads.

The optimal on the toll roads-- We would like to cover each area every 20 minutes. That is not always possible because of accidents or something that pulls them away. But there is more free time because they are larger squads, so you are able to patrol and look for speeders and whatnot, and individuals who are driving while intoxicated, and to assist stranded motorists.

I can give you, from my own personal experience-- I was returning from Washington about three years ago, and it was about 12:00 at night. It had started to snow, and it was extremely cold. Suddenly my car had an electrical failure. Everything went out. By luck, as that happened, there was a white Maryland State Police car parked in the center dividing aisle, and he pulled right behind me. So, within a matter of 30 seconds, I was being relayed back to New Jersey. My car was towed in.

I feel much safer traveling toll roads, because if you break down you know you are going to get assistance more quickly, than if you get off the beaten path.

ASSEMBLYMAN WARSH: See, this, to me, is a disturbing fact. As the head policymaker for the New Jersey State Police,

does that seem fair to you, that those people-- Basically, if you ride the toll roads, it is probably because it is more convenient for you, whereas if you are in other sections of the State you may never really see a toll road unless you are going to visit. Yet, you are driving on roads that are unsafe as a result -- or less safe than a toll road as a result of the State's decision as to how to allocate its resources.

COLONEL DINTINO: Well, we would love to have enough troopers to provide the same kind of coverage as we do on the toll roads to all the other interstates throughout the State, and even all the secondary roads. But at the present time, we do not have the amount of troopers to do that. I do not think it is realistic to believe that we will ever reach that level.

ASSEMBLYMAN WARSH: I am going to -- begging your indulgence, Mr. Chairman -- switch gears here a little bit. Photo radar has been in the news for the last few weeks. There is a bill in the Legislature, sponsored by myself and Assemblyman Oros' colleague, Assemblyman Mikulak, that would make the use of photo radar in New Jersey illegal. What is your position on photo radar in the State of New Jersey?

COLONEL DINTINO: Sir, we have been experimenting with photo radar for the past year. We received -- or, the Division of Highway Safety received a grant for \$250,000. It is a two-year grant. We in the State Police are assisting them with this. It is in a research category. At some stage, we may reach the plateau where we will send letters out to individuals to say that they are speeding. I think there is a lot to be reviewed concerning photo radar. I mean, I can see potential problems with it. I see it as an asset as far as a preventative measure is concerned, but I think that when you get into the area of issuing summonses with photo radar-- I am not too sure that I would be in favor of that.

ASSEMBLYMAN WARSH: You said there were some potential problems that you see. I would be very interested in your

perspective, being the chief law enforcement officer on the highways. What problems do you see?

COLONEL DINTINO: Well, I see problems with prosecution. I mean, while you may have a photograph and you may have a tag number and you may have a picture of an individual, you now have an out-of-state driver that you are mailing a summons to. You know, he says he was somewhere else at that particular time. There are all kinds of problems I can see from the prosecution end of it.

Now I know there are about five cities that use it. Four say it is successful; one discontinued it.

ASSEMBLYMAN DeCROCE: Assemblyman, if we can, let's just stick to the issue at hand.

ASSEMBLYMAN WARSH: I was just curious.

ASSEMBLYMAN DeCROCE: When that bill comes up, we will have Colonel Dintino in to speak about that.

ASSEMBLYMAN WARSH: I couldn't help myself. I was curious.

ASSEMBLYMAN DeCROCE: Right now, I want to get back to the tollways, if we can.

ASSEMBLYMAN WARSH: I'm finished.

ASSEMBLYMAN DeCROCE: You're finished for now?

ASSEMBLYMAN WARSH: Yes, thank you.

ASSEMBLYMAN DeCROCE: Mr. Nickles?

ASSEMBLYMAN NICKLES: Yes. Good morning, Colonel.

COLONEL DINTINO: Yes, sir?

ASSEMBLYMAN NICKLES: The first question I would have, Colonel, is: Does the contract between the State Police and the toll road authorities-- Is it a reversible contract, or does it give actually more dollars to the State budget than what the State Police on those highways are expending?

COLONEL DINTINO: Tom, go ahead.

MR. O'REILLY: It is actual, Mr. Assemblyman, in terms of-- It is on the basis of actual reimbursement.

ASSEMBLYMAN NICKLES: All right. So, the contract is not supplying a surplus for the State budget?

MR. O'REILLY: Profit?

ASSEMBLYMAN NICKLES: Profit, yes?

MR. O'REILLY: No, sir. Senator Littell has asked the Division of State Police to discuss with the three authorities the one area that might not be adequately covered, and that is the area of indirect costs. Most of the authorities, as we indicated earlier, provide the majority of the traditional things to be covered, like procurement of equipment, and things like that.

We have several meetings scheduled with the Expressway, the Parkway, and the Turnpike to discuss with them the concept to try to recapture back for the State the indirect costs associated with the administration of the payroll, pension, and a few of those narrow areas that are directly attributable to the costs of personnel services.

ASSEMBLYMAN NICKLES: Another question: We have spoken about optimal level and minimal level of squads manning the authorities as opposed to other State highways. How do you determine what is an optimal and what is a minimal level? While you are thinking of that, it is easy, I guess, for me to speculate as far as the Garden State Parkway is concerned. We have roughly 180 miles or so of the Garden State Parkway, 200 men. That comes to about 1.something troopers per mile. Does the State maintain any type of statistical data whereby we could compare the numbers on the Parkway or the Turnpike as opposed to other highways that the State Police are managing?

I guess there are two questions there. The first would be: How do you determine what optimal versus minimal actually is?

MAJOR KINZER: Basically, we deal-- Comparing the toll roads against other stations, we deal with a formula basically designed by Northwestern, and, of course, there are

variables in any formula. For the toll roads, we base it on vehicle volume, vehicle miles traveled. You look at the number of vehicles that travel the road, the miles traveled. There is a formula. You also have to build in how many units you want per 1000 vehicles traveling and what area you want covered. Like I said before, the rural areas-- If your vehicle count is down, you can spread out your area a little bit, say, for 20 miles. If you get into a northern area where your vehicle miles and your vehicle volumes increase, then naturally you want to decrease your patrol miles.

In comparison to our State stations that patrol both interstate and general police, there is also a formula for calls for service. This is based on the time spent for calls for service, which is a separate formula than we use for the toll roads.

ASSEMBLYMAN NICKLES: Okay. My next question would be: Is there an industry standard on when a police car is determined safe at "X" number of miles and when it is determined less than safe? Now, we have been talking about 100,000 miles on the Garden State Parkway. We have talked about some of the troop cars exceeding, or approaching 140,000 miles. I know, as an educator with a fleet of 110 buses in my school district, there is a point in time where the mileage on the bus and the maintenance on that vehicle-- It gets to a point where you want to, you know, replace it, from both a cost-effective and a maintenance standpoint. Do you have such a formula with the State Police?

MAJOR BLOOM: With the State vehicles, the road troop vehicles, that is exactly what is used. We try to get the optimum out of the cars. If the mileage is getting much higher than we think is necessary and therefore our maintenance costs go up in order for us to maintain our fleet-- That is the trade-off.

ASSEMBLYMAN NICKLES: Now, what is the mileage? Is it 100,000 miles, as we have been talking about?

MAJOR BLOOM: We would like to keep it there, sir, but we have cars, as the Colonel said earlier, in the 140,000 range, which become maintenance prohibitive.

ASSEMBLYMAN NICKLES: Okay. Switching gears to another topic: On the authorities, there are a number of automobiles and manpower assigned to the authorities. Are they ever interchanged -- the vehicles or the manpower -- with other State Police responsibilities, such as patrolling other areas? Is there any way that those individuals assigned there that are being paid by the highway authorities are being used to supplement other State patrols?

COLONEL DINTINO: Sir, troopers assigned to the toll roads-- They are reimbursed positions, so we keep them at the 220 and the 200 level. I have the ability to transfer people, and from time to time there are people transferred to the Turnpike and the Parkway and the Expressway.

Now, as far as vehicles, they buy their own vehicles. Those vehicles stay with the Turnpike and the Parkway.

ASSEMBLYMAN NICKLES: So it's exclusive. The State troopers and the vehicles are exclusively for the use of those areas.

COLONEL DINTINO: Yes. One thing I should mention, particularly in light of what occurred in L.A., while they are reimbursed positions, we do have a force of about 452 on the toll roads, and, in emergencies, we can pull half of them off, or whatever we deem necessary.

ASSEMBLYMAN NICKLES: That's understandable.

My last question, Mr. Chairman, is: One of the concerns we must have is safety. There is no question about it that our authority toll roads are very safe. Probably it is difficult without actual statistical information, but could you, Colonel, or through one of your assistants, share with us

if, in your opinion, the tolls were deleted on the toll roads, what type of decrease in services would-- If there would be a decrease in services, what type of decrease would the general public see, if the tolls were eliminated? Would you please, in your own words and generally speaking, share that with the Committee?

COLONEL DINTINO: Well, if the tolls were eliminated, I would have to compare those roads with other roads we have in the State. You wouldn't have the level of patrol that you are now experiencing. Subsequent to that would come an increase in accidents, injuries, and fatalities.

I don't know that we should be going in that direction. I don't know what price you put on someone's life, or lives, or injuries.

ASSEMBLYMAN NICKLES: As a follow-up, if the tolls were eliminated, and using the Garden State Parkway, since we seem to be focusing on that as a common denominator, what would the level of State Police patrol be? For example, if we have 200 now, what would it be reduced to, in your opinion, generally speaking?

COLONEL DINTINO: No better than 50 percent; probably 25 percent of the total troopers. We would have to give them the same amount of coverage that we would other roads then. Probably about 25 percent.

ASSEMBLYMAN NICKLES: Okay. Thank you, Mr. Chairman, and thank you, Colonel.

ASSEMBLYMAN DeCROCE: Thank you. Assemblyman Kronick?

ASSEMBLYMAN KRONICK: Thank you, Mr. Chairman. Good morning, Colonel. Nice seeing you. I think the last time I saw you was at the DARE graduation in Secaucus, so it is a pleasure seeing you here.

I was just looking over the figures we have from both authorities, and I made some quick comparisons, but I don't have a calculator and I wasn't that great in math. I came up

with one on the pension, for example, just by dividing the number of men into the pension. It seems that the Turnpike pension is a better deal. It costs \$10,320 a man versus \$9616. My question is: Would there be a difference, or should they be the same?

COLONEL DINTINO: It is the same, but I don't have a breakout of that here.

ASSEMBLYMAN KRONICK: I am basing it on '92, which is projected, I guess. I was wondering why there would be a differential.

MAJOR BLOOM: I haven't figured out exactly. They use an actuarial on the Turnpike. It is different than the State system for pension benefits. They use an actuarial rate which is close, but not exactly the same -- both the Parkway and the Turnpike -- and I don't know what that is, sir.

ASSEMBLYMAN KRONICK: Do you know what I find interesting-- I think, Mr. Chairman, what really needs to be done is to have some standards that would apply to both authorities so we could make these comparisons. You just give this first one, and I think that if we went on per item we would see the difference. I think one thing we could probably do is come up with a standard where we could make comparisons. You could look, and you would know you were working with the same factor, and it would not be that way, whether it was cutting grass or men on the road.

On another number I wanted to talk about, I noticed that the Garden State Parkway pension was down about \$400,000 compared to the Turnpike. Why would that be?

COLONEL DINTINO: I have no idea. I don't have a breakout of their figures.

ASSEMBLYMAN KRONICK: Maybe we could get some of this information at another date.

I have a question on the vehicles, motor vehicle expense versus automotive equipment. I assume automotive

equipment is the purchase of cars -- automotive equipment purchase. If no cars were bought-- I believe no new cars were bought in '92. The request is up almost \$200,000 over '91 actual. That means you are anticipating buying -- this is, by the way, for the Turnpike -- about \$200,000 worth of vehicles. Would that--

COLONEL DINTINO: I think what you have is-- You probably have a budget from the Parkway, and I don't have a complete breakdown. What I have--

ASSEMBLYMAN KRONICK: This one is Turnpike, Colonel, but I do have both. Maybe we have different breakouts here.

COLONEL DINTINO: Yes, I have both, too, but what I have is exactly what it costs us, and our breakdowns.

ASSEMBLYMAN DeCROCE: That's the problem. There seems to be a disparity in the figures. We are getting actual figures from the State Police.

MAJOR BLOOM: Excuse me, sir. We bill the Turnpike and Parkway Authorities for specific costs, which is the sheet the Colonel has provided you with.

ASSEMBLYMAN DeCROCE: Yes.

MAJOR BLOOM: I think the Assemblyman is talking about their budget, which we have some input into, but I don't know what they are going to purchase or exactly what they use the moneys for.

ASSEMBLYMAN KRONICK: This is not your budget then. Is that what you're saying?

MAJOR BLOOM: That's the Turnpike's, sir, I think.

ASSEMBLYMAN KRONICK: But it says, "State Police."

MAJOR BLOOM: But it is for the Turnpike Authority. See, they may have other costs in there which we are not aware of. We have specific billings that we supply them with, which we provided to the Chairman.

ASSEMBLYMAN KRONICK: But, if you are budgeting for vehicles, I assume you are going to buy them, right?

MAJOR BLOOM: No, sir. We do not purchase the vehicles; they do.

ASSEMBLYMAN KRONICK: They do. So they intend to buy, then, I would imagine.

MAJOR BLOOM: I assume so, sir, if they have--

ASSEMBLYMAN KRONICK: So we'll get some of those cars with the 125,000 miles off the road with the money, I would imagine.

When an officer is on duty during his normal shift-- I don't know, what is it, a seven-hour shift?

COLONEL DINTINO: Eight hours.

ASSEMBLYMAN KRONICK: Eight hours. Does he get reimbursed for his meals during his shift? Is that where the food allowance comes in?

COLONEL DINTINO: No.

ASSEMBLYMAN KRONICK: No? He pays that out of his own pocket?

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: So it's when he--

MAJOR BLOOM: The maintenance is in there, I believe. There is a maintenance that is in the troopers' contract which is for those things.

ASSEMBLYMAN KRONICK: For what?

MAJOR BLOOM: Food--

ASSEMBLYMAN KRONICK: Food.

MAJOR BLOOM: --clothing, etc., maintenance of his uniform. That is the maintenance cost, sir.

ASSEMBLYMAN KRONICK: Then what is "uniforms"?

MAJOR BLOOM: Uniforms they provide. In other words, the initial cost of the uniform and the equipment the trooper is provided with, they pay for.

ASSEMBLYMAN KRONICK: "They" meaning who?

MAJOR BLOOM: The authorities, sir.

ASSEMBLYMAN KRONICK: I see a category "Uniform--"

MAJOR BLOOM: Yes, sir.

ASSEMBLYMAN KRONICK: --and then I see-- It's not clear. I'll tell you, the numbers have me more confused. Then we have "Maintenance of Troopers."

ASSEMBLYMAN DeCROCE: Again, these are numbers we received from the Highway Authority. Obviously, they are confusing, and that is why we had to bring you people in just to talk to you, so we would know where we're going with these hard costs. Obviously, what we have received from the Authority is quite a bit different than the actual costs we received from Colonel Dintino and his staff this morning.

ASSEMBLYMAN KRONICK: The number \$1,716,000-- I mean, that is a lot of dry cleaning. At \$5 a uniform, I mean, wow! If we could work that out--

COLONEL DINTINO: Assemblyman, really what is taking place is-- Years ago, troopers lived in a barracks, and the maintenance was a part of their meals at the barracks, and whatnot. When we went to eight hours a day and whatnot, we continued with the maintenance, and actually maintenance is a part of their salary.

ASSEMBLYMAN DeCROCE: Do you mean that it is included in the overall weekly income -- maintenance?

COLONEL DINTINO: Yes.

ASSEMBLYMAN DeCROCE: Plus their hourly pay they get a maintenance line on--

COLONEL DINTINO: Yes. In other words, it was never discontinued because-- It was considered that we weren't making that much money, so maintenance was never taken away. We still have some costs that we incur.

ASSEMBLYMAN KRONICK: I would like to follow up on that: Colonel, is the same contract applicable to all troopers statewide?

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: All?

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: The same program. One last question, please, Mr. Chairman?

ASSEMBLYMAN DeCROCE: Sure, as many as you want.

ASSEMBLYMAN KRONICK: There has been a lot of interdiction on the authorities, and you have been very successful in doing a fine job with drugs. But there seems to be a correlation with the number of summonses for traffic violations. Do you see that, Colonel, as, you know, a direct correlation -- putting an emphasis on the drug interdiction and-- You can't be doing both.

COLONEL DINTINO: No, I--

ASSEMBLYMAN KRONICK: This would be especially true on the Turnpike, rather than on the Garden State.

COLONEL DINTINO: No, I would not agree with that. In other words, what you're saying is that putting an emphasis on drug interdiction reduces the summonses issued?

ASSEMBLYMAN KRONICK: I think from the figures that were brought to my attention the number is down for traffic, you know, speeding, etc. -- traffic violations. Is this not correct, sir?

COLONEL DINTINO: The numbers are down slightly as far as summonses totally. In other words, there were 492,000 summonses issued -- that would be in 1990 -- and in 1991, there were 471,000 issued. But keep in mind that we are close to 400 less troopers. So I think those figures are good. I think summonses per trooper are up.

ASSEMBLYMAN KRONICK: Production is up?

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: But the truck summonses, I believe, were significantly down. Do you have a breakout on that, sir, or do you just look at totals?

COLONEL DINTINO: Trucks? Yes, they were 59,000 in 1990, and they were 46,000 in 1991.

ASSEMBLYMAN KRONICK: What would that be?

COLONEL DINTINO: Well, again, I would say that we are almost 400 troopers less.

MAJOR KINZER: Colonel, our Truck Enforcement Unit in New Jersey-- We have reduced that approximately 30 troopers, to backfill troopers on the road stations to keep their squad levels up. So we have, right now, about a 31-man reduction in our Truck Enforcement Unit, which will reflect on the truck enforcement summonses.

ASSEMBLYMAN KRONICK: You're talking about both roads, right, Garden State and the Turnpike?

MAJOR KINZER: No, I'm talking about the State A, B, and C.

ASSEMBLYMAN KRONICK: A, B, and C?

MAJOR KINZER: Yes, sir.

ASSEMBLYMAN KRONICK: I think for now that's it. Thank you, Mr. Chairman. Thank you, Colonel.

ASSEMBLYMAN DeCROCE: Thank you. Assemblyman Green?

ASSEMBLYMAN GREEN: Yes, Mr. Chairman. First of all, when you have to go last, normally a lot of questions you wanted to ask, have already been asked. I would just like to follow up on Assemblyman Nickles' question to you. It seems like I was kind of left out in left field in terms of: If for some reason it is decided to take the tolls off-- Maybe I am incorrect in your statement that we would not get the same service. Is there a reason why you feel that particular way if the State Transportation took it over?

COLONEL DINTINO: Yes, I don't feel--

ASSEMBLYMAN GREEN: What would be the reason you would feel the service wouldn't be there?

COLONEL DINTINO: Well, I think the toll roads would then fall into the rest of the roads within the State. We couldn't give them preferential treatment. You would have to give them the same level of service as you do all interstates

and all the other secondary roads and whatnot. We're dealing with as low as four-man squads in some of the stations; some have five and some have six. Plus, they are responding to a lot of calls. You know, we have general police complaints. We investigate crimes and whatnot. So there is no way you are going to see the same level if the tolls are eliminated. We could never afford to have 200 troopers on the Parkway and 220 on the Turnpike. We would have to spread them around the State.

ASSEMBLYMAN GREEN: Colonel, my question would be: If for some reason or other, this Committee or the State of New Jersey decided to come up with another agency and they were able to give you the same manpower in order to carry out your functions-- I wouldn't see any difference, other than the fact that you would have new leadership. Why would there be a cutdown in services?

MR. O'REILLY: Money.

COLONEL DINTINO: That may be true, Assemblyman, but I just can't see the Department of Transportation -- while it is an outstanding agency -- providing us with the same level that we now have on the toll roads. I think they would then have to consider the overall State. Again, I would think that the troops would be spread out into other areas.

We have something good right now on the toll roads. I don't want to see us lose what we have there.

ASSEMBLYMAN GREEN: So you're saying that that is your personal opinion?

COLONEL DINTINO: Yes.

ASSEMBLYMAN GREEN: That is not something that you can back up with hard numbers?

COLONEL DINTINO: Yes.

ASSEMBLYMAN GREEN: Whoever controls-- You just feel you would not get the same type of leadership at the top that you are receiving now?

COLONEL DINTINO: Well, I think the Department of Transportation would have to look at everything as a State. They just couldn't look at those toll roads as separate. They would have to consider all of the other interstates, and I think there are about 964 miles of interstate highway through the State, and there are a lot of other secondary roads that they are responsible for.

ASSEMBLYMAN GREEN: Mr. Chairman, my other question -- and I am going to try to stay within the ground rules you have set in terms of just staying on the issue-- If I get a little to the left--

ASSEMBLYMAN DeCROCE: I'll tell you.

ASSEMBLYMAN GREEN: --just bring me in.

One of my main concerns is how finances are broken up in terms of -- how the dollars are spent. When I say that, a prime example is the Turnpike, the Parkway -- especially the Turnpike. You do a lot of drug investigations. A lot of times, once the investigation is over it leads into court. It leads to your troopers going into court. Who picks up that expense?

COLONEL DINTINO: The Turnpike.

ASSEMBLYMAN GREEN: Who is charged for that expense?

COLONEL DINTINO: What do you mean, who is charged?

ASSEMBLYMAN GREEN: In terms of, any time you have a trooper go into court, he has to be paid to go into court. Am I correct? He does not go into court on his own time. Am I right?

COLONEL DINTINO: Yes.

ASSEMBLYMAN GREEN: So all of that is charged to the Turnpike?

COLONEL DINTINO: Yes.

ASSEMBLYMAN GREEN: Okay. Who sets the policy in terms of how you can conduct investigations, and what the

policy of the Turnpike is in terms of the officers? Does that come under you, or does that come under the Turnpike?

COLONEL DINTINO: That comes under the State Police, yes.

ASSEMBLYMAN GREEN: The State Police. So far, you know, there has been a lot of good publicity and a lot of bad publicity in terms of how the troopers conduct themselves in terms of investigations, stoppings, especially there are a lot of minorities who have been stopped. I would like to know, do you have the numbers in terms of your investigations and the kind of money it has cost the Turnpike now? See, this all affects their budget. Anytime you spend a dollar for anything at all, it comes back to their budget, and that is why I am asking. I am explaining it to myself, trying to be very careful, that this is all within this budget that we are talking about in terms of what it is costing us to run the Turnpike and the Parkway.

My question is: Do you have any breakdown in terms of how much it costs to go into court? What is it costing the Turnpike in terms of manpower?

COLONEL DINTINO: I don't have any breakdown, but I think we could kind of give you a ballpark figure -- provide it to your Committee -- because the only additional costs would be overtime. These troopers are fully reimbursed. Whether they are conducting interdicting drugs, whether they are investigating some other type of crime, whether they are aiding a motorist, whatever they are doing, they are getting paid. So there is no cost.

If you want a breakdown as to how much time is spent doing criminal investigations, we wouldn't have that type of a breakdown. Now, as far as overtime that is spent, I don't know, I think it is something like \$400,000 a year for the Turnpike.

MAJOR BLOOM: For the Turnpike, \$488,000, yes, sir.

COLONEL DINTINO: Four-hundred-and-eighty-eight thousand in overtime, but a lot of that is not due to appearing in court. A lot of that could be accidents that happen toward the end of someone's shift. Maybe there are three or four troopers out there and it is a half hour before the shift ends, and they all stay with that accident until it is over, and the Turnpike will pay them overtime for that.

ASSEMBLYMAN GREEN: So you're saying there are no true numbers in terms of how much money your agency spent in terms of investigations, going to court, lawsuits, etc. billed to the Turnpike, versus those same types of numbers billed for drug trafficking or any criminal activities?

COLONEL DINTINO: No. There is no breakdown. Those positions are fully reimbursed. They would be getting paid even if they were sitting at a station doing nothing.

ASSEMBLYMAN GREEN: I think the point I am trying to get across is, if we got out of the-- Again, your agency charges another agency in State government for criminal activities. I would like to get those numbers, versus exactly what your agency charges the State of New Jersey for accidents and violations of different natures.

If we get a breakdown, what I am trying to get across is that we can get a better picture of exactly what it is costing people in the State of New Jersey to maintain these roads; you know, for safety purposes, moving violations, etc., the same way State troopers on the Turnpike have gotten into investigations, drugs, etc., which are important to the State of New Jersey. But then again, it is all built into one budget. Okay?

I think if we are going to begin to bill for drug trafficking and criminal activities, then it is a false picture when we charge the toll roads for those particular services.

COLONEL DINTINO: Sir, the State Police-- We are charged with the responsibility of enforcing all laws, whether

we are on the Turnpike or whether we are off the Turnpike. So the troopers assigned to the toll roads, while their primary function is traffic and aiding motorists, they are also going to investigate crimes as they come within their view -- crimes that come to their attention. We get many crimes at the rest stops and whatnot. When people report crimes to us, we investigate them. We are the sole police agency for those authorities. We investigate whatever comes along. I mean, we would do that there, and we would do that if we were off the Turnpike. I don't think you can separate them.

I think what you are suggesting is, if we got out of the criminal investigation business, it would be somewhat reduced, as far as expenses.

ASSEMBLYMAN GREEN: I am trying to identify, what is it costing the State of New Jersey to maintain its roads, whether we bring in somebody in terms of maintenance, in terms of enforcing the law, in terms of moving violations? That is the picture I am trying to draw, so we can get a true picture of exactly what it is costing the State of New Jersey to run our roads.

You know, I feel what you are saying; that when you are out there, not only are you enforcing laws in terms of criminal activities, but also you are giving us service in terms of moving violations. But there should be something along the line where we can separate it and get a true picture. That is my approach to this whole thing. Exactly what does it cost in the State of New Jersey to maintain the roads for services, whether it be the maintenance or to control moving violations? I am sure we could get some direction with that question.

ASSEMBLYMAN DeCROCE: If I may, and I don't want to steal your thunder, Colonel-- Maybe what the Colonel is saying is that they do not charge for individual activities, whether

they be investigations, court appearances, or traffic time. Is that what you're saying, Colonel?

COLONEL DINTINO: Yes.

ASSEMBLYMAN DeCROCE: You just bill them basically?

ASSEMBLYMAN GREEN: Well, Mr. Chairman, I am pretty sure that any attorney would recognize the fact that once a ticket is given, there is a lot of money involved when we are talking about manpower going into court, and all those particular types of things.

ASSEMBLYMAN DeCROCE: Yes.

ASSEMBLYMAN GREEN: That is a number in itself. Not being able to get that particular number, I don't think we can get a true picture.

ASSEMBLYMAN DeCROCE: Again, I think possibly that is something we will have to go back to the Highway Authority for, because in that particular case, they have a number here which, frankly, does need some breakdown. There are all kinds of numbers coming from these authorities, as opposed to what I have received from the Colonel, and you are going to get copies of what I have received from the Colonel.

Do you have any other questions, Assemblyman?

ASSEMBLYMAN GREEN: No.

COLONEL DINTINO: One thing I might add: We are in the process of implementing what we call, "CADS" -- Computer Aided Dispatch System -- which should be implemented within about a year. With this, we will be able to come out with a breakdown, as you suggest, where we will know exactly what troopers are doing, where or when, how many hours they put in here, how many complaints we responded to there. While we have those figures manually, it is virtually impossible for us today to say how many hours he has put in here, and how many hours he has put in there. So, we will have a better breakdown in the future.

ASSEMBLYMAN DeCROCE: I think that is what you are looking for, Assemblyman.

ASSEMBLYMAN GREEN: Mr. Chairman, just one last question: In terms of the average trooper, normally why there is a drug investigation is because he happened to stop a vehicle, etc. Do we put a corody on that type of enforcement? I would say that 98 percent of the trooper's job is out there looking for motorists who are violating the law. What I am trying to say is, is there an emphasis put on, you know, more or less identifying criminal activities, or is that just more or less when they stop someone, they stumble onto that particular type of a problem?

COLONEL DINTINO: I would say that 99 percent of the time that comes as the result of a traffic violation. I read all the teletypes each day, and where I see any drugs interdicted on our toll roads, or any other highways, you will see where they stopped a vehicle which was doing 75 miles an hour in a 55-mile-an-hour zone, and as they went up to ask for license and registration, maybe they didn't have the registration, maybe there was something wrong with the license, as far as date of birth, or whatever, and they start to get suspicious. That leads to a consent search, and maybe they will find drugs or something.

ASSEMBLYMAN GREEN: Thank you very much.

ASSEMBLYMAN DeCROCE: Okay. Ernie -- Assemblyman Oros?

ASSEMBLYMAN OROS: I have a couple more questions: When the State Police go out to investigate an accident, are there any civilians involved in this back in the office who have-- What I am looking for is duplicity. Are there civilians in the department to investigate accidents?

COLONEL DINTINO: Civilians to investigate accidents?

ASSEMBLYMAN OROS: Yes. In other words, is there any duplicity on the Turnpike or the Parkway? Do they have a department which investigates accidents?

COLONEL DINTINO: No.

ASSEMBLYMAN OROS: It is all done by the State troopers?

COLONEL DINTINO: We investigate all accidents on the toll roads.

ASSEMBLYMAN OROS: All accidents. There are no civilians involved then?

COLONEL DINTINO: No.

ASSEMBLYMAN OROS: Okay.

COLONEL DINTINO: There are some civilians back at headquarters who assist us as far as paperwork and whatnot, that the authorities pay for.

ASSEMBLYMAN OROS: Okay, fine. Helicopters: Is that in your budget? Is any portion of that in the Turnpike or the Parkway, or is that just overall in the State Police?

COLONEL DINTINO: That is in the State Police budget.

ASSEMBLYMAN OROS: None of it is reflected in your budget?

COLONEL DINTINO: No.

ASSEMBLYMAN OROS: Okay. Are there any pay raises in line for the troopers?

COLONEL DINTINO: Yes. In fact, I would say about six months ago they signed a contract. It was a three-year contract. It was retroactive to 1990 and moves forward to 1992. It was basically an 18 percent increase over three years. So I believe that on July 1, 1992 they will realize another 6 percent. Is that right, Tom?

MR. O'REILLY: Six-and-a-half.

COLONEL DINTINO: Six-and-a-half percent.

ASSEMBLYMAN OROS: All right. You mentioned rest stops before. I notice up on the Parkway -- Union and Woodbridge -- they were discontinued. Was that a recommendation of the State Police, or a decision by the Highway Authority?

MAJOR KINZER: There were certain rest areas up there where we got a lot of complaints and had a lot of problems with them. It was a decision between the Highway Authority and the State Police. In that particular area, there are enough exit ramps and enough places for people to go off the road, so the rest areas were unnecessary.

ASSEMBLYMAN OROS: They were used so much, you know. I was very surprised that they did away with them, and the telephones, you know.

MAJOR KINZER: Again, the rest areas and the telephones are for the convenience of the motorists. Specifically, on roads, interstate highways, there are spots where people can pull over, take a rest if they are weary, use a phone, or whatever. These facilities-- They had no bathroom facilities. All they had were telephones and a place to pull over. Actually, the ones that were removed were inadequate in size. In the locations they were in, they really weren't needed, because there are gas stations in between; there are service areas. With the exit ramps and entrance ramps there, someone could pull off the road within a very short area.

ASSEMBLYMAN OROS: Okay. I forgot to ask this question on the first go-round: Is there such a thing as an average ticket, a dollar? Could that be a figure given to me -- just an average? I certainly won't hold you to it.

MAJOR KINZER: The court costs, which go to the municipal courts-- Most courts are \$25. Okay? The minimum fine for a moving violation is \$50 and, of course, speeding and other fines increase. But the minimum for a moving violation is \$50, which would go to the State.

ASSEMBLYMAN OROS: If you get a ticket on the Turnpike, it is about \$50 for--

MAJOR KINZER: For a moving violation, the minimum fine would be \$50, and \$25 for court costs.

ASSEMBLYMAN OROS: And on the Turnpike you gave out about 110,000.

MAJOR KINZER: It was 111,000 summonses, yes.

ASSEMBLYMAN OROS: Wow! That is a lot of money. This all goes to the State, into its budget? You ought to figure out a way to keep it in your budget. It would take care of a lot of your problems.

ASSEMBLYMAN DeCROCE: Assemblyman Warsh?

ASSEMBLYMAN WARSH: I just have one last question. Thank you, Mr. Chairman.

In the news, I guess about a month ago, there was a story about a State Police firing range that was to be located on, I believe, Highway Authority property. Was it in Holmdel? (no response) Do you know anything about that, Colonel?

MAJOR KINZER: That was to be located at the bus inspection area in Herbertsville, yes.

ASSEMBLYMAN WARSH: Was that a request from the State Police to the New Jersey Highway Authority?

MAJOR KINZER: Well, it was a coordinated request, because we have a Captain Miller on the Parkway who is our Troop Commander. Because of problems he has anticipated, as we qualify-- We have to qualify a minimum of twice a year. The Turnpike people, to qualify is built into their schedule. The Parkway, to qualify is built into their schedule, as are A, B, and C. The Turnpike has a range. The Parkway troopers had to borrow ranges. They had to shoot in three different locations. It takes them off the road to shoot. What they were looking for was one range in the central area of the road where they could coordinate their shooting within the schedules of their manpower.

ASSEMBLYMAN WARSH: When you say, "It takes them off the road," did it decrease safety or increase overtime?

MAJOR KINZER: Well, when they left the road, they had to go to other ranges to shoot. We had to borrow ranges from

other police departments, other counties. If you have a range on the road, like in the Holmdel area, or the Bass River area, the guys could be scheduled to shoot during their patrol. They would be spending less time off the road going to other ranges, because they--

ASSEMBLYMAN WARSH: Has there ever been a range in the central area of the State for the Parkway troopers?

MAJOR KINZER: No, not that I am aware of.

ASSEMBLYMAN WARSH: Thank you. Thank you, Mr. Chairman.

ASSEMBLYMAN DECROCE: Assemblyman Kronick?

ASSEMBLYMAN KRONICK: Thank you, Mr. Chairman. Before, I was talking about figures-- And, by the way, I got your figures now, Colonel, so there is a difference. I think you are ahead by about-- You saved over budget about \$4 million from the figures I have for '91. When I had calculated the number of men required for the Garden State, it came out to \$68,120 per man, and on the Turnpike, \$74,380. This is total budget, by the way. So now that your figures are-- Both of them are close, \$12 million, so it would be, obviously, less than the \$68,000. They would be closer. The disparity would not be \$6000. I was wondering why that was. It appears now that it wouldn't be that great. Just for your information.

Before, Colonel, you said, if I understood you correctly, there was a 400-man reduction overall in the State Police. Did I understand you correctly?

COLONEL DINTINO: Close to 400 men, yes.

ASSEMBLYMAN KRONICK: Okay, because we are really just talking about the roadways. Did that impact the Turnpike and the Garden State?

COLONEL DINTINO: No, no.

ASSEMBLYMAN KRONICK: Not at all?

COLONEL DINTINO: Not at all, because they are reimbursed positions.

ASSEMBLYMAN KRONICK: So, they are at the same strength?

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: Is there a policy statement, if you will, that troopers receive regarding the emphasis of how they are to spend their time and do their job? In other words, are they told, you know, "Your main thrust should be traffic. Keep the traffic flow." People stopped on the roadway, etc. versus the drug interdiction? I mean, are they given any kind of guidelines on that?

COLONEL DINTINO: Yes. Policy is, as far as toll roads, their primary function is traffic safety, and, also, to aid motorists. In between, if they come across a crime, they are to act, because we are law enforcement officers sworn to uphold all the laws of our State.

ASSEMBLYMAN KRONICK: But, if we look at the figures with the truck statistics -- which you mentioned to us -- being down, do you think there is some correlation with regard to that emphasis being applied last year; that they were putting more emphasis on the other?

COLONEL DINTINO: Well, as Major Kinzer stated, we have a 31-man reduction from our Truck Enforcement Unit. In other words, we have 31 less men who are looking for truck violations full-time, because we had to send them to stations.

ASSEMBLYMAN KRONICK: You have the same number of men, but you dispersed them differently?

COLONEL DINTINO: Well, because the station levels were at such a low level, we had to take men away from the Truck Enforcement details, and a number of other areas also.

ASSEMBLYMAN KRONICK: I think that's it for now. Thank you, Mr. Chairman. Thank you, Colonel.

ASSEMBLYMAN DECROCE: Mr. Green?

ASSEMBLYMAN GREEN: It seems like Assemblyman Nickles had the best questions today. Again, you mentioned whatever

fines-- They go back to the State. When you are talking about the State, do they go back to the Turnpike Authority or the Garden State Parkway?

COLONEL DINTINO: They go back to the General Treasury.

ASSEMBLYMAN GREEN: So they don't really get credit? In other words, they are paying you to man these roads, to enforce the law, but when it comes to fine money, and also when it comes to confiscating property or money that you might get from drug dealers, the Authority gets no credit for that?

COLONEL DINTINO: Well, I mean, if you wanted to break it down to show what they're doing, but actually the toll roads are a plus to the State, because while they reimburse all of the trooper positions, any of the fines that are obtained from the toll roads to into the General Treasury. So it is a big plus for the State.

ASSEMBLYMAN GREEN: Well, see, let's just take the Turnpike. You're charging the Turnpike for manpower. Am I correct?

COLONEL DINTINO: Yes.

ASSEMBLYMAN GREEN: When that manpower goes out and enforces the law, whether it is for a fine or to confiscate a car or to confiscate a million dollars, wouldn't it be feasible for the Authority to get that money back, since they are the ones being charged for your service?

COLONEL DINTINO: We don't do that anywhere in the State, sir. In other words, we operate throughout the State in every municipality. It is all done the same way; all fines go into the General Treasury, with the exception of court costs. I think that is the way it should be.

ASSEMBLYMAN GREEN: Let's just take fines, for example. Can you give me some idea about last year, how much went back?

COLONEL DINTINO: I don't have any amount. Maybe we ought to give them a copy of that book.

ASSEMBLYMAN DeCROCE: I'm sure that is information you could provide to us, if you had to do that.

ASSEMBLYMAN GREEN: Mr. Chairman, the question I want to lead up to-- I am just using ballpark figures. If we are charging the Turnpike, say, a million dollars a year for manpower, and they are out there enforcing the law, whether it is fines or confiscating drugs, etc., and for some reason or other the trooper is able to bring in a man, it seems like that should be a wash.

ASSEMBLYMAN DeCROCE: Well, in all probability, it may be, but the money goes, not to the Highway Authority, but it goes, obviously -- according to Colonel Dintino -- directly into the General Treasury.

ASSEMBLYMAN GREEN: That is misleading to the public, because we are using their dollars to maintain the roads.

ASSEMBLYMAN DeCROCE: They do that all over the State. That is what he said.

ASSEMBLYMAN NICKLES: That's statute.

ASSEMBLYMAN GREEN: Statute. Thank you.

ASSEMBLYMAN DeCROCE: Colonel, I have a few questions: I would like to know, with regard to-- Some questions were asked before pertaining to equipment. Could you tell me the cost -- or, can any of your staff tell me the cost -- per car and the type of police package you purchase when you purchase a car for the toll roads? Is it any different for the toll roads than for the regular interstates or the regular roadways?

COLONEL DINTINO: The figure is \$25,000, the debt, we figure for a car; for the cost of the car and the maintenance and the gasoline and whatnot. If we are charging somebody for a reimbursed position, it is \$25,000 per vehicle.

ASSEMBLYMAN DeCROCE: Your officers who are on the road, if they stop and they do just a general search -- a consent search -- and they get into a drug situation, it is

their obligation then to assign it to another group of people, another investigatory staff? They do it themselves, is that what you are telling us?

COLONEL DINTINO: We have detectives, and a detective would then take over that investigation.

ASSEMBLYMAN DeCROCE: Okay. Are they also assigned to the Parkway and the Turnpike Authority?

COLONEL DINTINO: Yes. We have a detective force who are on the Turnpike and the Parkway.

ASSEMBLYMAN DeCROCE: Overtime: How do you define overtime? How do you determine overtime?

COLONEL DINTINO: Overtime is when they go past their eight hours. I think that maybe Tom can give you a better breakdown as far as--

MAJOR KINZER: Again, I don't have the figures from the toll roads in front of me, but you have to realize that they put down-- I'm sure they have down a very large overtime figure.

ASSEMBLYMAN DeCROCE: They do. Let's say on the Parkway, they have \$800,000; on the Turnpike, approximately a half a million.

MAJOR KINZER: A trooper working a 40-hour workweek, if he works over the 40 hours, he will get overtime. But the toll roads -- the Turnpike and the Parkway -- have overtime programs.

For instance, the Parkway has an overtime radar program. If they have a high accident area, or they have a high drinking/driving area, where they have a lot of accidents with drinking drivers at certain hours at night, they will put additional troopers out there on an overtime program. They have had a program, which I am sure you are familiar with, which is called "Operation Lookout," where they put troopers at the toll plazas. They observe cars coming in, usually on Friday and Saturday nights, during the hours when people would

be drinking. They observe the cars coming in. They look for drinking drivers.

These are overtime programs. These are additional programs besides the salaries, and they pay for these. It makes the overtime money look like a lot more than it really is. It is a minimal part of it that goes for patrol overtime and court, compared to the overtime programs.

ASSEMBLYMAN DeCROCE: Okay. Thank you. Is the service you provide to both authorities adequate? In other words, you have approximately 200 men on the Highway Authority and approximately 220 on the Turnpike Authority. Are each of those roads more than adequately supplied with officers?

COLONEL DINTINO: I would not say "more than adequate," but I would say it is adequate, yes.

ASSEMBLYMAN DeCROCE: Adequate, but not undersupplied?

COLONEL DINTINO: No.

ASSEMBLYMAN DeCROCE: Assemblyman Kronick?

ASSEMBLYMAN KRONICK: I'll wait until you are finished.

ASSEMBLYMAN DeCROCE: That's okay; go ahead.

ASSEMBLYMAN KRONICK: Colonel, is there a response time that is, so to speak, an acceptable figure? I mean, is there something you shoot for? From the time a motorist is stranded and a call goes in, how long should it take for a response to assist that motorist?

COLONEL DINTINO: Our patrols on the toll roads are scheduled that they should cover an area every 20 minutes, but it doesn't always happen that way. For the most part, it does. If there is a major accident, or something that occurs that pulls troopers off of patrol, then maybe a stranded motorist may have to wait somewhat longer. But on a normal, routine schedule, there should be a trooper passing every area of the Turnpike or the Parkway every 20 minutes.

ASSEMBLYMAN KRONICK: On speed, sir, do you have figures, say, that would support the current speed of 55, where

I am seeing articles in the paper and people saying, you know, "I'm going 65, and someone is doing 80," you know, or that kind of thing?

COLONEL DINTINO: Boy, you are not going to lead me down that road. (laughter) I have been down that road before.

ASSEMBLYMAN KRONICK: What I am trying to lead up to is: Do you think that maybe it is time-- You know, we did it with the gasoline problem, but is there really a correlation that that 10-mile difference results in a significant reduction in fatalities? Do you think maybe we should think it through and come up to a realistic number?

COLONEL DINTINO: Sir, my response to that is: We receive quite a bit in Federal funding to keep the speed limit at 55; funds that we would lose. Surveys have shown that over 55, there are more fatalities, and more accidents.

ASSEMBLYMAN KRONICK: So, unless the Federal law changed--

COLONEL DINTINO: Yes.

ASSEMBLYMAN KRONICK: Okay. I understand, and I think you are right, sir.

Thank you, Mr. Chairman.

ASSEMBLYMAN DeCROCE: Mr. Green, do you have any further questions?

ASSEMBLYMAN GREEN: No, thank you.

ASSEMBLYMAN DeCROCE: Mr. Warsh, do you have any further questions?

ASSEMBLYMAN WARSH: No, thank you, Mr. Chairman.

ASSEMBLYMAN DeCROCE: Mr. Oros?

ASSEMBLYMAN OROS: No, sir.

ASSEMBLYMAN DeCROCE: Well, Colonel, thank you very much for coming today. We certainly do appreciate all the information you have given us. I would like you to be advised, though, that we may want to talk to either you or some of your staff at a later date. It may be necessary to get some

additional information. So, if you would be gracious enough to accommodate us, if necessary, we would really appreciate it.

COLONEL DINTINO: Mr. Chairman, anything you need, we will provide to you.

ASSEMBLYMAN DeCROCE: Thank you very kindly.

COLONEL DINTINO: Thank you.

ASSEMBLYMAN DeCROCE: Now, ladies and gentlemen, we do have four or five people who want to be heard today. We are limited in time. Frankly, unfortunately, I have another appointment. I wasn't prepared to take additional public, but I will. I am going to take two people, or I will take the four if they can limit their comments to five minutes.

So, beginning with the first one, I will call on John J. Merla, Local No. 196, from the Borough of Keyport. Good morning, Mr. Merla.

M A Y O R J O H N J. M E R L A: Good morning, Mr. Chairman.

Mr. Chairman, members of the Assembly Transportation and Communications Committee, members of the general public: My name is John Merla, and I am the Mayor of the Borough of Keyport in Monmouth County, Exit 117 on the Garden State Parkway. I am also the Treasurer for the Committee to Save the Toll Authorities, and Treasurer of Local No. 196, representing some 800 to 1000 New Jersey residents and employees on the Garden State Parkway.

Mr. Chairman, I had a chance to listen to the last hearing and read several newspaper articles since, and also listen to the famous 101.5 radio station for the past several weeks. After the last meeting, where it was stated that this particular bill, A-352, would not be deemed political-- I think that was an understatement, since this was a political issue in 1989 when State Senator Gerry Cardinale campaigned heavily on this issue, and I believe he finished last out of the six Republican candidates on primary day.

My belief is that this is the wrong time to look at abolishing tolls or trying to incorporate toll authorities into the Department of Transportation. Some 35 to 40 years ago, the powers that be saw a vision, a positive vision for New Jersey's future. Toll roads were built; residents of New Jersey were put to work; jobs created; and the quality of life in New Jersey started to blossom. In 1952, as some of us talked about, maybe the concept of temporary tolls was talked about, maybe even promised to the residents of New Jersey. That was then, and in 1952, who would have imagined the outskirts of Atlantic City would become the jewel of New Jersey by developing multimillion dollar casinos, which look beautiful today.

We must look back at our past before we act on the present, before our future is ruined. I want this Committee to evaluate all proposals and studies, as this particular issue could put a damper on all of New Jersey and its roads. I want this Committee to help us to maintain safe roads; to help us to preserve our jobs statewide.

As Mayor, it is a pleasure to see the way the Garden State Parkway maintains the Keyport Toll Plaza in my hometown, and the cleanliness of its toll ramps. Keyport does realize a revenue in our municipality, in our budget, because of the toll ramp in our community, through law enforcement, tourism, and the Transportation Trust Fund.

If tolls are abolished, the revenue would mean an appropriation for our budget, and that would mean raising taxes, which none of us sitting here like to see or do.

In 1991, requests to this Committee from municipalities statewide to receive moneys allocated from the Transportation Trust Fund for transportation projects, such as road overlays, bridge repairs, sidewalks, and curbs, exceeded \$118 million, of which approximately \$35 million in funding was available. As Mayor, I lobbied the 13th District Assemblyman

and Assemblywoman, and received \$135,000 to overlay Clark Street in the Borough of Keyport. I fought hard for these moneys because I knew it would help to keep people employed and encourage our State's economic recovery.

Our "New Jersey Work" signs are being displayed all over New Jersey. This sign serves as an indicator to the public that New Jersey is, indeed, working together to improve our transportation systems. Without the toll revenue that is generated from the toll roads, our "New Jersey Work" signs will become recycled aluminum.

The Garden State Parkway has indeed grown since the '50s. Our State has grown. With growth, we must keep people working, and working toward creating ratables, not raising taxes. In the Borough of Keyport, we have approximately four traffic lights on Highway 36 within our jurisdiction of State roads in the Borough of Keyport, roughly about 8/10 of a mile. You talked at the last meeting about congestion. From May to September, when people are coming back from the shore and they are taking Highway 36 coming north, it is horrendous. People can't wait to get on at Exit 117 and travel a straight road, knowing they are going back home safely and efficiently.

As our representatives in this great State, I would hope that we will all be working toward maintaining the great sense of pride that the Parkway has spearheaded over the last 40 years, and are not out to ruin toll success because of politics. The Garden State Parkway was built with proceeds of bonds being issued, and is, in effect, owned by bondholders. Tolls paid by the voluntary users of the roads provide the revenue needed to meet interest and principal payments on the bonds to cover operating and maintenance costs. Toll roads are open 24 hours a day, seven days a week, and are heavily used. They are among the safest roads in the nation. Improvements are being made constantly. No roads in the State are better

policed, and perhaps most significant, they function without direct cost to the taxpayer.

I can understand that this issue particularly must be looked into by each and every one of you because of the demands from your constituents and the vocal groups of citizens wanting to see the tolls abolished. It is very easy to criticize this issue, as some Assemblypeople and Senators have. I can see faulting the authorities for performing as independent agencies. One Senator was quoted as saying: "Little or no consideration is given to how they" -- meaning the roads -- "fit into the State's entire network of roads, highways, and mass transit."

Well, I feel that with working together with the authorities, their leaders, and their Commissioners to formulate a State master plan, that maybe this can be worked out. Toll roads were designated by the Legislature, not the bondholders.

In closing, I urge this Committee to weigh the pros and the cons, and seriously look at both sides of the coin. Before you make your final decision, think about jobs, revenue, and growth, and I think you will clearly see toll roads are our future.

Thank you very much. (much applause)

ASSEMBLYMAN DeCROCE: If you will, if you will-- I am going to have to cut it. I am going to try to give all of you an opportunity to speak, but I am going to have to cut it off if we have any more of that, I'll tell you right now -- and I will.

Thank you, Mayor Merla. Does anyone have a question for Mayor Merla? (no response) If not, thank you very much for coming.

MAYOR MERLA: Thank you, Mr. Chairman.

ASSEMBLYMAN DeCROCE: Mr. John Grande, please?

J O H N G R A N D E: My name is John Grande. I work on the Garden State Parkway. I am a supervisor. I am very proud to be able to work on the Parkway, but Charlie said it all. The only thing I can add is, what is the Garden State Parkway? It is politics; it's money. Do you want to eliminate jobs? That is what it sounds like. They're saying again, "Read my lips. Now we will eliminate jobs." Do you know what I mean?

They were discussing something with the State Police before with reference to trying to get out of him, "Well, what good do the toll collectors do on the Parkway?" Let's say we have a building right here. We don't put a guard outside. Somebody can go in and out. It is the same thing on the Garden State Parkway. The people in the tollbooths are the caretakers. Okay? We are getting away from that. They are the people, they are the eyes. They notify the State Police constantly. If they see someone maybe under the influence, they report it. I know, I work in the field.

Too often, people want to criticize and want to eliminate jobs. We have enough problems in this country right now. If you don't believe it, look at what has happened in the past week. People are reaching out, asking: "Give us jobs. Give us housing." If you want to eliminate people on the Parkway, you've got the problem, believe me.

That's all I have to say. Thank you.

ASSEMBLYMAN DeCROCE: Thank you very much. That is not the intention of this Committee necessarily. We are looking into the oversight--

MR. GRANDE: May I respond to that?

ASSEMBLYMAN DeCROCE: Wait, please. This Committee has never said that we are looking toward the elimination of jobs. We're saying that we are looking into the elimination of tolls, if necessary, by virtue of the investigations we will do, the oversight we will do in the next several weeks. We

have never come to a decision or a determination as to how that will be achieved.

MR. GRANDE: Excuse me, sir, for one moment. I'm sorry. Maybe you should censor the news media. In other words, if the average person picks up the newspaper, this is what they read. Okay? I mean, come on, this is the way the news media reports things. All right?

ASSEMBLYMAN DeCROCE: That is true, Mr. Grande, but we can't explain the news media's performance.

MR. GRANDE: Well, maybe we should, you know, do a little bit more censoring of things in this country.

Thank you.

ASSEMBLYMAN DeCROCE: We can't do that.

Mr. Thomas -- Rudolph Thomas, Local No. 196? Good morning, Mr. Thomas.

RUDOLPH THOMAS: Good morning. My name is Rudolph Thomas. I am Vice-President of Local No. 196; also Vice-President of the I.U.C; also Vice-President of the International I.F.P.T.E.

I work on the Garden State Parkway. I have been there for almost 26 years. It is a wonderful road, and I know you gentlemen understand that. The thing that bothers me most, is that what we should do-- Don't break things down. Let's build things up. "If it isn't broken, don't fix it." Don't destroy success. The State of New Jersey -- and all of its programs -- has never been more successful than on its toll roads, which give jobs, give good, clean roads, give people an opportunity to go out and do honest work.

I am very disturbed by one of the gentlemen down in the corner. I don't know which one it was. At the last meeting, he seemed to criticize my President over our 6 percent negotiated contract. I think that contract was worked out at the last minute of the night, where we sat for hours haggling over what our workers should make. Our workers make a decent

salary, which pays taxes, which helps everybody. He criticized our 6 percent. Another gentleman there told him what the inflation rate was, which was 3.4, so he commented that we were over the rate by 2.6.

I hate to hear things like this because it casts aspersions upon our people not doing honest labor. Our people do honest labor; hard, honest labor. Whether it is physical or not, it certainly is mental. It is also hazardous to their health. Our people stand in those booths with the fumes and the dirt and the dust, and there is no weather out there. It is always 78 degrees, whether it is raining, sleet, snowing, cold, warm, hot. It doesn't matter. Our people are there.

So with that being the case, as my dad told me a long time ago-- He said, "I am going to fix the sink. Here, boy, hold this." He would do something, and then he would say, "Now hold this." I would say, "Well, why don't I fix it?" And he would say, "Well, I'll tell you something, son. It takes talent, understanding, and experience to build things up. Any fool can tear things down."

Thank you.

ASSEMBLYMAN DeCROCE: Thank you, Mr. Thomas.

Mr. Felner? Did I pronounce that properly? (no response)

R I C H A R D C. F E L N E R: Mr. Chairman, Committee members, and citizens: I work on the Garden State Parkway. I have only been with them for a short period of time. I am 60 years old and I am getting on the other end of my rope, so to speak. But I have seen this road grow and I have seen the New Jersey Turnpike grow and I have seen the State develop up and down along its sides. I think it is a real commendable thing to the State which created these authorities to run these roads. I think they have run them fine. I think they can be very proud of themselves, and I am proud to be working for the organization.

However, tearing them down is idealistic, not realistic. The policing of them, and the funding of these roads, up and down, have been paid entirely by the users of the road. No one else in the State is taxed for these. One idealistic person stated that, "It is only another tax." Only the users of the road pay. They are getting good service, excellent police protection, and the finest roads in the world. I have had the privilege of traveling and driving through two-thirds of the world, and there is nothing else provided like them.

I think this State should look real carefully. When they talk to the Department of Transportation or the Port Authority-- I think they are agencies that might well be looked at, too. When the Department of Transportation can provide us with mass transportation and bus stations where the doors are closed for your protection, buses and trains running irregularly, or no trains again-- Look at the roadbeds of some of our railroads. The strength of the nation virtually gone. I think we should take some serious looks at ourselves and pay strict attention, because the backbone of our country now is the roadway, with trucks, buses. These services cannot be maintained by the State. It cannot afford it. That is well-exemplified in Connecticut, where they would like to turn around and reinstate the tolls. I think they bailed out because of their lack of maintenance on their bridges.

But New Jersey should be very proud of itself, and should be very careful about anything it does in the future to turn around and dismantle it.

That is all I have to say. Thank you for your time.

ASSEMBLYMAN DeCROCE: Thank you, Mr. Felner.

Ladies and gentlemen, as I mentioned, we are probably going to be bringing in the Department of Transportation on the 14th to discuss this matter further with them. We will continue with a public hearing, frankly, on May 21, starting at

5:00 p.m. Let me give you that address: Fanning Avenue, Woodbridge, Fords Middle School. It will be between 5:00 and 9:00. It will end at 9:00 p.m. So if anyone would like to be heard, the general public will be asked to express themselves at that point.

Thank you all for coming this afternoon. We appreciate it. Thank you.

(MEETING CONCLUDED)