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PUBLIC HEARING

before

ASSEMBLY MUNICIPAL GOVERNMENT COMMITTEE

The Impact of the baseball stadium proposed by  
P.L. 1987, c. 276 on the Township of Lyndhurst  
and surrounding municipalities

October 19, 1987  
Lyndhurst Municipal Building  
Lyndhurst, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Assemblywoman Elizabeth E. Randall, Vice Chairman  
Assemblyman Richard C. Kamin

ALSO PRESENT:

Assemblywoman Kathleen A. Donovan  
District 36

Walter R. Kennedy  
Office of Legislative Services  
Aide, Assembly Municipal Government Committee

\* \* \* \* \*

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**New Jersey State Legislature**

**ASSEMBLY MUNICIPAL GOVERNMENT COMMITTEE**

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**MEMORANDUM**

**October 8, 1987**

**TO: MEMBERS OF THE ASSEMBLY MUNICIPAL  
GOVERNMENT COMMITTEE**

**FROM: ASSEMBLYMAN, J. EDWARD KLINE,  
CHAIRMAN**

**SUBJECT: PUBLIC HEARING**

(Contact Walter Kennedy, Committee Aide at (609) 292-1596)

**Public hearing to be conducted by the Municipal Government Committee on  
October 19, 1987, from 1:00 p.m. to 5:00 p.m. at the Lyndhurst Municipal  
Building, Valley Brook Avenue, Lyndhurst, Bergen County, New Jersey 07071.**

**Subject: The impact of the baseball stadium proposed by P.L. 1987, c. 276  
on the Township of Lyndhurst and surrounding municipalities.**



## TABLE OF CONTENTS

	<u>Page</u>
Anthony Adivari Citizen Lyndhurst	1
Tom Mazzaccaro Citizen Lyndhurst, New Jersey	3
Robert E. Mulcahy, III President and Chief Executive Officer New Jersey Sports and Exposition Authority	4
Horace Bugel Former Mayor Lyndhurst	16
Peter J. Russo Former New Jersey Assemblyman	17
Anthony Scardino, Jr. Executive Director Hackensack Meadowlands Corportation	18
George Sternlieb Former Director Center for Urban Policy Research	26
Paul M. Weckesser Chief Engineer New Jersey Turnpike Authority	36
Joseph Job President Metropolitan Baseball League	43
Gerome R. White, Jr. General Manager Statewide Operations New Jersey Sports and Exposition Authority	54
Commissioner John DiLascio Director of Revenue of Finance Lyndhurst, New Jersey	62



TABLE OF CONTENTS (continued)

	<u>Page</u>
John E. Gagliardi Mayor Lyndhurst, New Jersey	64
George G. Clark Private Citizen	69
Steven R. Gray, Esq. Waters, McPherson and McNeill New Jersey Sports and Exposition Authority	73

**APPENDIX:**

Statement submitted by Robert E. Mulcahy, III	1x
Letter submitted by Paul M. Weckesser Chief Engineer	3x
Statement submitted by Martin A. Kruegel Hackensack River Coalition	5x

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ASSEMBLYWOMAN ELIZABETH E. RANDALL (Acting Chairwoman): Good afternoon, everyone. I'd like to convene this meeting of the Assembly Municipal Government Committee. My name is Elizabeth Randall. I am an Assemblywoman from northern Bergen County, District 39. To my right is Assemblyman Richard Kamin, who represents the 23rd District and also serves with me in Trenton as a member of the Municipal Government Committee.

A N T H O N Y A D I V A R I: Excuse me, Chairwoman. We can't hear you too well.

ASSEMBLYMAN KAMIN: These microphones are strictly for recording purposes and are not for amplification.

ASSEMBLYWOMAN RANDALL: I'll try to turn it up a little bit better. How's that? (positive response) All right. If we can all keep our voices up, I'm sure it will help. Let me just make a few preliminary remarks before we get under way this afternoon.

On November 3, as we all know, the voters in New Jersey will make a critical choice whether or not to approve or reject a \$185 million State bonding referendum for the construction of a baseball stadium. If approved, the site of that stadium will be here in Lyndhurst. The stadium will obviously have a tremendous impact on, Lyndhurst, and the region, and that is why we are here this afternoon.

My colleague, Assemblywoman Kathleen Donovan asked this Committee to hold this hearing in Lyndhurst in order to provide you with a picture of what the baseball stadium will mean to you. As a resident of Lyndhurst herself, and the Assembly representative from this area, she is naturally concerned that her constituents have a complete picture before we all go to the polls on November 3. If the bond referendum is approved and a baseball team agrees to play here, it means 81 regular season games will be played in Lyndhurst.

The influx of people and traffic on those 81 occasions will tax the infrastructure and municipal services in the

region. Today, this Committee will hear testimony from the Sports Authority, Turnpike Authority, and any other interested party, and we will have an outline of what the people in the Lyndhurst region can expect in the way of road improvements and other municipal services in order to accommodate the stadium. This testimony will hopefully provide us all with a clear picture of the costs and benefits of the stadium. I hope the people of the immediate area will carefully consider the information in making their decision on how they will vote on November 3.

If I may just make a few preliminary statements, I know we have a number of people here. Our area and our focus is on the impact in terms of the municipal area. Whether or not we want baseball, obviously, is a question which is going to be before us all, and we will all be passing upon that when we each go to the polls. But the focus of today's hearing will hopefully be on the local impact of the area where the site is proposed to be.

If I may ask those of you who wish to speak, to attempt to limit your remarks, if you can, to approximately 10 minutes, I think it will be a courtesy to the other speakers. If, in fact, after 10 minutes you do not feel you've had ample time to express your opinion and your views, please keep in mind that we will be happy to hear you in a second round of remarks. However, we would like to have everyone at least on the first go round, keep your remarks to 10 minutes or under.

I have here a list of some people who have submitted their names who would like to make some remarks today. They are in the order in which we received the request and I will just call them in this order. Initially, I understand that Assemblywoman Donovan will have some remarks. She will be followed by Mr. Robert Mulcahy, Mr. Anthony Scardino, Mr. George Sternlieb, Mr. Paul Weckesser, Mr. Joe Job, Mr. Horace Bugel, Mr. Pete Russo, and I believe one other gentleman had

given his name to us. Mr. Kennedy?

MR. KENNEDY (Committee Aide): And Mr. George Clark.

ASSEMBLYWOMAN RANDALL: And Mr. Clark also had just submitted his name to us. If, in fact, you would like to be added to that list, kindly give your name to our Committee Aide, Mr. Kennedy, to my left here. With that, I would like to, if I may, ask Assemblywoman Donovan to make her preliminary remarks, and then join us as a sitting member of this Committee today. Yes, sir?

T O M M A Z Z A C C A R O: Could I add my name on there, because I'm interested in handicapped people?

ASSEMBLYWOMAN RANDALL: Very well, certainly. Would you give your name to this gentleman? You will be called as well. Thank you. Assemblywoman Donovan.

ASSEMBLYWOMAN DONOVAN: Thank you very much, Assemblywoman Randall. I'd also like to welcome Assemblyman Kamin to the District and especially to Lyndhurst. I appreciate the Municipal Government Committee coming to Lyndhurst today.

I also welcome the representatives of the Sports Authority, municipal officials, and most importantly, of course, the people who are attending this public hearing today on our proposed baseball stadium. As you said, Assemblywoman Randall, the purpose of the hearing today, as I requested it, is to answer the questions, to address the concerns, and really to exchange information, so that the facts surrounding our proposed baseball stadium can be known by everyone before they make a decision on the November 3 ballot. It is very important that any questions be answered prior to making a decision on November 3.

The proposed stadium is important for all of the people in New Jersey, but it's especially important to the people of District 36 and the people of Lyndhurst. As someone who has been almost a lifelong resident of Lyndhurst and is now

serving in the Legislature representing Lyndhurst, this opportunity to hear all the sides of the proposed stadium question is especially important.

There are many questions that have been raised, obviously. There are questions about funding for the stadium, what jobs will be created, what additional drain, if any, on the municipal resources there will be to the stadium, what will happen to our roads, the environmental impact in the area and to the whole character of Lyndhurst and District 36 -- the character of the community here.

As we proceed with the public hearing today, I hope these serious questions can be addressed by the participants -- I'll certainly be asking questions of them -- and that we can get to the facts so that on November 3, which is two weeks and one day from now, the facts will be available, and everyone will feel comfortable when they make the decision.

Again, I thank everyone for coming, and as we begin the hearing, I would ask that everyone feel free to make comments. I know you said it, Assemblywoman Randall, but for the people who are here to testify today, they know that their comments are comments which are welcomed and will be listened to very strongly. And I thank you both very much.

ASSEMBLYWOMAN RANDALL: Thank you. As Acting Chairman of this Committee, I would appreciate it if you would join us as a sitting member at this time. I would like to call our first witness, Mr. Robert Mulcahy. As with all of our witnesses, I would appreciate it if you would, in addition to repeating your name, also tell us of any official capacity that you might hold. Thank you.

ROBERT E. MULCAHY, III: Thank you. My name is Robert Mulcahy. I'm the President and Chief Executive Officer of the New Jersey Sports Authority. First of all, I appreciate the opportunity to be here this afternoon to attempt to respond to the concerns that have been raised by the Committee and to

answer whatever questions you may have in relation to this issue.

As you know, this is a \$185 million bond issue that will appear on the ballot as Question No. 3 in November. We have prepared economic impact studies which we've sent over the weekend to each of the legislators in both houses. The summary of the findings of those economic studies is that you have two impact periods from the stadium. You have a two-year construction period, in which it has been estimated that the stadium will generate some 5668 jobs and generate \$12.2 million in sales and income taxes for the State Treasury. The impact on the State's economy during this two-year period will be approximately \$253 million.

Once the stadium is built and occupied, there are 412 full-time jobs and 2186 part-time jobs that will be created, and there's a breakdown of these jobs in the study, there's a breakdown of the economic impact in the study, and there's a breakdown of the financial structure of the bond issue. If I might briefly outline that, what we have done here is create a series of three charts based upon the projected attendance which are reflected in two places, both in the Executive Summary on pages 9, 10, and 11; and with the backup, back in the section devoted specifically to the principal payments.

In essence, what we've done is take the two-year construction period and looked at both the interest and impact from that period and the twenty-year bond issue that's broken down. And we've updated the interest costs to reflect current market conditions. We've projected those over 20 years, and you'll see the sliding graph in which they start out at about \$24.5 million and decline to about \$10 million in the 20th year. We've also projected those because of the nature of the bill in which you passed in your house, that provides that both the operating profits, as well as the sales taxes and so on generated, go directly to the State Treasury. And what we've

attempted to show, is that this is really an economic development issue -- that the development of a baseball stadium on this site will throw off enough revenues within a 25-year period at the two million attendance level, and quicker on the upper levels, to repay in direct dollars to the State Treasury the money that's been laid out.

I'd like to point out that this is basically an area that has been idle. It's been idle, I think, principally for the fact that it was a garbage dump. And one of the things that we can do that's been unable to be done by the private sector is to go in and deal with that. What we will have done is create and develop an area that took a little bit of ingenuity and the ability to put some 10 individual property owners together to develop the site.

We've worked these out in conjunction with DOT and with the Turnpike Authority. And while we have people from the Turnpike who I believe are here-- If not, then I will deal with it. We do have a map that I would like to put up in a minute to talk about this specific area here. The economic impact will be dealt with in more detail by Professor George Sternlieb from Rutgers, who's done a separate study for us in addition to the two studies which have been sent to you. And following his testimony, or following mine, we'd be happy to deal with any of the specifics that you may raise about the projections that were done here. We believe the numbers were done in a conservative way. If you look at the assumptions that were made there for the baseball park, we believe that the numbers were on the conservative side and that's the way we thought it ought to be.

There's an annual economic impact projected here of about \$118 million for the local economy, and I would have to say that the bulk of it is going to have to be in the local area. You will see the projections are broken down in detail here, and I don't think it's worth taking a lot of time to do

that.

There are really three issues that affect you locally. One is, you want to know the economic impact. You want to know the jobs, and you want to know the benefits to the municipality economically. That we've broken down and I think I've outlined it a little bit. Secondly, you want to talk about the traffic, and third, you want to talk about the payment in lieu of the taxes issue, and it will be dealt with in the municipality. I think those are the three things I want to cover.

I've talked about first the economic impact. Now I'd like to talk a little bit about the traffic. I guess the easiest way I can deal with this is to hold this up for you here. (shows chart)

ASSEMBLYWOMAN RANDALL: If we can interrupt you just for a minute, Mr. Mulcahy, we're trying to see if the microphones are on. (checks microphones) Okay, go ahead. Would you like to come around here so everyone can see it?

MR. MULCAHY: What this depicts is the 225-acre site adjacent to the Turnpike and adjacent to the New Jersey Transit rail line that goes to Bergen County on the left-hand side there. It shows the Turnpike creating the egress and ingress to the stadium and connection with Route 17. In that light, I do have a letter that I would like to read into the record and then submit it to you, because I think it's appropriate and important here. This was addressed to Edward Kline as Chairman.

"On behalf of the New Jersey Turnpike Authority, I am writing to support the New Jersey Sports and Exposition Authority's proposal to construct a new baseball stadium in Lyndhurst, New Jersey. As you know, as part of the Turnpike Authority's proposed widening project, it has planned a new Interchange 15WA which will link the main line of the Turnpike to a connection to Route 17 South." And that we've broken down there and you can see going off to the left-hand side and

connecting up to Route 17. "Among its other benefits, the construction of the new 15WA Interchange would enable the baseball stadium project to be viable in terms of providing for the traffic generated by baseball events.

"In addition," and I think this is very important, "the 15WA Interchange will effectively reduce demand on Route 3 between the Turnpike and Route 17 by the equivalent of one travel lane in each direction. As a result, peak hour level of service on this link is expected to improve considerably.

"The Turnpike Authority and the New Jersey SEA have, through a coordinated effort, insured that the layout of the new Interchange is consistent with the site plan for the baseball stadium and the effective functioning of the Turnpike. Indeed, the conceptual layout of the Interchange has been designed by the Turnpike Authority's consultant. This layout was approved both by the New Jersey Sports and Exposition Authority's consultant and the New Jersey Department of Transportation.

"For the above reasons, in the context of the public hearing which will be convened on October 19 to consider the referendum question, I would like the record to reflect the Turnpike Authority's support for the construction of the new baseball stadium in New Jersey." And it's signed by Joseph A. "Bo" Sullivan as Chairman. I will submit that to you to be placed into the record.

The intersection has been sized for the traffic that's expected to be generated from the stadium. And I think important from a long-ranged project is the ability to connect 17 South all the way. We have left open the option for Valley Brook Road to be used as a thoroughfare to the stadium during events. I felt that it's appropriate that it be left open for the municipality to decide whether or not they want to provide that option for their people. It's not something that the plan is dependent upon, but I think it's a legitimate question

locally you would want to consider as to whether or not, during events, you want access from the people here.

I suspect that depending on whether or not they want to go to the baseball game is going to depend on whether or not it's open. But I want that to be made clear; that as far as the traffic goes, we've attempted to devise a plan here that not only has the ability to handle the stadium, but would make a significant impact on the Route 17/Route 3 problem right now. And, as you can see from the letter of the Turnpike Authority, they believe it's the equivalent of adding an additional lane to Route 3 between Route 17 and the Turnpike.

The other issue that is of significance is the payment of in lieu of taxes issue with a municipality. This is something that we would negotiate when, and if, the bond issue is approved and if the project goes ahead. We've had similar arrangements in both East Rutherford and in Oceanport, in which we've worked out in each case something different. In East Rutherford, we have really two components to the payment in lieu of taxes. One is for the tax portion, and the other is for the sewage portion. We've had a ten-year agreement which is up for renewal now.

In the Borough of Oceanport, which was an existing taxpayer, in fact the largest taxpayer on the Borough's roster, we have an agreement to continue that level of taxation as if it had been in the private sector. And if additional land was sold off, that would be used as an offset in the future. So, it's an issue to be negotiated, but I think it's one that rightfully will happen when, and if, the project goes forward. We will expect the sewage to be handled through the Passaic Valley Sewage Authority, and the bulk of whatever municipal services would be, would be either in the area of municipal court, which we use now in East Rutherford, and certainly far greater than we would in Lyndhurst, because you're only talking about 80 games here. Or, for example, the first aid squad --

and, in fact, where the stadium is concerned -- they are waiting in line to be on call there. They would want to be at the games.

So, I think I've covered the areas of local impact. I think I've done it in the 10 minutes you've allocated to me, and I'll be happy to answer any questions that you may have. But to reemphasize, I think there are three areas that impact the municipality: One is the very positive economic development, the second is the payment in lieu of taxes issue, and the third is the traffic issue. We've attempted to address those issues.

ASSEMBLYWOMAN RANDALL: Thank you, Mr. Mulcahy. Any questions from the Committee members at this time?

ASSEMBLYWOMAN DONOVAN: I have a number of questions. Mr. Mulcahy, if you could help me, and if you're not the right person, tell me, and I can wait on a couple of the questions. How many cars are we talking about in terms of additional autos on the road when there is a game? Do you have any idea?

MR. MULCAHY: Well, you're talking about an average attendance of about, let's say between 25,000 and 30,000. And if you go between a ratio of 2.5 people per car, you could come up with a number on an average day. We've plotted out here about 18,000 parking spaces which would take care of a maximum crowd. But I guess on a daily basis, if you work that backwards, you're talking about -- what, 10,000 cars?

ASSEMBLYWOMAN DONOVAN: About 10,000 cars per game?

MR. MULCAHY: Yes. And the traffic patterns have been designed so that they will deal with that without using all the streets.

ASSEMBLYWOMAN DONOVAN: I don't know what you mean. Do you mean the roadways themselves?

MR. MULCAHY: That's correct.

ASSEMBLYWOMAN DONOVAN: Okay. Do you anticipate using the police and fire services from this municipality for the stadium?

MR. MULCAHY: We have our own security forces, and we use the State Police when we've had reasons to go beyond our own security forces. In a time of a municipal fire, I could see the fire department being used. And we've used it, I think, a couple of times at the complex there, but it's not been very often. We have our own very small fire department.

ASSEMBLYWOMAN DONOVAN: Do you know if there have been any discussions with the fire department here as to whether or not equipment is adequate for anything of that nature?

MR. MULCAHY: No. Not to my knowledge that we've had those. I thought it was inappropriate to go forth with that until we even see if there's a project.

ASSEMBLYWOMAN DONOVAN: Now this may be a Turnpike question. I understand the man from the Turnpike will be coming-- But the 15WA Interchange-- You said that would help cut the traffic on Route 3.

MR. MULCAHY: I didn't say it. The Turnpike did.

ASSEMBLYWOMAN DONOVAN: The Turnpike -- the letter you read. I appreciate that. That's why I'm saying you may not be the right person.

MR. MULCAHY: I've been accused of a lot of things, but not that.

ASSEMBLYWOMAN DONOVAN: Do you know why he'd say that? I mean, why the interchange per se? And if you're not the right person, I can wait.

MR. MULCAHY: Look, I can only give you a layman's approach to it.

ASSEMBLYWOMAN DONOVAN: Well, that's what I'm looking for.

MR. MULCAHY: But, if you drive the roads around here, I think the simplest explanation around here is that it ties Route 17 to the Turnpike without forcing it onto Route 3. So, that the minute you do that, you're going to eliminate certain other traffic on Route 3, and that's why they talk about it

being the equivalent of an additional lane on Route 3 in each direction.

ASSEMBLYWOMAN DONOVAN: If 15WA is built, do you know if 16 would continue to be an exit onto Route 3?

MR. MULCAHY: Sixteen would continue to be an exit, but the bulk of the widening project is now concerned with 15WA. There will be some improvement to the 16W.

ASSEMBLYWOMAN DONOVAN: If the bond issue passes, it's a two-year construction period after the construction after the team commits to coming here, right?

MR. MULCAHY: We've projected a two-year construction period, once the commitment was obtained and the permits were in place.

ASSEMBLYWOMAN DONOVAN: Okay. If the bond issue passes on November 3, how long a time--

MR. MULCAHY: The shortest period I would see is probably three years.

ASSEMBLYWOMAN DONOVAN: The minimum time will be three years before the stadium was finished and was opened for use.

MR. MULCAHY: Yes. And part of that is going to then depend on when you get the commitment.

ASSEMBLYWOMAN DONOVAN: Well, that's what I'm saying.

MR. MULCAHY: But assuming you had a commitment quickly while you're preparing and going through the permit process, the quickest that I see the time frame being is three years. That's the shortest.

ASSEMBLYWOMAN DONOVAN: Okay. I have two other questions, Madam Chairman, and I'll be finished. The environmental impact statements -- what are the kinds of things that need to be done for that? That's done through the Federal government, the EPA?

MR. MULCAHY: Well, there's a variety of issues here, and I think that probably that Tony Scardino is in a better position to answer that. We have to apply to the Army Corps of

Engineers for a permit. We have to get DEP approval when you reclaim the land-fill and the Federal EPA has a rule here. There are plenty of permits.

ASSEMBLYWOMAN DONOVAN: There is plenty of that, I'm sure. The last question-- On the \$185 million question, there's no escalation clause built into that, is there?

MR. MULCAHY: Yes. If you take the \$185 million and look at the breakdown. About 85 to 93 million of it is for stadium construction. I use that perimeter because, if you look across the country at the stadiums that have been built, this is a number that gives you some assurance that the numbers for the construction of the stadium -- or they use a formula per seat, or whatever you can use as a rule of thumb -- that's what the stadium is going to cost; in that area. The rest of the money is broken down into three areas. The major portion of \$71 million is for site acquisition and preparation which includes the reclamation of the dump. And the balance of it is for inflation to occur in the period between the time it's passed and the time you build it and for professional fees associated with the design of it so that there is money built in there to accommodate that.

ASSEMBLYWOMAN DONOVAN: Okay. Thank you. Assemblyman Kamin, questions?

ASSEMBLYMAN KAMIN: Thank you. Mr. Mulcahy, I appreciate your attendance for this hearing. I'd like to focus in on the payment in lieu of taxes for the local municipalities. Could you give us maybe a comparison between what Rutherford receives, and would there be any consideration for other surrounding municipalities besides Lyndhurst which might also be affected by the construction?

MR. MULCAHY: Well, the payment to East Rutherford in 1987-- My recollection is close to a million dollars. It's composed of both a sewer fee of \$480,000, and the balance is a direct payment to the municipality. There was a negotiation

based upon the belief of what the municipal requirements were, in discussions over the past several years -- and that's in the process of being renegotiated now. So, there are two aspects to the East Rutherford agreement, because of the sewer. That's why I made the point in my testimony before that the sewage connection would most likely be with the Passaic Valley Sewage Authority, so that it would not be altered.

The rest of it would simply be a negotiating session in which we talk about the number of people that may have an impact on the local court and what the fees would be. And we'd reach an agreement on that. There are some State guidelines to be used in this thing too -- the State statute. So, I think that's really how we'd do it. In the case of Oceanport you've had an existing private taxpayer on the rolls, and we continued to pay and agree with the municipality the same fee and the same percentage.

ASSEMBLYMAN KAMIN: In the case of East Rutherford, then, really the only economic benefit is a little over a half a million dollars because the other \$480,000 is for a service that's being provided through the sewage authority.

MR. MULCAHY: Except it was very important for the sewer authority to get that payment from us. So, it helped out there.

ASSEMBLYMAN KAMIN: The money that's paid then to a municipality under these types of agreement is all inside the cap money. It would just go to reduce taxes. It would not be able to be used for municipal purposes outside the cap.

MR. MULCAHY: I've been out of municipal government since the cap came in. So, I can't answer whether it does or not.

ASSEMBLYMAN KAMIN: Kathy, do you know offhand?

ASSEMBLYWOMAN DONOVAN: I think the moneys received in the cap fees generated from court appearances are outside the cap. Yeah. The municipal court fees are outside the cap, as I

understand it.

ASSEMBLYMAN KAMIN: Has there ever been a consideration request from surrounding municipalities in the case of Giant Stadium in East Rutherford to receive some economic benefit as well -- payments to those communities for their impact?

MR. MULCAHY: I think Tony Scardino can best answer that question. I have not been aware of it since I've been with the Sports Authority -- for eight years.

ASSEMBLYMAN KAMIN: Thank you, Mr. Mulcahy.

ASSEMBLYWOMAN RANDALL: I just have one question. Should the voters approve this question? We all know that there will be no stadium unless and until we get the team that commits to come into this State to play here. Am I also correct, if you know, that the Turnpike would also build the new Interchange 15WA before that first game will be played?

MR. MULCAHY: My understanding is that they are going ahead with this widening no matter what, and there's no relationship to the stadium.

ASSEMBLYWOMAN RANDALL: I think my question is just in terms of planning. Would you be adverse to the notion of waiting until that was definitely completed? Whether or not they are on their own timetable or would want to coordinate it with you, would you be adverse to the notion of waiting for Interchange 15WA to be in place, to be open, and to be working before we actually had any games played?

MR. MULCAHY: Before I answer that question, I would want to sit down with the Turnpike and DOT and review it. I just did not look at it in that way.

ASSEMBLYWOMAN RANDALL: If, and when, the Turnpike people come, I'll ask them the question, too.

ASSEMBLYWOMAN DONOVAN: I just have one question, if I might. The proposed improvements, the extension of Route 17 and the Turnpike widening -- did you just say they are going to

be done whether or not the bond issue passes?

MR. MULCAHY: That's correct. Whether or not the baseball bond issue passes. That's correct.

ASSEMBLYWOMAN DONOVAN: And the Route 17 extension and the interchange is set in place anyway?

MR. MULCAHY: That is what they had asked.

ASSEMBLYWOMAN DONOVAN: Okay. Thanks very much.

ASSEMBLYWOMAN RANDALL: Thank you very much. The next witness on my list-- Yes, Mr. Bugel?

H O R A C E B U G E L: (speaks from audience) Assemblywoman, are we permitted to ask questions or is it only going to be the Assembly members asking questions, because if that's it, it's no good for the people in Lyndhurst. You live all over the State of New Jersey. These people are here. They want answers. It was my understanding that Ms. Donovan said that you are here to answer questions of the people who lived in the area. Now, make (inaudible). I have a lot of questions. I'm sure other people have, and we would like some answers. Otherwise it's going into the Assembly record and--

ASSEMBLYWOMAN RANDALL: Your point is well taken. And what I would like to do just in terms of our format, because we only have so much time this afternoon, is I would at least like to initially go through what would amount to some prepared remarks. Maybe some of the questions you have will be answered. Perhaps not all of them, and you may have further questions.

MR. BUGEL: Fine. Will the speakers remain until you complete the format so we can go back to them and ask them the questions?

ASSEMBLYWOMAN RANDALL: I think they will all be willing to remain. And in fact, I think also, you have lots of information that's being referred to, for example, the document on the economic impact that the Sports Authority has relied upon. And if you haven't seen that copy, I make my copy

available so that anyone here can see what's being referred to. But, just in terms of format, if we can just proceed through the initial statements, I think it may alleviate some of the back and forth, because my experience is we will have difficulty getting through our agenda before 5:00 if we can't at least commence with some sense of organization.

MR. BUGEL: Okay.

ASSEMBLYWOMAN RANDALL: Thank you very much.

MR. BUGEL: I think definitely when each one is finished, we should ask questions right away because a lot of people forget the question. And if we have to stay here till 9:00, let's stay.

ASSEMBLYWOMAN RANDALL: I think there will be full exchange of information, but let me attempt to get through the organization as I would like to see it, which has prepared statements and then no one will be denied the opportunity to get the information that they are seeking today; no one.

MR. BUGEL: It comes to my mind that if these men are busy and then they leave, what opportunity do we have for questioning?

ASSEMBLYWOMAN DONOVAN: Mr. Mulcahy, is it my understanding that you will be available for questions when the people come up to ask questions?

MR. MULCAHY: (speaks from audience) Yes. (Inaudible) to get a sandwich.

ASSEMBLYWOMAN RANDALL: I think we'll make everyone available, so that if there are unanswered questions, there will be someone here to attempt to address those unanswered questions after we've gotten through the prepared list of speakers. So, if I may, let me attempt to move through that and see how we progress in terms of time. And the next one on our list of some ten or twelve that we have here is Mr. Anthony Scardino.

P E T E R J. R U S S O: (speaks from audience) Who is he

speaking for?

ASSEMBLYWOMAN RANDALL: I would like each witness, as the witness comes up, to announce his particular official capacity whether or not he holds an official position with any State agency or if he is speaking as a citizen and a private resident. I would ask that of each witness when you begin your remarks. Mr. Scardino?

A N T H O N Y S C A R D I N O, J R.: Thank you. I appreciate the opportunity to be here to day and in response to former Mayor Russo's question as to who I am I speaking for? I'll make it clear right up-front. On Friday I received a notice from this Committee in my capacity as Executive Director of the Hackensack Meadowlands Development Commission. And the notice was very clear, and simply stated that this Committee would be meeting here today for the purpose of hearing testimony, if you will, on the impact that the possible construction of a baseball stadium would have on the municipality. They asked if I, or a representative, could be here today, and I thought it was a healthy and excellent opportunity to do that. And I commend this Committee for this forum today.

Just to tell you a little bit about myself, I'm a former mayor of Lyndhurst representing the 36th district for seven years and almost a lifelong resident of the township. I'm familiar with the region, in particular, the Meadowlands region for almost all of my life, having spent a considerable amount of time, as a matter of fact, as a youngster taking advantage of what the Meadowlands at that time had to offer in the way of catching crabs.

But be that as it may, let me get to the purpose of this meeting today. The HMDC as you know will be a reviewing agency. Anything that is done in terms of construction of the movement of this project will be reviewed by the Hackensack Meadowlands Development Commission and the Department of Environmental Protection and, of course separately but yet

again with some connection, the Federal agencies as well where wetlands are impacted will also be very instrumental in the process.

Your point, Madam Chairperson, was that we want to address the municipal impact. I must explain that the Hackensack Meadowlands Development Commission, as you know, is a regional body which takes in 14 community, 10 in Bergen and four in Hudson County. And one of those communities, a significant portion of that community in Lyndhurst is part of the Meadowlands district. So, when we view the baseball stadium, we view it in that context, in terms of whether or not this is a sound, reasonably good planning judgment, that this is an entity that will have significant positive benefit for the region as a whole. And obviously, it must as well be as positive as possible for the municipality where it is going to be located.

There has been tremendous stress to the Meadowlands over the last 50, 60, 70 years. It has been known for too long as the virtual dumping ground for anything that anyone wanted to get rid of. Mr. Mulcahy stated that the area that we're talking about is a landfill. It's an old landfill. It's been laying dormant and inactive for many, many, many years. From a planning and a sound planning perspective as well as a sound environmental perspective, we feel that it will be extremely positive to clean up these 200 some odd acres and do it as quickly as possible. There's no question about the pros and cons of that statement. It's far more to have something that's environmentally sound and productive as opposed to what we have there now, and that's degradation and blight. So, from that standpoint, this is a very, very positive proposal.

The achievements of the Meadowlands Commission speak for themselves. Part of our mandate in addition to overseeing the economic development for the region is to also balance that with environmental protection and environmental enhancement.



And I don't want to get into great detail here today. As a matter of fact, I want to try to make this as short as I can cause I think former Mayor Bugel's comments about questions were well taken, and we'd like to have time for that.

But we're not in an era where the emphasis is on environmental protection but beyond that which is a familiar term. But now, the new term is environmental enhancement; to try to bring back where possible that which was lost or was nearly lost. And every opportunity that we see where the economical development on the one hand can contribute to the environmental enhancement on the other-- We have an obligation, a moral and public obligation to do everything we can to provide the means and, in this case more than likely, the monetary means in order to bring that environmental back.

In 1969, there were a number of species of wildlife that were lost to the district because of the indiscriminate dumping that was going on at that time. Because of the Meadowlands Commission, DEP, other agencies, and even the private sector in the existence of the Sports Complex all working collectively and together -- the proof is in the fact that those species have returned and have returned in abundance which, in effect, means that we have been succeeding. We haven't finished yet. We have a long way to go.

So, from a planning perspective, we feel that the construction of this type would be an extremely positive entity for the region. Assemblywoman Donovan asked about Route 17 and the question as to whether or not the infrastructure improvements, particularly the highway networks will go into place prior to the construction. We've been assured almost from the outset by the Sports and Exposition Authority, the Turnpike people and the Department of Transportation that there is no question in their minds that these projects will proceed as expeditiously as possible. And I'm certain that the objective is going to be to make sure that they are in place

before the stadium is built. But what's clear is what Mr. Mulcahy emphasized and that one is not necessarily contingent upon the other; and that was clear right from the outset. There were no bones made about that, because there are stresses on the system now, and everyone recognizes that. But by constructing the facilities that we're talking about, this brings about the means and the resources to improve on these infrastructures; otherwise, what we've got today in a deteriorating condition will remain so. The only way that you're going to get involved in the improvement of those is by having the economic growth and development necessary to have provide the funds to do that. These are opportunities that would be absolutely remissed if we didn't take advantage of these opportunities now. The project is a healthy one. It's really a fulfillment of the entire dream, if you will, concept of the development of this area reaching its fullest potential.

But not only, again emphasized, not only in terms of its economical potential, but also in terms of the environmental, preservation and enhancement, as well. You have to have both or you're not succeeding, and you also have to ensure that the infrastructure is there to accommodate the facility. That is what our role is going to be -- one of the questions you had concerned the environmental impact thing.

As you know, in the hearings that were held -- and there will be hearings, as you know, also in terms of this project if it proceeds -- we have a hearing officers' committee that was formed as a result of a Supreme Court ruling and the aftermath, if you will, of the hearings that were held concerning the Giants Stadium and the arena and the racetrack constructions-- And in coming upon this liaison committee of which the HMDC is one member and DEP is another, to review the plans, it is conceivable that -- not conceivable -- it will be that an environmental assessment or an impact statement would be required because it's really the basis for determining just

what the impact is going to be and what the positives are likely, in terms of the result of the product.

So, yes, if this is passed in November, and if a team is selected and the process moves along, and then the hearing officers are plugged in, and public hearings will be held where the public, again, will be able to get more specifics in terms of what are we going to do to improve the environment, what kind of road systems are we going to be putting in place-- I mean, the process will go on. It doesn't end with this meeting although this meeting is extremely important.

I commend you again for the opportunity to be here, particularly the Legislature for making this a matter of referendum, so that the people can indeed have a choice. And really, they are going to be the first decision makers here. On November 3, if they approve it, then you have the next step, and the next step is to secure the team. Then the steps beyond that are the hearings -- the countless hearings that are going to be had to make sure that all these things that we're saying are going to get done.

ASSEMBLYWOMAN RANDALL: Assemblywoman?

ASSEMBLYWOMAN DONOVAN: Thanks very much. Should I call you Mayor, or Senator, or--

MR. SCARDINO: Tony is fine.

ASSEMBLYWOMAN DONOVAN: A couple of questions if I could, please. How does the baseball concept fit into the overall plan of the HMDC? Is that provided for in the plan? Originally there was housing scheduled.

MR. SCARDINO: Not originally it wasn't. Neither was the Sports and Exposition Authority. And that came after the 1969 enactment of the HMDC. But we all know the success in many, many respects of the Sports and Exposition Authority -- the very fact, the identity it's given to the State. All the positives that are attributed to it are, I think, very well verified. So, what I said before in my statement is rounding

it off now. You know, we've got the ability to provide hockey, we've got basketball, we've got football, not only with only one team, but with two teams. I mean, it's only natural that the great American pastime shouldn't be excluded. And I think it's a tremendous tribute that it could be located right here in Lyndhurst and in the Meadowlands. I think it's great. I think it's an opportunity we shouldn't miss.

ASSEMBLYWOMAN DONOVAN: Could the HMDC withhold permits for the building of the stadium? Obviously, the HMDC supersedes the local municipalities?

MR. SCARDINO: Yeah. As I said and I want to make this clear that while we can think and talk in terms of the positives and what we see -- and I have no problem with that -- there is an exhaustive, and will be an exhaustive and lengthy process where we will be hearing lengthy testimony and predicated on that testimony, and predicated on what we feel, if all the input doesn't appear to be the way it sounds today, and it doesn't appear it as though the promises that are being made are going to be fulfilled, or that the impact on the environment is opposite from what we anticipate right now, those are certainly going to be valid concerns, and we're far from that. We have to look at those things. Right now, I'm optimistic that we're going to be able to work them out. But you don't know until you go through the process.

ASSEMBLYWOMAN DONOVAN: One other question. How does the baseball stadium fit in with the -- you mentioned wildlife before -- but with the whole wetlands wildlife, DeKorte State Park situation which we haven't gotten to yet?

MR. SCARDINO: Well, the connection with DeKorte State Park is that the site would be immediately adjacent to the park, number one. Number two is that a portion of the land in question is already considered wetlands and under Federal jurisdiction and under the requirements of law. This is a whole new field. This is a whole new ballgame in terms of what

we call mitigation and enhancement of wetlands, and what it says in effect is that, for as many acres of land that you take up to build something economically valuable on it, you also have to preserve either qualitatively or quantitatively a sufficient portion to show that you've got a balance. You're not going to destroy nature. As a matter of fact, there's no way you're going to destroy nature. What you want to do is to preserve it and enhance it. That's the other key word -- enhancement. I think that's marvelous. I think that's exactly what we should be doing.

ASSEMBLYWOMAN DONOVAN: Okay. Thanks.

ASSEMBLYWOMAN RANDALL: Assemblyman Kamin?

ASSEMBLYMAN KAMIN: My only question I had was on host community benefits; payments in lieu of taxes. I asked the question to Mr. Mulcahy as well, and he suggest that I run it by you.

MR. SCARDINO: I don't know, Mr. Kamin, how this fits into our tax sharing formula at this time. But until we know more specifically what the numbers are, and precisely what the ratable impact it will have on the Township of Lyndhurst. Again, all I can do is leave that to the experts, and I'm not the expert in that respect. But conceivably at this point, it should be very favorable overall for the participating municipalities as well as the Township of Lyndhurst.

ASSEMBLYMAN KAMIN: What's the general length of these agreements? Ten years as an average or do they sometimes run longer?

MR. SCARDINO: Agreements between the municipality--

ASSEMBLYMAN KAMIN: Between the municipality and the Sports Authority.

MR. SCARDINO: That I don't know. You will have to ask that question of them, Mr. Kamin. I don't know the answer to that.

ASSEMBLYWOMAN RANDALL: I have just one other

question. As the representative, Mr. Scardino, of the Hackensack Meadowlands Development Commission, you refer to a review process of hearings of, if, and when, the project is approved by the voters. How extensive, if you know, are those hearings going to be? How many do you foresee? And how is notice given out in terms of the opportunity to comment before the HMDC's hearings?

MR. SCARDINO: Well, if it is true to form, we have not had the need to call this body to order in terms to responding to something of this magnitude -- of this nature. But, I don't think it's any different. As a matter of act, I'm almost sure that it's not any different than the normal process that one uses for various uses. In other words, you have to notify the public and give them ample notice that this is an interested party that requests notification. But there is no question in my mind that it's a bona fide public open meeting. And the question of how many is, I guess, determined on the need. You know, we will have as many as is necessary.

ASSEMBLYWOMAN DONOVAN: Excuse me. I have one other question. Tony, you just said that the payment in lieu of taxes that would go to Lyndhurst, and you mentioned the tax review sharing pool of the HMDC. The money that Lyndhurst would get as payment in lieu of taxes, would that be figured into the tax revenue sharing pool, or would that be separate from that?

MR. SCARDINO: That's out of my expertise. But I think, if I'm not mistaken -- you can ask the lawyers the question -- but I think that the Township may very well have the option. I think there's something in the law that will allow them to opt either where it can become a part of the tax sharing or it could be outside of the tax sharing. But that's something that becomes negotiable. And it certainly doesn't bother us which way it goes.

ASSEMBLYWOMAN DONOVAN: Okay. Thank you.

ASSEMBLYWOMAN RANDALL: Are you going to be available for a while?

MR. SCARDINO: I'll stay as long as I possibly can.

ASSEMBLYWOMAN RANDALL: Thank you very much. I think there may be some later questions that you can address yourself to after some of the people, the residents here, have had a chance to comment.

Next I'd like to call, Professor George Sternlieb, from Rutgers. Good morning, Professor. I'm advised that Mayor John Gagliardi and Commissioner John DiLascio are here. I just wanted to recognize you. If you would like to be given the opportunity to comment, see our committee aide, Mr. Kennedy, who's sitting over here, and add your names.

Good afternoon.

G E O R G E S T E R N L I E B: It's a pleasure to be with you particularly in this particular regard. To put it very bluntly, this is a development which is overdue dynamite. Let me explain what I mean and tell you where I'm coming from.

I'm here in my former role as Director of Center for Urban Police Research. That's a branch of Rutgers. Rutgers entered into a contract with the Sports Authority to look at the marketability of a baseball stadium in Lyndhurst. Initially, the generic issue really was marketability of the baseball stadium in New Jersey. Ultimately, the second issue was where in New Jersey, and Lyndhurst made the best sense. I say overdue dynamite, because this is, without question, a unique location. In doing this kind of study, you basically define a market area -- one-hour journey. You look at the population base of that area. You look at it both in numbers in terms of income, and we also looked at it in terms of job base. Because very frequently the journey to a baseball stadium is a journey from workplace rather than home place.

We place all of this data in a comparative outline. How did we stack up with all the other places that are looking

for a baseball facility? And many of them, by the way, are putting stadiums into the ground right now on speck. This is one of the hottest of economic development. Currently we have at least a half dozen serious players in this game, Phoenix, Miami, the like. There was about a dozen more sort of nibbling at the edges. They all wanted-- How do we stack up with them?

To put it again very bluntly, this is the best potential market in the United States. For the sake of conservatism, we just look at the New Jersey sector. Whatever we get from New York, that's marvelous, but for the moment, assume the bridges get dynamited, and the tunnels just don't work any more -- could we support a baseball stadium? We can, and I think we will very, very well.

In terms of basic population, in terms of income, buying power, in terms of job base, to summarize a very long study, we have one and a half times, at a minimum the next best potential market, which is the District of Columbia. It did have a baseball stadium, pardon me, a major baseball facility, and is shooting for it again. We have double Miami's. By itself, our northern New Jersey market would be either number one or number two in the United States, that includes everybody who's got a baseball facility. We look at these numbers in terms of not only absolutes, but on a per seat basis. They are solid. Okay.

Mr. Mulcahy made reference to the job base that's generated by the stadium, and here we have the benefit of the Touche Ross study, which I gather has been made available to you. I can only endorse their numbers. They are experienced people. This is not a mysterious business. And people are building stadiums. They compute roughly a 45 percent labor input and 55 percent materials. I would tend to agree with them.

What you're looking at, then, in the construction phrase, is a ship load of jobs. It's a big facility. It will take a couple of years to build, and, I hope I'm wrong, but it

may well be coming on stream when we're going to need those construction jobs. In terms of the ongoing base, we did look independently in Touche Ross at the employment base generated by other stadiums in comparable size through the country. The data reported by Mr. Mulcahy, I think, summarized it very, very well. It's a potent, big pully. You're dealing with two million people. Now, the issues of multipliers: For every one of these direct jobs, these are folks who typically are going to live in New Jersey, spend their money in Jersey; and somewhere there's a supermarket that does more business; and somewhere else there's a clothier that does more business; and the new car salesman who does more business. The typical multiplier in a state as well developed as ours, is about double the primary impact. So, for every direct job in the stadium, you've got at least one job back in the hinterland that's being generated by this multiplier that just keeps going. Okay.

And I think we have very substantial confidence, here really on two pillars. Number one, the feasibility of this stadium. If we build it, this is going to work. We would have to be very, very bad. It would require effort on our part to keep from working. It's a terrific market. It is the biggest underserved market in the United States. And it's that big in terms of numbers, income, and job base. It's all there.

I think there is one other aspect which we didn't touch on as fully as I would have like to, perhaps. And I noticed the Touche Ross people, who are very solid accountants, and some of my best friends are accountants, basically, it's sort of cut and dried; you know, get a number of jobs, etc.

I think we should think of a whole new entity. With the baseball facility here, we are going to have unique pulling power. We're going to have a minimum pulling power in the order of three or four million spenders a year. We're going to

have a new identity. We've seen the beginnings of this, but we haven't seen the end of it. I think given this identity, the potential for Lyndhurst which -- and I'm speaking somewhat delicately here -- has not shared in all the prosperity of let's say, northern Bergen County.

To really be energized from a real estate -- from the development perspective, from a spill over perspective, we're going from a generation, if you will forgive the anecdote -- I have the misfortune of being raised in Flatbush and having gone through all Flatbush jokes. I then moved to New Jersey and then went a whole generation of New Jersey jokes. We're not a joke any more. The Meadowlands are not a joke. And with this facility, again speaking in terms of dollars and cents of development, I think there is a potential for more intensive development. I think our real estate values are still very low, and I can see the multiplier here; multiplied not only in jobs, but in terms of the good fortune of anybody who owns a piece of this community, really coming through. I certainly will welcome any of your questions.

ASSEMBLYWOMAN RANDALL: Thank you. Assemblywoman?

ASSEMBLYWOMAN DONOVAN: Thanks very much. Mr. Sternlieb, one thing in which I have to take exception -- we never were a joke in the State of New Jersey. So, don't tell me that we were a joke, because we never were in the State of New Jersey.

ASSEMBLYWOMAN RANDALL: Flatbush, maybe.

ASSEMBLYWOMAN DONOVAN: No. I lived in Flatbush. We never were a joke there either. (laughter)

In the projections that you've talked about, I think it's a two million attendance figure. Right? And that is currently what teams will be guaranteed in terms of attendance?

MR. STERNLIEB: Yes.

ASSEMBLYWOMAN DONOVAN: That works out to about 25,000 people per game.

MR. STERNLIEB: Roughly.

ASSEMBLYWOMAN DONOVAN: Okay. I'm a Mets fan, and I can recall a few years ago when the attendance figure at some of the home games for the Mets when they were doing poorly was 5000, 8000, or 10,000 per game in attendance. I guess what I'm really trying to get at is the 25,000 people per game. How do you figure that realistically? If you take the experience of Shea Stadium and the Mets when they weren't doing well, how do you factor into that the 25,000 people here?

MR. STERNLIEB: There's no question that everybody loves a winner. And people tend to look aside at losers. We did look, however, at the changing fortune of baseball. It's hard to believe that just a dozen years ago, among advertisers particularly, there was a general consensus that football basically had run away with the American sports goer. That has been reversed. Football has remained very strong, but baseball attendance has been climbing right through the country. The expansion teams of not too many years ago have been absorbed very handily.

In our own report, which I'm sure will be made available to you, we looked at the attendance figures, both overall and in terms of individual teams. Let me assure you the Sports Authority didn't make two million guarantee with the thought of taking money from their pocket.

ASSEMBLYWOMAN DONOVAN: I appreciate that. That's not what my question was. I'm just trying to figure out how, when I think of what happened at Shea Stadium five or six years ago, you believe that there would be an average attendance here, even if we had the worst team in baseball -- that it was 25,000 people game. If you took the worst team--

MR. STERNLIEB: I think one of the elements that you sometimes are not aware of is that the physical attendance and the number of tickets sold are very different animals. What you are going to be dealing with here is one of the hottest

commodities, I would guess, in America. You are going to have corporate buying and personal buying of seasonal tickets to whatever proportion that we want to sell in advance.

ASSEMBLYWOMAN DONOVAN: Okay. Thank you. I have no further questions.

ASSEMBLYWOMAN RANDALL: Assemblyman, do you have a question?

ASSEMBLYMAN KAMIN: Yes, I do. Professor Sternlieb, I guess my question is as we just recently went through with professional football, the metropolitan sports fan is a sophisticated one and they are not going to pay money for a bad product. It might very well depend upon the success of this operation as to whether or not we have an established team, versus an expansion team. And I wondered if your figures factored into that and your review of the other studies took into account an expansion team verses an established team?

MR. STERNLIEB: We looked both at the established teams and the so-called expansion teams. Is there a start-up period? Yes. There's an initial grace period, but then you've got to start delivering. Did some of them have to down shift for a year or two? Sure. But if you look at the pattern five or six years ago into the game when our Chairperson commented, "If it was the worst team in baseball, then I had to flinch." As an old Brooklyn Dodger fan, I remember what the worst team in baseball was like. You had to be a true lover. I think we can do better. Money talks. We've got the money. This is going to be an enormously potent franchise. And by the way, made even more potent, because you have within commuting distance, so many teams so that you have rivalries and fan followship that's practically unique to this locality.

ASSEMBLYWOMAN RANDALL: Two other questions. One is related to Assemblyman Kamin. I know that you've taken into account the area, the fact that we already have other teams. You're saying that you see this as a potentially large success

notwithstanding the fact that you will have in this area, people that, let's face it, that are already either, and/or Mets fans, Yankees fans or Phillies fans. And notwithstanding all of that, you still see the interest and the potential for success in another facility?

MR. STERNLIEB: Very much so. And let me just elaborate on that. One, in our market area, we've delineated the Philadelphia area. We've left that out. We're just looking at the 12 northern counties coming down to the shore on our commuter.

ASSEMBLYWOMAN RANDALL: You're not assuming interest from the Philadelphia area at all in order to get to the numbers that you need?

MR. STERNLIEB: Not at all. And we're not assuming any New Yorkers. Now, we're not in the business of slandering anybody else. But when you mention a Shea Stadium, or for that matter, a Yankee Stadium; Yankee Stadium currently by the most charitable account imaginable has fewer than 7000 parking slots. And a subway system, which if you know, you're probably not afraid of it. If you don't know it, it's kind of fearsome. Now they are making very, very real efforts at trying to put some cosmetics on the thing. And every bit of cosmetics cost 100 million bucks. But they are stuck. They are stuck with very bad logistics.

And Shea Stadium, in all truth, is not properly located. If you look at the rival logistics here, we're not dealing with an untested location. We're dealing with a location-- We didn't want to get involved in a New York rivalry. But just take a look at the license plates that hit our parking lots and where they are from.

Now again, for the sake of conservatism, we're dealing with a lot of money here, a lot of expectation. We were enormously conservative. We didn't count any Philadelphaites (sic), or near Philadelphaites, and we didn't count anybody

from New York. And we ended up with a the better part of 5 million people.

ASSEMBLYWOMAN RANDALL: Last question. You lost me when you talked about job multipliers. I'm not an economist. You lost me a little bit on that, but you did catch my attention when you talked about what I'd call intangible economic benefits to an area -- enhancement, like building a big new home and it's good for the neighborhood, if you will. Is that representation that you're making, that it will be good for Lyndhurst economically, perhaps raise values. Is that statement of yours a conclusion based upon looking at other cities where stadiums have gone up in the last ten years or so?

MR. STERNLIEB: Nobody in this country right now will have the equivalent of what you're going to have there. And it seems to me that the issue there that's a real challenge, by the way, for the Sports Authority, is not to think of, "Well, we have a discrete football facility and we have a discrete basketball facility, and we have discrete racing facility, and we have a discrete baseball stadium." Okay?

The challenge is to bring those pieces together to introduce mass transit -- I gather there are rather substantial plans to do that -- to start thinking of what is this serendipity-- You know, is there somehow rather more in the sum of the parts than just the individual parts?

Ours is a society -- it's an aging society. The median age in New Jersey is 34. It's going to be 40 very shortly. That still seems quite young. It's a high income society. It's a big disposable income and discretionary income society. It's the first society in history in which you divide life into three pieces, prechild rearing, rearing, empty nesting. The longest single part is empty nesting. When I look around here and I see people who are just like me. We're all empty nesters. We have leisure, and, for the first time in history, we have have disposable income.

Envision the sports complex as ultimately a great leisure complex. Here you've got the logistics. You've got a proven office location, and to a certain degree, housing location. Still limited in housing, admittedly, in the Meadowlands. It seems to me as we look not really, you know, whether this thing is going to work in the next three, four, or five years. But we sort of say we're going to be in this area for a long time. Ten or 15 years down the road -- tremendous identity; tremendous media coverage. That seems to me, something that is merchandisable for a broad range, not necessarily even of leisure activities, but ancillary activities. And I think the spillover potential, if you want it, is truly going to be here.

ASSEMBLYMAN KAMIN: I have one more, if I might. I'm going to ask a question that's asked of me most often on this issue, and that is if it's such a good deal, this is such a unique area, the site of the baseball stadium, why isn't private enterprise responding to that kind of a need (applause) versus a public enterprise? And the life experience with me has been that generally once in the public sector, it has a tendency to cost more money than generally with the private sector.

MR. STERNLIEB: I think that last comment, certainly on a national basis has been sadly true. Yeah. One, this has been a location that lay fallow. People brought money and dumped it into the marshlands and it disappeared, leaving very little behind it; a couple of warehouses and the like. Some successes. To develop the level of infrastructure, to go in there and plunk in what I guess, if you add it together, all the infrastructure that we presently have, in and around the sports complex here and the facilities that are presently there, you're dealing with a better part of a billion dollars. You know, are there private people who have a billion dollars? Yeah. Were they aching to rush into the Meadowlands? No. We had to establish the identity.

What we've done is an incredible job. When I say we -- the State as a whole and everybody in it, because you know, really, there is no government. There's us. It's sort of fun blaming government periodically. But, you know it's us. We've done an incredible job of taking 30,000 areas of waste and making it potent reality. And I think this is a potential piece which is going to so insure the future of the area, that all you have to do is stand aside. We've seen some fortunes coming out of the Meadowlands, but only within the last 10 or 12 years, if that, and only in selected locations. We're only beginning to get higher levels of use.

We have had mixed successes in housing. You know, the high-rise -- and I'm speaking inopportunistically here -- the high-rise really hasn't worked. We've had some row housing. They are lovely. But we're still fighting for identity. We're still fighting to get aware from -- we don't use the term warehouse any more. I guess it's a distribution center. We're still, in the back of our minds, fighting the Secaucus pig. Okay? Forgive me, but I had to say that. And I think with this tool, if you will, we're going to have a very, very potent combination.

ASSEMBLYWOMAN DONOVAN: If I may.

ASSEMBLYWOMAN RANDALL: Yes.

ASSEMBLYWOMAN DONOVAN: Mr. Sternlieb, the people who live here are not fighting the Secaucus pigs syndrome. Believe me, the people who live in this district choose to live here. So, I'm not quite sure to what your comments are directed, but they are most inappropriate. The people live in this district, because they like it and they choose to live here.

MR. STERNLIEB: I'm a trustee of something called the Urban Land Institute. The Urban Land Institute is the 12,000 largest developers in the United States. My name is Sternlieb, so Mel Simon, who is building in Jersey City, is on one side of me, and a guy name Toupan (phonetic spelling) who is the

largest holder of shopping centers is on the other side of me. It's just a function of names. Okay, Toupan is the guy who Pru brought in for the Short Hills Mall when it was involved. He owns 40 of them -- to give you some sense of this. These are people from the Midwest. I can assure you until we've had the kind of following that we presently have in the Meadowlands Sports Complex, these guys didn't have the least idea in the world were the hell the Meadowlands were.

ASSEMBLYWOMAN DONOVAN: So?

MR. STERNLIEB: Okay. Now they know and both of them are putting money into this area even though typically, they are built in the West, more so in the East. I think we have, let me insert, the positive realm and the negative. We have a very potent tool here that's going to work.

ASSEMBLYWOMAN RANDALL: Thank you very much. If we can briefly return to the subject of traffic for just one additional witness. The representative of the Turnpike Authority is here, I believe. Mr. Paul Weckesser. Are you here, sir?

P A U L M. W E C K E S S E R: Yes.

ASSEMBLYWOMAN RANDALL: Thank you. If you would come up, I would like to advise you that we have already received and have read into our record to the benefit of everyone here, the October 14 letter from Chairman Sullivan of the Turnpike Authority. After you make some brief remarks, I think we have just several additional questions which won't take long.

MR. WECKESSER: All right, fine. I just have one additional statement from the Authority that I would like to read into the record, if I might.

ASSEMBLYWOMAN RANDALL: Thank you, and can you additionally tell us what your job is with the Turnpike Authority, please?

MR. WECKESSER: I'm Chief Engineer with the New Jersey Turnpike Authority, and I'm responsible, under the Authority, for all engineering and construction on the Turnpike.

ASSEMBLYWOMAN RANDALL: Thank you.

MR. WECKESSER: This is a statement by the New Jersey Turnpike Authority to the Assembly Municipal Government Committee at their hearing in Lyndhurst, New Jersey on October 19, 1987:

"The New Jersey Turnpike Authority was notified by the New Jersey Sports and Exposition Authority of the selection of a site in Lyndhurst for a potential baseball stadium adjacent to our proposed Interchange 15WA. Subsequent to this notification, the consultants from the respective authorities held a series of coordination meetings to analyze the impact of the traffic to be generated by such a facility. Based on the proposed stadium capacity, anticipated attendance, mass transit utilization, scheduling of events, and projected automobile occupancy, those meetings concluded that the widened Turnpike and Interchange 15WA would provide sufficient capacity to adequately handle the traffic to be generated by the sports facility."

ASSEMBLYWOMAN RANDALL: Thank you. Is that the extent of your prepared remarks?

MR. WECKESSER: Yes.

ASSEMBLYWOMAN RANDALL: All right. Let me ask if Assemblywoman Donovan has any questions.

ASSEMBLYWOMAN DONOVAN: Thank you. Mr. Weckesser, I have just a couple for you. The proposed widening of the Turnpike and the 15WA Interchange, is that scheduled to go in whether or not the baseball stadium is built?

MR. WECKESSER: Yes, it is. Both are part of the same project. And they are going to be done.

ASSEMBLYWOMAN DONOVAN: Whether or not the bond issue is passed?

MR. WECKESSER: Whether or not there is a baseball stadium in that location.

ASSEMBLYWOMAN DONOVAN: And that 15WA exit will hook up to the proposed extension of Route 17. Isn't that correct?

MR. WECKESSER: That is true.

ASSEMBLYWOMAN DONOVAN: Okay. What time frame is that for the completion of that?

MR. WECKESSER: Currently, we are anticipating a construction schedule that would have the construction done during the period of 1990 to 1993.

ASSEMBLYWOMAN DONOVAN: Do you know in your plans if the bond issue is approved-- My concern is that the bond issue would be approved and the stadium would be built before the roads to handle that would be in place. Is the Turnpike Authority working with the Sports Authority to make sure that the Turnpike interchange and the road widening is completed prior to the opening of any stadium that might be built?

MR. WECKESSER: We are coordinating with the Sports Authority on our project. That is correct.

ASSEMBLYWOMAN DONOVAN: Okay, but is there going to be any guarantees that the stadium would not open until the roadways are in place to handle the traffic?

MR. WECKESSER: Well, the access to the stadium is basically going to be provided by Interchange 15WA and the roadway network connecting to Route 3 and 17. And I don't think that the stadium could open until that is in place.

ASSEMBLYWOMAN DONOVAN: But to your knowledge, there's nothing that you know that is in writing or anything else in terms of that? Any agreements between the Turnpike Authority and the Sports Authority?

MR. WECKESSER: Well, only to the extent that the two agencies are coordinating the two projects to achieve the end that you speak of.

ASSEMBLYWOMAN DONOVAN: Okay. Another question that I have for you, in terms of environmental impact statements with regard to the interchange and the widening of the Turnpike. Has it been any of that's been done yet?

MR. WECKESSER: Yeah. Our drafted environmental impact statement was issued 18 months to two years ago now.

ASSEMBLYWOMAN DONOVAN: Has the EPA, the Environmental Protection Agency, approved it?

MR. WECKESSER: No. There's been no approvals as of yet. Our final environmental impact statement was recently submitted to the Federal agencies, both the Coast Guard and the Army Corps of Engineers, and copies have been distributed to the EPA and all other interested agencies, both State and Federal.

ASSEMBLYWOMAN DONOVAN: When would you expect to get the permit approvals?

MR. WECKESSER: We anticipate that that will take about two years.

ASSEMBLYWOMAN DONOVAN: From now.

MR. WECKESSER: Yes.

ASSEMBLYWOMAN DONOVAN: Thank you.

ASSEMBLYWOMAN RANDALL: Assemblyman Kamin?

ASSEMBLYMAN KAMIN: I don't have any questions. Thank you.

ASSEMBLYWOMAN RANDALL: Just one. The street we are on now, I believe is Valley Brook. You're familiar with Valley Brook and its relation to this area?

MR. WECKESSER: Yes.

ASSEMBLYWOMAN RANDALL: Assuming that Valley Brook was not used for stadium traffic, is the current proposal with the new exit, and the attending roadway system adequate to cover the projected volume of traffic we have heard the projections to be? Is that roadway system going to be adequate to cover the traffic, assuming none of it went through Valley Brook here at all?

MR. WECKESSER: Yes. I would say so. Valley Brook Avenue is not necessarily an integral part of the network to get traffic in and out of the stadium. The roadways that are

primarily being utilized are the Route 17 extension and the Turnpike and the Turnpike Interchange -- the connecting roads.

ASSEMBLYWOMAN DONOVAN: Madam Chairman, just in case anyone here doesn't realize it, the road we're talking about, Valley Brook Avenue, is the road in front of the Town Hall right here. This is Valley Brook Avenue which would extend out into the Meadowlands and that's the base of the stadium. Just so that you have an idea of what the street is.

ASSEMBLYWOMAN RANDALL: Right, having come upon it. My question was, assuming Valley Brook was used only for local traffic on game days, and assuming you had it blocked off for local traffic only and all other vehicles had to use other transportation to get from their areas to the stadium, would those roads be sufficient?

MR. WECKESSER: Yes.

ASSEMBLYWOMAN RANDALL: All right.

ASSEMBLYMAN KAMIN: I'd like to ask a question. I understood your statement to be that you would not recommend or you did not think it would be appropriate to open the stadium without having the Interchange 15WA completed--

MR. WECKESSER: Yes, that's correct. There isn't any roadway network that would be available without the interchange and its connecting roadways that could serve the baseball stadium.

ASSEMBLYMAN KAMIN: --Because the two projections that we have are looking at a 1990 time frame to start, based on those figures, and the interchange would not be completed until 1993.

ASSEMBLYWOMAN RANDALL: That's our current schedule.

ASSEMBLYMAN KAMIN: So, we're looking five and a half or six years from now before, in your opinion, it would be appropriate to operate that stadium.

MR. WECKESSER: Well, I can only tell you what our predicted schedule is, right at the present time. And that

would include the construction of Interchange 15WA. Now we are going to try to accelerate that as much as we can, but that's what the schedule looks like at the present time.

ASSEMBLYMAN KAMIN: I think it would be good for us to hear from a the county engineer and or a DOT engineer as to this road network with a 1993 completion date.

ASSEMBLYWOMAN DONOVAN: Yeah. My concern is, again, that if you're putting 25,000 or 35,000 cars on a road system that is already inadequate and if we're talking about the stadium being built at the earliest in 1990 and you're talking about a possible completion date of the extension and the widening in 1993, I could foresee enormous traffic if that wasn't delay with. The earliest you think it would be built is 1990? Am I right? Or it will take two years for impact statements, or approvals will take two years from now? So, you're talking about 1990 before you could begin construction really.

MR. WECKESSER: That's correct.

ASSEMBLYWOMAN DONOVAN: And then the construction takes another couple of years to do.

MR. WECKESSER: Yes. At least three years.

ASSEMBLYWOMAN DONOVAN: At three years of construction. So, conceivably it could be after 1993 that the roadways would be finished.

MR. WECKESSER: Well, we would anticipate that by 1993 they would be completed.

ASSEMBLYWOMAN DONOVAN: Thank you.

ASSEMBLYWOMAN RANDALL: One last very direct question. I'm sure it's self-evident, but assuming this new interchange was finished before the gates open at the first game. You've said it's adequate not using Valley Brook here. The road system would be adequate. I assume you're saying it would be adequate if you had capacity of a 45,000 seat stadium being filled.

MR. WECKESSER: Yes.

ASSEMBLYWOMAN RANDALL: Not based on average projections or average attendance. You're telling us that it would be adequate even if you had capacity crowds to fill up the 45,000 seat stadium?

MR. WECKESSER: Yes. Going back to the question that you posed, if Valley Brook Road were closed, the local traffic that might use that to get to the stadium would have to go out to Route 3. They will then connect to Route 17, and then find their way into the stadium via those new roadways. However, the roadways network would still be able to accommodate the-- Now the roadway network is designed to accommodate what is projected to be the traffic generated by their average attendance and their Friday and Sunday night games. That currently does not call for a full stadium. There will be occasions when the stadium will be filled, and under those circumstances, the roadway network will still handle it, there may be some arrival delays.

ASSEMBLYWOMAN RANDALL: All right. Thank you very much.

MR. WECKESSER: Thank you.

ASSEMBLYWOMAN RANDALL: The next person on my speaking list is Mr. Joseph Job.

UNIDENTIFIED MEMBER OF AUDIENCE: Excuse me. When (inaudible)?

ASSEMBLYWOMAN RANDALL: Sure. Mr. Weckesser, do you have other plans? Can you remain for a few moments, because I think there are some citizens here who have some remarks now and they are likely to come up with some questions. You might be able to help with some information in some responses? If you can remain for a few moments.

MR. WECKESSER: Fine.

ASSEMBLYWOMAN RANDALL: Thank you. Before you begin, Mr. Job, let me just tell you the list that I do have after Mr.

Job. Mr. Horace Bugel, Mr. Pete Russo, Mr. George Clark, Mr. Tom Mazzaccaro, Mr. Anthony Adivari, Mayor Gagliardi, and John DiLascio, Commissioner. And if there are any others, please give your name to the gentleman down here at the end.

ASSEMBLYWOMAN DONOVAN: Just for your information also, Mr. Burt Perry, who's the municipal clerk of Lyndhurst, handed me a letter from Commissioner James Guida, who could not be here today, but I would like to read it into the record later.

ASSEMBLYWOMAN RANDALL: Thank you. We'll take Commissioner's Guida's letter into account and mark that into the record. Thank you for your patience, Mr. Job.

J O S E P H J O B: First of all, permit me to say thank you to you and your Committee for making available to us -- the people who live in this area -- an opportunity to at least expound what we have on our minds. May I say this, that in its inception, I've been associated with baseball for over 50 years. I'm presently the President of the Metropolitan Baseball League. We have with us here today the Vice President of the Metropolitan Baseball League, John J. Litanzio (phonetic spelling) and also Bob Potts (phonetic spelling) who has sponsored semi-pro teams over the last 34 years, spending his own money in order to keep baseball alive.

So, we're not really against baseball. What we are against is the way the State is going about to do this. If this was a private enterprise thing, we would be very much for it and going out and ringing doorbells because we do so much believe that we ought to have baseball in this State.

Senator McNamara, a Republican, Senator Feldman a Democrat, Robert Torricelli, the Congressman, another Democrat; all are not against baseball. They are against baseball the way these individuals, who are responsible for putting this on the ballot, want it to be, and this is to take the credit of the State. And the State is going to do this.

I have to build a little bit of a foundation so that we understand what's happening to the taxpayer. Prior to the advent of this racetrack here, accruing to the people, the taxpayers of the State of New Jersey, was between \$38 million and \$42 million each year. That was based upon the eight percent of the gross receipts of four tracks which were in operation -- Camden track, Monmouth track, the Freehold track, and the Atlantic City track. And of course at some later date the Camden track burnt down. But be that as it may, for all those years prior to the advent of this track here, the people of this State, the Treasury of this State, was receiving anywhere between \$38 million and \$42 million.

We've subsidized that to the tune of almost all of that money today. In fact, on my best recollection is that about four years ago, it was down to about \$12 million, so the State taxpayers were subsidizing the track to the tune of between \$25 million and \$35 million a year. So, it's been a losing proposition since its beginning.

In its inception, private didn't want to build a track on the thousand acres of land in Carlstadt. A very reputable organization from Bergen County wanted to build a track there and pay the State the eight percent. But the State didn't go for that. They went for the tax free bondholder who was to put up \$300 million to build that facility, and consequently all of the taxpayers suffer, because they were given an opportunity to pay one half of one percent while all of the other tracks were paying eight percent. Now, I don't have to tell you what happens then. There's no question in my mind that the competition was so unfair. But you people have rectified that since.

But you had to go into private enterprise with 2 million individuals attending; which they do -- an average of 2 million people in attendance, or \$2 million per night, not in attendance, but \$2 million per night. Three hundred days

amounts to \$600 million. At eight percent, it would have been \$48 million accruing to the State of New Jersey just from the revenues. It has nothing to do with the parking, it has nothing to do with the concessions, it has nothing to do with anything, had private enterprise done it. But they were rejected.

Now here we come along now, and again we propose it to the people of the State. And incidentally, I want to say this about authorities -- I don't believe in authorities. They assert the powers that properly belong to the people. So, I'm sitting here as a biased individual. I watched the New Jersey Turnpike with bonds that should have been paid off of it by the year 1972. They extended it for another 30 years to the year of 2002.

When you create an authority, it's very hard to get beyond these people or into those people. It's just a shame, according to the people of the State of New Jersey, despite the fact that the New Jersey Turnpike was taken in between \$135 million and \$150 million. Only last year, I believe, for the first time, the Legislature got \$12.5 million from the New Jersey Turnpike, \$12.5 million from the Garden State Parkway, and \$3 million from the Atlantic City Expressway. Prior to that, no monies accrued to the people, to the taxpayer. They accrued to the fat cats who had the bonds.

What it looks like to me right now, we're talking about \$185 million, I believe like Senator McNamara does, and I'm going to read what he has to say here into the record so that you people have it.

ASSEMBLYWOMAN RANDALL: Let me just interject. Is this a statement from Mr. McNamara?

MR. JOB: That's a statement from McNamara.

ASSEMBLYWOMAN RANDALL: All right, because--

MR. JOB: And I have had permission to read it to you people.

ASSEMBLYWOMAN RANDALL: All right. Technically, we do ask that the person come or send a representative. Are you saying you're here representing Senator McNamara today?

MR. JOB: No, I'm saying that I went to his office this morning and got a copy of this from him. But if you don't want me to read it, I'll acquiesce to the Chair. Okay?

ASSEMBLYWOMAN RANDALL: Well, his position is certainly well known. It's just that I'm trying to follow the protocol on hearings.

MR. JOB: Okay. We'll do it your way. Let me just say this about baseball and some of the people who are here today testifying. You've got to understand that every person that was here testifying to you before, in favor of it was somebody who was on the pad in the State. I want that noted for the record. All of them are paid employees of the Sports Authority. And that's another gripe that I have, because what it really gets down to is that it becomes a political football, and those individuals who are appointed are individuals who are involved in politics and raised thousands of dollars, sell hundred-dollar-a-plate and the tickets, and they wind up as the individuals who are running the Sports Authority. So, I have a little gripe there, too.

Private enterprise would run it with individuals that have some experience in the field of operating a football stadium, or some experience in operating a baseball stadium. For instance, in our area here we have Leo Patelet (phonetic spelling), former member of the Fordham Seven Blocks of Granite, 39 years as an educator, a businessman; very capable of serving on something like this. He knows his football, knows his sports; an honors student. We have Angelo Bertelli a Heisman Trophy winner, a very successful businessman, a multimillionaire today. We have Frank Tripucka. None of these people were ever called. What happens is that we take political hacks and put them on the Sports Authority. And who

are these people? These are the people, of course, of either party. Neither party orders the market on virtue or on pride. And so these are the people who are running these things, and they know very little about what they are doing.

Prior to the Brooklyn Dodgers - and this has all to do with the Stadium -- prior to the Brooklyn Dodgers moving out to the west, they tried operating a ball club here in New Jersey. I don't know how many people are familiar with it, but they played seven games at the Roosevelt Stadium in Jersey City where you had ample parking, where you had the city that was one of the largest cities here, and they couldn't make a go of it.

We had the great 1937 Newark Bears team in the city of Newark, and they couldn't make a go of baseball. And so when individuals tell you here that they can bring in a fresh new club, except if they bring in the Yankees, I can understand or if they bring in the Mets, I can understand where they might get the 25,000 individuals there per night. It seems to me that they are just whistling dixie. There's no way in God's world-- Two years ago the Minnesota Twins were about to fold up for lack of attendance. And of course you have to have a winner in order for individuals to go to these games.

We have semi-pro games in Bergen County where we have five, six, seven former major league ballplayers of recent vintage, playing ball. And we get, with the exception of a couple of stadiums where we get 200 or 300, we get 75 or 50 people out. So, I can't imagine where a fellow like Mr. Sternlieb will stand up here and tell you that you are going to get 2 million people going to a baseball game.

You hit the nail on the head, Ms. Chairman, a few moments ago when you asked a very important question. What about the allegiances of the people who have been supporting the Yankees for the last 50 years, the people who have been supporting the Mets, and the little youngsters walking around

who were brought up in that kind of an atmosphere? Forget about all of South Jersey that have been supporting the Phillies all these years; they are not going to change their allegiance. And there aren't people around here. I know what they have in mind. Of course they are going to sell tickets. They are going to sell tickets to the Prudential and to the Mutual. But that is not the answer. The answer is there aren't enough people in this area here unless you get a winning team to have major league baseball.

ASSEMBLYWOMAN RANDALL: I appreciate it. I'm not trying to keep any clock on anyone, but I think you are at about 10 minutes. I do not mean to cut you off, but may I suggest that you maybe wrap up this portion of your testimony. We have seven more people. That's why I'm saying that.

MR. JOB: Okay. I just want to ask a few questions. I want to know who owns the property of the 246 acres on which the complex is going to be built? I think the people of this area ought to know. I think you people ought to publish a list so that the taxpayers here, who are going to make a determination, know who owns that land there.

You did answer one of my questions, how soon after the bond issue will this stadium be completed? How will the baseball stadium affect the revenues from the racetrack? They are in direct competition. There are 81 home games if this thing passes. And they are going to have 81 nights where the racetracks will be in operation. One or the other is bound to be hurt.

Now the Sports Authority -- this is another thing, because I think the most important question here is a health question that has been raised about the present Giants Stadium. Now you know we had a problem in Rutherford with about 30 of our people, and we don't know where it came from. But, maybe almighty God in his infinite wisdom saw fit to take these people, but about 30 of them died of cancer over a



period of couple years there, and we were beginning to call Rutherford "cancer town."

But the Sports Authority is spending \$250,000. To do what? To examine their properties. They are not examining Berry's Creek next door, or nor are they examining where that chemical plant was. It would seem to me that either the people of Bergen County, the governing bodies of Bergen County, or the State ought to find out whether the surrounding lands are conducive to the health of our people. I'm more concerned with that than I am with anything else. It's a shame that 250,000 is being spent to prove that they did do a good job. There's no question in my mind. As far as the Giants Stadium itself is concern, with the surrounding areas, no one has spent any money to do anything about the surrounding areas. That may be where your problem is. Okay?

Now, there are a number here who are serving on these various boards. And I was going to mention their names and ask them what their background was in sports. I'm going to refrain from doing that because I think it might become a personal thing, and I don't want it to be a personal thing. But I can assure you that there are many, many people who are much more adequate to assume the responsibility of running that Sports Authority than the people that we have there. It's like a political pork barrel.

And it's about time when people who are on that Commission who get more than the Governor get, gets three and four times as much as much as our State legislators get-- Somebody ought to take a look at this and find out who these people are. I would like to have the names of all of those individuals who are associated with the Sports Authority and their salaries. I think it's important that the taxpayer know who they are and how much they are receiving. That's why they are sitting here today and testifying. I would be sitting here to testifying to protect a \$165,000 job.

ASSEMBLYWOMAN RANDALL: I appreciate it. Much of what you talked about is public information. I think we can help you get some of that information.

MR. JOB: Okay. I'd like to have that published and the amount of money. Okay? And I want to thank you for listening to me and affording me this opportunity. I think all of you have been good public servants. You wouldn't be down in Trenton doing what you are doing for the amount of money you're doing if you weren't vitally interested in the people of this State. And I thank you for that.

ASSEMBLYWOMAN RANDALL: Thank you for your testimony, Mr. Job. (inaudible due to recording malfunction) --from your remarks, I think some people have very strong views in terms of this potential project in Lyndhurst, and I'd appreciate your comments if they can be directed along that vein. Thank you.

MR. RUSSO: Thank you. (inaudible due to recording malfunction) The most important thing that I would like to say is that I understand that this team is going to come over here. I understand that the people are going to vote on it and everything. But what I'm interested in is all the taxpayers in the State of New Jersey and the Township of Lyndhurst getting the money from this venture coming in here.

Now, I served in the Assembly when the Sports Complex went through, when the Giants went through, and in the years when Cahill was the Governor. Now, I want this so set up that the taxpayers are going to get the money and not a man by the name of Mr. Mara. I think it's outrageous that he is almost what you call the boss of the State of New Jersey. Now if you analyze what he gets and the sweetheart contract that that man has, the taxpayers are not getting their share. And that's what I'm interested in -- in the taxpayers, that if this thing goes through-- I'm interested in Lyndhurst getting a good deal and the taxpayers.

Now, I heard from the different people who talked here

today, and I heard from Hackensack Meadowlands Commission testify here. And I was, again, in the Assembly when the bill passed, and Mr. Kennedy, my good friend over there, who prepares a lot bills, was there when I was there, but I want to say this: that the Hackensack Meadowlands bill passed years ago, and they gave Lyndhurst when I say a very bad time for 20 years, it is a very bad time.

Now, if you're going to pass this into law, please stay with it. Stay with the bill, stay with it, and make sure that the taxpayers get it. Because all the promises that the Hackensack Meadowland Commission made have not come through. They haven't done a goddamned thing about traffic. They haven't put in the extension of 17. They haven't run any road north or south. Here's a man who gets up here in the early part of this thing and talks about traffic. They haven't put 17 in yet. Twenty long years and they haven't taken the cars off the streets of Lyndhurst. And that's why I say they promised to put DeKorte Park in -- the Hackensack Meadowlands Commission, and they haven't done it yet. All they do is talk about it. And they are strictly for the birds out there, not for the people. This is wrong.

A bill was passed in '69 for the benefit of the people of the Township of Lyndhurst and these communities here, and that old land commission hasn't lived up to it. What I'm saying to you people here is, I can see that this can be something great for us here. But, why don't you make sure that what you say you are going to do for this thing here, for the Township of Lyndhurst and all these people, do it.

I'd just like to ask one question of the Turnpike Authority. Can I ask them a question?

ASSEMBLYWOMAN RANDALL: Well, maybe you can submit your question through the Chair to us and we'll try solicit the answer for you.

MR. RUSSO: Well, I'll submit it to you. Okay. All I'd like to know from him is how is the traffic is going to be if there's a football game, a baseball game, and the track is open, say in the same night?

ASSEMBLYWOMAN RANDALL: Good question. We'll try to get an answer on that.

MR. RUSSO: Just a minute. Now, how are they are going to regulate traffic with those three things: the football team, a baseball team, and the track? And by the way, how about the citizens coming home from the shore or something? How is this going to affect the people? I haven't heard anything really good on traffic, because again, as I said before, the Hackensack Meadowlands Commission -- on the original bill -- objected to the extension of 17 and today it still isn't in.

I want to thank you very much for having me here.

ASSEMBLYWOMAN DONOVAN: Assemblyman, just a brief comment. You've always been a fighter for Lyndhurst. You're still are a fighter for Lyndhurst. It's nice to see it -- appreciate it.

MR. RUSSO: Thank you very much.

ASSEMBLYWOMAN RANDALL: Thank you, Mr. Russo. Tom Mazzaccaro, would you like to come up and give us your testimony please?

MR. MAZZACCARO: Thank you, Well, I'm not going to take much of your time. I'll be very brief. The problem I'm concerned with is with handicapped people. You know, the handicapped people, when it comes to the Authority, they'll do absolutely nothing, because there is no law with the Authority. I have been fighting the Meadowland Race track since 1979. I went to the Advocate's office, legislators, congressmen, senators, and finally, you know-- First they had this excuse that the race track was built in 1976, and the law was passed in 1977 -- the New Jersey law for the handicapped

was passed. All right. I couldn't win there. They built the place in 1976.

Well, then they built the (inaudible). See, under the law and the way they read, once you alter anything on that property, then it comes under the tracts of law. Because, I'm the Chairman of the Borough Committee in Rutherford. Right now I'm fighting the post office. See, that post office was built in 1936. But in 1981 or '80, they added a platform in the rear of it. Once they did alterations, they came under the jurisdiction of the law of 1968 when the Federal law was passed. See, you have to retrack back. And now, in fact, I want to take them to court. The town claimed they don't have any money, but they did break the law.

ASSEMBLYWOMAN DONOVAN: They are fixing that too. aren't they?

MR. MAZZACCARO: I beg your pardon?

ASSEMBLYWOMAN DONOVAN: They are fixing that. Didn't I hear the Rutherford post office is going to be accessible soon, I think?

MR. MAZZACCARO: It was supposed to be now since they did alterations there. That's true. See, at the race track, when I first started going to that race track in 1976, they really didn't have any handicapped spots. So, finally they put 12 there. And I kept fighting. So, now they have 50. In fact, the 50 spots of handicap is across the highway. I'll give you just a little example of what they do here. You can look at it. (hands Chairwoman some material) So, actually, we can't do anything about it. There is no law on the Authority.

Don't get me wrong. I'm not against baseball. I love the sport, but if they do put in baseball, I hope it's under private enterprise. I don't like to see the Authority put anything else up, because you can't do anything with the Authority, okay?

ASSEMBLYWOMAN DONOVAN: And what you want to be sure of, Mr. Mazzaccaro, is that if the baseball stadium is ever built--

MR. MAZZACCARO: I love sports. I used to play baseball, everything. I go hunting, I go fishing, I love sports. I love all sports.

ASSEMBLYWOMAN DONOVAN: --so that if it's built, you want to make sure that it's accessible?

MR. MAZZACCARO: That's right.

ASSEMBLYWOMAN DONOVAN: It has to be under the new law.

MR. MAZZACCARO: And the law states-- You see, they have 22,000 spaces for parking in the Meadowlands, and the law states, the New Jersey State law, that you must have not less than one percent. Otherwords, they should have 220 handicapped spots and they have to be accessible to the building. Right now they have 50 across the highway. Could I have that back, please? (referring to material previously given to the Chairwoman)

ASSEMBLYWOMAN DONOVAN: Yes. It's right here.

ASSEMBLYWOMAN RANDALL: Thank you very much, Mr. Mazzaccaro.

MR. MAZZACCARO: Thank you for letting me speak.

ASSEMBLYWOMAN RANDALL: Just for a point of information, I see Mr. White -- if you could raise your hand. He might have some information for you just to speak to you after you've finished up there.

MR. MAZZACCARO: Okay. Good.

G E R O M E R. W H I T E, J R.: (inaudible; speaks from audience) --that we've agree that (inaudible) baseball stadium. We are going to be under the Authority (inaudible) which will totally satisfy this gentleman, including the parking.

ASSEMBLYWOMAN RANDALL: That's Mr. Gerome White. I know he's affiliated with the Sports and Exposition Authority, for the record. He's speaking with Mr. Mazzaccaro right now. Mr. Anthony Adivari?

MR. ADIVARI: Maybe I'm in the wrong time, because most of my things are pertaining to questions.

ASSEMBLYWOMAN RANDALL: That's all right.

MR. ADIVARI: Well, first of all-- I don't want to start off on the wrong foot, but most of the people that I spoke to and told them that there was a meeting today, they said, "Well, why is it being held in the afternoon?" That's the citizens of Lyndhurst -- a bunch of them. "Why isn't it being held at night? We can't take off from our job and go there for that." So, starting there on that foot may have started on the wrong side of the track. But this was the biggest comment, "Well, what are they doing? They are not letting us speak our piece." Anybody who goes there-- Because they are the people who you wanted to know, when you said in your statement, how the people felt. Well, you only have a limited amount there, because they can't attend, because they are working.

ASSEMBLYWOMAN DONOVAN: They get to speak their piece when they vote. So, don't worry about that. Everybody gets to vote on this issue. So, everybody will be able to tell how they feel.

MR. ADIVARI: Yes, but this meeting was supposed to be what you specifically said that you wanted -- the impact from of the people from Lyndhurst. Now they can't attend to tell you how they feel if they can't come here.

ASSEMBLYWOMAN RANDALL: The Assemblywoman made the request. She, I think, would have liked it at a time when maybe even more people could actually attend. It was the only time I was able to convene it, given the number of people that we had to coordinate with, and I tried. It's the best I could do for the Assemblywoman. But, I'm sure at least all the views will be expressed even though as many people as you feel would share your views all can't be here. But I think at least we're going to get a representative sampling of the viewpoint.

MR. ADIVARI: Well, you're going to get an impact with the idea. I'm telling you, I think you don't understand what I'm saying. I was an ex-police officer, so-- You're going to get the idea of, "What are they doing? Why do they hold it in the afternoon? Aren't we working people? Don't they consider us?" That's the first thing that everybody said, "Why is it being held in the afternoon and not in the nighttime? That's just to let you know what--

ASSEMBLYWOMAN RANDALL: We couldn't find a mutually convenient evening before November 3 to try to get it done and try to air some of these views.

MR. ADIVARI: All right. Now, the other point is along Joe Job's line. Everybody's talking that Lyndhurst will be compensated, but nobody is talking figures. How much is it going to cost Lyndhurst to give police, fire, fix the sewers and the streets? And nobody is going to put down on paper the pros and cons or debit, or credit so that we could really know by figures if we're going to come out ahead; not just being promised, "Don't worry, Lyndhurst will be taken care of." I'm sure if you go shopping, when you go in a store, you look at the price. You want to know what you are going to get for the amount that you paying, not after you go up to the counter and say that this costs this much and this costs that much.

Now, the other thing is that the turnpike is talking and everybody is talking as if everybody is going to go East when they come out of this ball game. Nobody is talking about the people that are going to go West -- Bloomfield, Belleville, Nutley, Wayne, and stuff. And we're talking about Valley Brook Ave. This is Valley Brook Ave. On the map I could show you that it goes in, over the hill, and it makes the right hand turn.

Now when those people come out, and I'm sure you people went swimming when you were younger and stuff, and you couldn't get any access from the main thoroughfares, you went

on the by-roads. Now, if something isn't done about Lyndhurst, being cut off when they come out with all the people that are going to go out, and especially if there's another event going on at the Brendan Byrne Arena or the Turnpike, you're going to hit mass traffic, and they are going to come up Valley Brook Avenue, whether you want them or not.

Now, I didn't want to bring it up, but I was the police officer in charge of that area for seven years. And what I'm talking about is my experience that I had for seven years. Anything that's out there I put out. So, I'm talking from experience, now. And you won't control a crowd, unless it's really blocked off. Now, the roads that they are talking about -- Clay Street, Chubb Avenue, Route 17 -- it's a massive tie-up, because nobody can go anyplace they want. But everybody is saying, "Oh, we're fixing the Turnpike. We're fixing the Turnpike."

Now, even yourself, I can put you in the same place. If you were coming from this way, you wouldn't be going that way home, especially with all the traffic. Right? So, that would be coming down into Lyndhurst, I believe, because we have access to the western part -- from over the Nutley bridge and the Belleville bridge. That's going to be a terrific impact on the town. And they are going to do it, because I know myself that if I was down there and I couldn't get out there, that's the way I would go.

ASSEMBLYWOMAN DONOVAN: You raised a very good point, Mr. Adivari. I've spoken to the Sports and Exposition Authority a couple times about that, and basically what they have said on the question of Valley Brook Avenue is whatever the municipal officials -- our mayors or commissioners-- If they want Valley Brook Avenue closed off, it would be closed off during the games -- so that people cannot come through the Township. Because I think what you're saying is a very good point. If you have people who get stuck and they want out,

they'll go on any road they can find. What you're saying makes a lot of sense, that we don't want cars coming through the Township to get over the Nutley bridge or the Belleville bridge.

So, I think what Mr. Mulcahy had said earlier, the first man who testified, was depending on what the municipal officials want; they can close off Valley Brook Avenue so nobody can get into the Township that way.

MR. ADIVARI: Now, who's is going to be doing all of this traffic duty when the people come out of the ball game? The State Police is going to take care of that?

ASSEMBLYWOMAN DONOVAN: We'll ask Mr. Mulcahy. But what he did say earlier, was that they have their own security force, like they have at the track. They have people at the track in their own security force. They have their own security at the track.

MR. ADIVARI: The security force. When you're talking about security--

ASSEMBLYWOMAN DONOVAN: To direct traffic. But we realize that's a good question.

MR. ADIVARI: I'm talking about when they definitely get on Lyndhurst roads which Lyndhurst is responsible for. Which would be whether they probably could go on Clay Street, Valley Brook--

ASSEMBLYWOMAN DONOVAN: Oh, I see what you mean. They won't be able to get that way if you close off Valley Brook. They can't use Clay and Chubb.

MR. ADIVARI: Yeah. That goes the other way around into Wall Street West.

ASSEMBLYWOMAN DONOVAN: If you go the other way -- yeah, that you could. Okay.

MR. ADIVARI: Those are the only other two streets that are there. Chubb Avenue goes north and it goes into Wall Street West. Clay Street goes north and it turns into Wall Street West and goes into Polito (phonetic spelling) Avenue.

Now on Polito Avenue, if you're going that way, either you've got to go north and come out on Route 17 which is Rutherford Avenue right now. But the new access-- That's what I wanted to--

This map-- Can we look at it? Where is 17 going to go in relation-- You know, a lot of people looked at it, but nobody said anything about the-- Now 17 is going to come off over here. (demonstrating with map) I think this is the loop, right, for 17? (positive response) Now, in this direction, where is this going? Because Polito Avenue is here.

ASSEMBLYWOMAN DONOVAN: Seventeen is going to be a separate roadway going right into the Turnpike. It's going to connect. Seventeen is going to end, and it's going to connect to a roadway--

MR. ADIVARI: But when it comes off of here-- Excuse me, I don't want to interrupt you. When it comes off of here, where is it going to go to come this way -- what property or anything like that? Because when you come off of here, this is Wall Street West, what we're talking about. This is Polito Avenue.

ASSEMBLYWOMAN DONOVAN: Yeah. It's not going to be on those roads. And we'll--

MR. ADIVARI: But where is it going to go? Nobody has said where.

ASSEMBLYWOMAN DONOVAN: I'm trying. I'm trying to tell you. We'll have someone who is officially in charge to testify to that. But, Route 17 is going to be in the air. It's going to be alleviated. It's going to be--

MR. ADIVARI: It's going to be out. See, nobody mentioned that. That's a good point. Nobody said that.

ASSEMBLYWOMAN DONOVAN: Right. That's what I'm telling you. It's going to be alleviated, and it's going to pour into a new road which is going to hook up with the Turnpike.

MR. ADIVARI: The Turnpike is way over here.

ASSEMBLYWOMAN DONOVAN: No. If you look were you thumb is, your left thumb, see where that new interchange is -- the proposed 15WA Interchange?

MR. ADIVARI: Yeah, but that's the--

ASSEMBLYWOMAN DONOVAN: Down there. It's going to go down there. Right. It's not going to be on Clay or Chubb or any of Lyndhurst roads.

MR. ADIVARI: Without this map, we're talking about the Turnpike going this way, north and south. They are going to put in an extension in the north and south this way. All right, that's way over on that side. When we're talking about Polito Avenue, that's way over here.

ASSEMBLYWOMAN DONOVAN: It's not going to hook up Polito Avenue.

MR. ADIVARI: But 17 is going to come that way, and it's going to--

ASSEMBLYWOMAN DONOVAN: It's going to be alleviated though, it's going to be above--

MR. ADIVARI: And then where is it going to go when it does come this way and around?

UNIDENTIFIED MEMBER OF AUDIENCE: To Harrison.

ASSEMBLYWOMAN DONOVAN: Thank you. It's going to go to Harrison eventually. But it's not. I'm not an expert on this, but what I'm trying to tell you though is -- and perhaps the Sports Authority can correct me if I'm wrong -- it's going to be alleviated and it's going to go this way (demonstrating with map); not on the Township roads.

MR. ADIVARI: Now, this is what you're talking about. It's Polito Avenue.

ASSEMBLYWOMAN DONOVAN: Mr. Adivari, it's not going to be Polito Avenue, it's going to be a different road that's going to hook up directly to the Turnpike.

MR. ADIVARI: But it's going in the same direction. Now what is it going to do over here? Now, we're going behind the--

ASSEMBLYWOMAN DONOVAN: It's going to hook up into the Turnpike. It's going to go from here, it's going to be alleviated and go down here and hook up into the Turnpike. It's not going to use Lyndhurst roads.

MR. ADIVARI: But, the Turnpike-- I'm telling you -- I can't get you. The Turnpike is here. You are putting this here. Now, there's got to be a way that this here is going to go into the Turnpike way over here.

MR. MULCAHY: (speaks from audience) The stadium is adjacent to Turnpike and-- You know where the towers are alongside the Turnpike? The radio towers?

MR. ADIVARI: Yes.

MR. MULCAHY: Right over by there.

MR. ADIVARI: That's where 15WA is going to be. Right over there.

MR. MULCAHY: That's right.

MR. ADIVARI: Well, now Route 17 is going the opposite way.

MR. MULCAHY: Seventeen will continue down and tie into it.

ASSEMBLYWOMAN DONOVAN: Right. It's going to join it. Seventeen is going to continue here and join the Turnpike, not using Lyndhurst roads.

MR. ADIVARI: What land is it going to go through in Lyndhurst to join the Turnpike? There's Chubb Avenue.

ASSEMBLYWOMAN DONOVAN: It's not going to use those. There are going to be new different roads. It's not going to use the Lyndhurst streets.

MR. ADIVARI: No, I'm just talking about the direction, because I'm very familiar with them. You don't seem to be.

ASSEMBLYWOMAN DONOVAN: No, I think we--

MR. ADIVARI: But I can tell you what numbers are on certain spots. And I'm trying to get where it's coming to, to loin it to alleviate the traffic. That's all that I'm getting at.

ASSEMBLYWOMAN DONOVAN: Okay. Let me tell you again, Mr. Adivari. Here's 17. It's going to be alleviated.

MR. ADIVARI: Yes.

ASSEMBLYWOMAN DONOVAN: Okay. It's going to hook up in its own new road and go down to meet the Turnpike.

MR. ADIVARI: Okay. Here. What property is this coming through?

ASSEMBLYWOMAN DONOVAN: I don't know the--

MR. MULCAHY: Avon landfill.

ASSEMBLYWOMAN DONOVAN: It's the Avon landfill. It's one of the dump areas.

MR. ADIVARI: But that's going this way. Now, you're taking 17 and then going--

COMMISSIONER JOHN DiLASCIO: (speaks from audience) Kathy?

ASSEMBLYWOMAN DONOVAN: Yes?

COMMISSIONER DiLASCIO: You're a little confused, because the interchange across the top of the picture is the way (inaudible).

ASSEMBLYWOMAN DONOVAN: Oh, yeah, it's just not going to use--

COMMISSIONER DiLASCIO: I don't think you understand that. The top portion, the heavy line up there, which is Route 17--

ASSEMBLYWOMAN DONOVAN: Right here. This is it, Mr. Adivari. Right here.

COMMISSIONER DiLASCIO: That's the same way that we will (inaudible). When you come from the top of the picture to the bottom of the picture, that is supposed to go on top of the (inaudible) the Avon landfill.

MR. ADIVARI: In other words, it's coming here. Now, this is the dumps and the railroad and stuff.

ASSEMBLYWOMAN DONOVAN: Right.

MR. ADIVARI: And it's coming out here to the Turnpike. Right?

ASSEMBLYWOMAN DONOVAN: Right.

MR. ADIVARI: Well, what I want to know is what property this is going to go through? It has to go through some property.

MR. MULCAHY: (inaudible; speaks from audience)

MR. ADIVARI: Nobody has said that. Where is it going to go through? That's what I'm interested in.

ASSEMBLYWOMAN RANDALL: All right. I'll tell you what, I think we can clarify it. It's there, but I think we're having difficulty understanding actually where it runs through. And Mr. Mulcahy is going to make himself available for a couple of more questions. So, let me make that one of them. He'll answer it for you. I can't answer it for you. But, let me ask you if in addition to that, are there any other questions that you would like for us to right down now, or is that the issue that you wanted to raise? Because I'll get an answer for you.

MR. ADIVARI: Well, the main thing is what I'm talking about. Who's going to take care of the traffic? Is any division going to? You're saying the Township is going to be. It hasn't been definitely said that the town is going to have the okay in saying what they want with the traffic out there. Or is the Sports Authority the one who-- Because we're going to be flooded here. You're sitting on Valley Brook Avenue, and you can understand what I'm saying.

ASSEMBLYWOMAN RANDALL: Okay. Thank you very much, Mr. Adivari.

ASSEMBLYWOMAN DONOVAN: Thank you. Very good.

ASSEMBLYWOMAN RANDALL: And since some questions tend to come up, it's hard when you have unidentified people trying to answer questions. We want to know where the information is coming from? I'm going to ask Mr. Harkness -- if anyone has any question that you would like addressed, he'll write them down. If you would just let him know that you have a question that you would like addressed through the Chair, as we should address our questions, to any of the people who might be in the position to answer them. I would be very happy to make sure that those questions are addressed by this Committee. As I will recall a couple of witnesses here that we've asked to remain for that purpose--

If I could move on to the Mayor Gagliardi. Are you still here? (positive response) Thank you.

M A Y O R J O H N E. G A G L I A R D I: I'm John Gagliardi, Lyndhurst, New Jersey. I would just like to thank Assemblywoman Donovan, and the rest of the legislators that are here this afternoon to hear the people. This is a good sign for good government. Let the people, too, have a voice in government.

However, my understanding is that the voting public will have the final say on whether or not Lyndhurst or any other municipality has a baseball stadium. The question before voters of November 3 is do we want a baseball stadium. That's number one. If we finish pass that hurdle, then the next hurdle is to obtain a team for the stadium. At that point, we will get into mechanics, and monies, and how it's going to be built.

I, personally, told my board last Tuesday, and we have the committee, myself, and two commissioners, totally committed to a baseball stadium in Lyndhurst. The other two commissioners did not vote for it, would not vote for it or against without knowing what the financial ramifications were. But, I feel that until and unless we get the okay to build the

stadium, unless we get a team to get into the stadium, that is a good question. Now, you can talk about something that doesn't exist. I have every indication, every feeling that we will be satisfied financially, dealing with the Sports Authority. I have no problem with that at all.

It seems that the roads have a tremendous impact on the citizens. And I can tell you the Valley Brook Avenue right now, and the Polito Avenue with the industry that we have in the Meadowlands, is gridlock almost everyday. There are the only two roads that ingress and egress to the entire Meadowland complex in Lyndhurst. So, I would assume that the Turnpike, ingress and egress, the elimination of Route 17, which is the main street in town, which also gets jammed up with traffic, will be eliminated.

I also heard about this mass transit. I don't know how much fact or fiction this is. But that certainly will be one way to alleviate a traffic problem in Lyndhurst. You know we're losing sight of the fact. Someone had mentioned what do we do when there's a football game on, a baseball game on and track? Well, there could be a problem, except we fail to realize that there are only eight football games in the stadium of the entire season outside of a few college games. There will only be 81 baseball games in the baseball stadium. It's not an ongoing thing year-round. That's why I think when you dovetail all these things together, you will very, very seldom, if ever have three sports participating at any one time.

On the question of Valley Brook Avenue, I would take very, very serious opposition to using Valley Brook Avenue for the point that I just mentioned. Not to mention the fact that on the bottom of the hill, there's a 30 degree incline to come up and there's a cobblestone road. But that road happens to be a onelane road each way. So, it's not a main thoroughfare by any stretch of the imagination. I feel that Lyndhurst would be satisfied with a stadium, and I think that dealing with the

Sports Authority at that point when it was located prior to the stadium being built, we can certainly come to agreement as to what they will receive for--

I have defined the benefits that we could accrue -- Lyndhurst, that is. There are many, and they are varied. Number one, a better road system, which I think is the most important thing we have now to be concerned about. Number two is the amount of jobs that the stadium, will create, both in construction and for working at the stadium while it's being operated. I have no problem with the stadium, and I wanted it to go on record. I do welcome a baseball stadium in Lyndhurst.

Don't ask me too many questions. I haven't made any surveys, and I don't have all of these facts and figures at my fingertips. But if you want to talk to me about what the grass-roots feeling is in town, I would say all of the people I've spoken to -- I've spoken to a great many of them -- 90% of them are for the stadium. I can say that with quite candor and complete honesty.

ASSEMBLYWOMAN RANDALL: Thank you, Mayor, for your comments.

MAYOR GAGLIARDI: Thank you.

ASSEMBLYWOMAN RANDALL: Commissioner DiLascio.

COMMISSIONER DiLASCIO: Commissioner John DiLascio. I'm the Finance Director of the Town of Lyndhurst. I'm very happy that you people have convened this meeting today. I've learned a few interesting things that I didn't know before. Number one, I understand that whether the stadium is built or not, we will get the Turnpike started and the Route 17 interchange which will connect the Turnpike spur.

A lot of the citizens of Lyndhurst are lead to believe that we wouldn't get the road connection without the stadium. But as the Mayor alluded to, we do have a problem with Route 17. Sometimes you can't even cross it. So, I think that's

very enlightening. I certainly will see that the people of Lyndhurst know this.

Another thing that was brought out here was that the stadium was the best use for that piece of property, and that the value is the greatest if the stadium is built. I happen to disagree with that 100%. The only problem down there, we now have 246 acres which are slated for use of the stadium. If the HMDC would have bent a little and let us develop it as we have been developing that property down there, the revenues would far exceed the amounts of money in those taxes that we could get.

I know East Rutherford, I believe, gets somewhere around \$900,000 to a million dollars for their three stadiums. I can't foresee how Lyndhurst is going to get more, or near that number for one stadium. So, if you equate that with 246 acres, that's going to go down the tubes really. That's not a lot of money. We've been projecting here all day how much attendance we're going to have there. They've projected just about everything else. But, I've been asking for about nine or ten months what's Lyndhurst is going to get out of this thing? And what do we have to supply the stadium with? That could have a varying adverse impact on our taxes. Or it could act very favorable impact on our taxes. However, no one has told me what we're getting, and that is a very important question that I think the people of Lyndhurst would have.

The question also is, I don't understand -- we have a question on the ballot, and here's what I disagree with on there; that there's a question on the ballot that we're going to be voting to appropriate monies to construct this stadium. Of course, the second step would be if we get a baseball team. However, once the money is appropriated, once the stadium -- we get a baseball team, once all the other things fall into place, I don't think Lyndhurst has a leg to stand on to say how much we're going to get out of it.

I mean, that's like selling your houses. I'll give you the deed to my house, and I'll sign it over and tell you, "Well in six months tell me what you're going to give me for it." Now, I'm not about to do that. I want to know as close as possible some kind of projected figures that can come into here.

We've been told that if we don't go for the stadium, that we're going to get no Turnpike, we're going to get no Route 17, and we're going to get a bunch of housing projects in the Meadows. I happen to believe that you will never see a housing unit built in the Meadowlands. I've been a builder for 40 years, and with the scarcity with land around here, if other builders much wealthier than I am haven't put their earmark on the acreage of that Meadowlands for the future building of housing, then I think that land is almost worthless when it comes to housing. I think the HMDC is eventually going to have to change it to some other form of use.

I don't want to say I'm against the stadium. If I had answers to some of these things, you know, then you can make an intelligent decision. Right now, I'd be, you know, voting on an empty bag, and not looking inside to see what I'm getting. And I can't do that unless I have some answers. Thank you.

ASSEMBLYWOMAN RANDALL: Thank you, Commissioner. You've given me a question to add to my list for a witness we were going to hear from again. That is the-- I'm sorry. And Mr. Bugel had submitted some questions to me. Is that in lieu of making an additional statement, because I do intend to read those questions?

MR. BUGEL: (speaks from audience) That's correct. I would like those questions answered. The Mayor and one Commissioner attempted to answer it, but I'm not satisfied with their answer.

ASSEMBLYWOMAN RANDALL: Mr. Bugel, you didn't want to give a statement. You want to ask questions, but not a statement.

MR. BUGEL: I don't want a statement.

ASSEMBLYWOMAN RANDALL: All right. I have questions, though, and I'll ask those. That concludes the list of people from whom we had a request to speak. And yes, Mr. Clark. I'm sorry, sir. Would you like to come up.

G E O R G E G. C L A R K: I'll be brief and to the point. My name is George Clark, I'm retired and on a fixed income -- very fixed. In reading about the baseball stadium, I immediately called Senator McNamara. I was shocked at the cost. And I can assure you, I'm not going to pay for it. On Friday, at a meeting of eight chapters of AARP in Kearny, I mentioned this stadium. They went on record that this is the first time that they will not support this bond issue. And I think you people ought to sit up and take notice because we're sick and tired of taking it out of our social security checks. Thank you.

ASSEMBLYWOMAN RANDALL: Thank you Mr. Clark for your statement. Have I left anyone off our list? (negative response) All right. Mr. Mulcahy is still here. Perhaps you can help us with a few more bits of information. I'll try to direct my questions as accurately as I can. I would like to keep them rather short and succinct. I think there are some answers to some questions that this Committee could obtain in terms of the public information -- information within our knowledge that we can get a listing of Sports Authority officials which Mr. Job brought up, and salaries. That's information which is currently public, but we can get. It's within our access.

What I would like to ask of Mr. Mulcahy is perhaps a series of questions which is not within this Committee's immediate knowledge. Things which we can't otherwise provide the answers for. And let me begin, Mr. Mulcahy by asking you that we had a question in reference to the owners of the current acreage for the proposed site. Can you tell who currently owns that property?

MR. MULCAHY: I don't have them with me. By examining the tax rolls, we'll come up with the names, and I'll be happy to forward them to you. I just don't have them with me. I think there are some 10 or 11 owners, both individual and corporate that are involved in the acreage under question. I just don't have them with me. But we'll send it to you today or tomorrow.

ASSEMBLYWOMAN RANDALL: Okay. Again, the information which we don't have, we will obtain--

MR. MULCAHY: We have this.

ASSEMBLYWOMAN RANDALL: Thank you. And that covers the total for anyone owning--

MR. MULCAHY: Yeah. I think at one of the Committee hearings I even showed Assemblyman Kamin in Trenton. I just don't have it with me today.

ASSEMBLYWOMAN RANDALL: Thank you. We will get that. Let me ask you about this traffic question. Several people have raised the notion or the specter of a real catastrophic traffic jam, in the event you had multiple activities going on -- anything, for example, at the race track combining with a possible football game, shore traffic, anything else in the arena, anything going on. What would be the worst potentially -- scenario that could happen?

MR. MULCAHY: Well, one of the things that we've attempted to do in the past was to sit down and masterplan the schedule for a year for the events that we have. There are occasionally times where no matter what you do, you run into conflicts. But, it's unlikely that you're going to play a football game and a baseball game, which are the only two things which are in focus here, because with a race track, you're talking about an average attendance of 11,000 or 12,000 except on a Friday or Saturday night. It might be 16,000 or 18,000 in the arena. On some 200 nights a year now both of those facilities run in conjunction with one another anyway.

But when we have football game, an NFL game, we don't schedule other events in the other facilities. And for those couple of times, at the end of the baseball year, you work out the football games so that you may have one in the afternoon and one at night.

ASSEMBLYWOMAN DONOVAN: With regard to the traffic, I believe you said earlier, Mr. Mulcahy, that it's up to the Lyndhurst officials to decide whether or not Valley Brook Avenue would be open to--

MR. MULCAHY: We've left that an option, Kathleen. I think the Mayor was correct. First you have to pass the bond issue, and we have to determine that everything else can be done on the site. If that happens, then we would sit down with the town and iron out those things. Somebody asked a question before about the length of time of agreements with a municipality. It's whatever you negotiate. We currently have been in the end of a 10-year agreement with East Rutherford. We had verbally reached agreement on the next five years with an explanation that there's a sewage department that's prevented it from being finalized. So, it's whatever you negotiate. And I think that at the time we were sure that it had the potential for happening, we would then sit down with the Mayor, Council, and whoever else they wanted and discuss all of these issues.

We have Gerry Nielsten here from Vollmer Associates, who's our traffic person. I'd be happy to have him meet with any of the people with this map at the end of the hearing and try and outline the properties for them rather than stand up here and try and do it.

ASSEMBLYWOMAN DONOVAN: But Lyndhurst can determine that they want Valley Brook closed off for--

MR. MULCAHY: We've purposely left that as an option because I felt they are going to get pulled both ways, and they can decide however they want to do it.

ASSEMBLYWOMAN DONOVAN: That's really what I'm asking you -- if it's an option. Lyndhurst has the deciding--

MR. MULCAHY: That's right. The traffic plea was predicated upon Valley Brook Way.

ASSEMBLYWOMAN DONOVAN: Thank you.

ASSEMBLYWOMAN RANDALL: Just a couple more questions that have been raised. Let me ask a question that I believe your finance commissioner in Lyndhurst raised. And it has to do with the checks and balances -- the chronology. If, number one, the voters approve this bond issue; and if, number two, we obtain the team; what is the leverage, if you will, what leverage, if any, does the Town of Lyndhurst have in terms of its negotiations with the Sports and Exposition Authority?

MR. MULCAHY: Well, first of all, frankly, I believe that you'd settle that before you got the team. Once the bond issue passed, then I think people would focus specifically on the site and what steps have to be taken. And we would sit down with the municipality and talk to them. But, it's premature before that. And expectations rise and you can't fulfill them, but we've been reluctant to want to do that at this point. So, I think frankly, the leverage would be before the site was completed and all the approvals were obtained.

ASSEMBLYWOMAN RANDALL: In part, is the leverage exercised through the HMDC? And is that a fair assessment?

MR. MULCAHY: No. I don't want to give you a false answer. I'm not sure there's leverage either way. There's certain things they need. We need certain things. And I think we've been lead to believe, at least up until this point, that there was an acceptance, generally, of the concept that everything could be worked out. And I would assume that that will then lead to a satisfactory conclusion.

ASSEMBLYWOMAN RANDALL: Have there been -- and this is a question from Mr. Bugel, who wanted to know -- have there been any meetings between your personnel, anyone on your staff,

yet with the Commissioners of Lyndhurst relative to the specifics in terms of dealing with payments -- fire, police, etc.?

MR. MULCAHY: There have been no formal meetings. And we have been reluctant to have formal meetings. The first problem is you have-- Before the project even gets authorized, we don't want to get into difficulties on condemnation. So, we've been reluctant to have formal contacts. There have been some informal contacts, obviously. But nothing on a formal basis, nor would I want there to be after the authorization was there to even proceed it.

ASSEMBLYWOMAN RANDALL: This is my own question. Can I ask you what is it actually that, permission wise -- whether it be permits or authorization -- that the Sports Authority needs from HMDC prior to anything going forward? I'm asking this on my own.

MR. MULCAHY: Well, either Steve or Tony may be more-- Steve Gray, who's our environmental lawyer is probably in a better position to answer that. And there are a couple of things that while we have the opportunity, I'd like to get on the record relating to the closure of the landfill and particularly why the nature of our permits differ from the Turnpike. Steve?

ASSEMBLYWOMAN RANDALL: All right. If you'd like to do that now as long as you're still here, fine. Thank you, Mr. Gray. Can you state your affiliation with the Sports Authority, or with the State of New Jersey?

S T E V E N G R A Y, E S Q.: Steven Gray. G-R-A-Y. I'm with the firm of Waters, McPherson, McNeill. Our firm is Special Counsel to the Sports Authority for the environmental matters associated with the investigation and the feasibility of the baseball stadium. In relation to the environmental permits on the State level that are required -- those permits are, as the Executive Director Scardino testified -- would be

considered in the context of a joint hearing; that the Sports Authority intends to go before the Meadowlands Commission and the DEP to consider the environmental aspects of the project. That we hope to have before the end of the year. And the specific State permits that would be involved would obviously, since you have a landfill that must be closed for this project or even if this project never were to take place, that's where the interchange is to go over. You need the landfill destruction and closure permit. You need short extension permits. But without going through the laundry list, all those permits would be considered at the time that the Sports Authority presents the matter to the joint hearing agencies.

ASSEMBLYWOMAN RANDALL: So, there would be no stadium unless those permits were obtained from the HMDC. Is that correct?

MR. GRAY: The permits I just mentioned would formerly be obtained from the DEP. But the Meadowlands Commission has a joint roll in the context of the joint hearing process that the courts have fashioned to consider projects of the Sports Authority.

ASSEMBLYWOMAN RANDALL: The ultimate control in regard to issuance of the permits lies with the Department of Environmental Protection though?

MR. GRAY: Formerly. But, I mean, both agencies are going to participate in this as joint partners.

ASSEMBLYWOMAN RANDALL: All right. Thank you. I don't know if you have anything else at this time to add?

MR. GRAY: Yes. Executive Director Mulcahy was asking me to respond to two questions. One involved the matter of the wetlands that would be impacted by the project. I should point out that, irrespective of the baseball stadium project, since there are 68 acres of wetlands involved with the project which include both the stadium footprint and the Interchange 15WA. I would say approximately 75 percent of those wetlands are

located on the old landfill. That old landfill -- whether or not the Turnpike was going to put the interchange there or the baseball stadium was going to be there, the State law requires that those landfills be closed. Closure of them all -- putting filling on those wetlands to close the landfill -- filling and encapsulation of the landfill. Putting in a wall around the landfill. So, the point is being that those wetlands would be impacted, irregardless of this project, and that very point is a very important point. Because when you're before the Corps of Engineers as we are, there are two applications before the Corps of Engineers for the wetlands fill permit. This is the Federal Court, now.

One is the widening project which the chief engineer alluded to. The other application before the Corps of Engineers is the Sports Authority project. The Sports Authority project encompasses the footprints of the stadium and the Interchange 15WA, because without that interchange, the sports stadium could not function. I think that's been made clear at this hearing.

There are two independent processes or two independent applications going before the Corps of Engineers. And in the Sports Authority, in making their case to the Army Corps -- because of the benefits of the projects, the closure of the landfill, and the fact that the filling of the wetlands would have to take place irregardless of a sports stadium project.

The Sports Authority's argument to the Corps of engineers, in filing the application, made a persuasive case to justify what they call a finding of no significant impact. Once the Corps of Engineers makes a finding of no significant impact, it has the right to issue a full permit without the environmental statement that the Turnpike Authority is involved with a widening project. Because of that, the Corps permit could issue conceivably well in advance of the permit that issues for the widening project: thus authorizing the stadium

to go forward -- the whole stadium project which includes the 15WA Interchange. And that's the point Executive Director Mulcahy wanted to make clear from a legalistic-- There are two independent things going on here irrespective of the widening as a Sports Authority project going on, and that could not take place, whether it takes two years Chief Engineer Weckesser alluded to, or however long it takes.

ASSEMBLYWOMAN DONOVAN: If I might, I have two questions; one related to that and a separate one. One of the real concerns we have is the traffic situation. If Mr. Weckesser was correct, it would be 1993 before the widening project is completed. And if we use the best-- But, Mr. Mulcahy said earlier that the minimum time would be 1990, but there's a potential several year's period when we could have the traffic without the roads. Do you know what I'm saying? And I don't know which person should answer that, but that's a real problem.

MR. GRAY: Sure. I'll answer that. I think what I was trying to indicate before is that the two-year formal environmental impact statement process which the Turnpike Authority envisions for the widening project, does not necessarily hinder the Sports Authority or the stadium project from proceeding along independently. And so, if you get the necessary permits, for instance, for example, from the Corps of Engineers for the field permit within, say a year, which I think is very quite feasible, and then it takes two years to build out the Interchange 15WA, within the three-year period from today, as we sit here today, you could have the Interchange in place and functioning for the sports stadium project. Because as we said before, the sports stadium cannot function without the 15WA Interchange.

ASSEMBLYWOMAN DONOVAN: Is there any guarantee, Mr. Mulcahy or anything that is a real big concern?

MR. MULCAHY: Our application of the Army Corps contains the 15WA Interchange separate from the widening permit there. And the Turnpike is assured if that happens, they would go ahead with this piece of the project. So, you have a separate project; the interchange and the connection. So, we're not talking about using the local streets in the area.

ASSEMBLYWOMAN DONOVAN: No. Either I haven't said it right or you misunderstood me. What I'm concerned about is that Route 17 extension and the interchange and the widening which I'm told by Mr. Weckesser that that's going to happen no matter what. If that's not finished by the time the stadium is finished, because I understand they're independent projects, what happens?

MR. MULCAHY: No, no. They are independent road projects. The widening project is one thing. There's a separate project that includes the exit from the Turnpike and the extension of 17. And that can proceed ahead once these permits are done.

ASSEMBLYWOMAN DONOVAN: Still--

MR. MULCAHY: Separate from the widening of the Turnpike.

ASSEMBLYWOMAN DONOVAN: The widening, the interchange, and 17 are going to be completed whether or not the bond issue passes. Correct?

MR. MULCAHY: Yes. But what we're saying is that you can break apart the Route 17 connection from the widening. And once you have this first permit, you can proceed with that part. So, that they can do Route 17 and they can do the interchange without the widening of the Turnpike.

MR. MULCAHY: That's correct.

ASSEMBLYWOMAN DONOVAN: But, don't you need the widening for the Turnpike for the stadium to handle the flow of traffic?

MR. MULCAHY: No. You could get by in the other lane.

ASSEMBLYWOMAN DONOVAN: With the extra 30,000 cars you could get by without the widening?

MR. MULCAHY: No, we're not talking about 30,000 cars.

ASSEMBLYWOMAN DONOVAN: Is that what you told me before that on the stadium days there are--

MR. MULCAHY: No. Thirty-thousand people -- 2.5 per car.

ASSEMBLYWOMAN DONOVAN: Okay. So, about 15,000 cars then.

MR. MULCAHY: Right.

ASSEMBLYWOMAN DONOVAN: I don't mean to belabor the point, but that's not what the Turnpike said. As I understood Mr. Weckesser -- and obviously you can't speak for him -- but as I understood Mr. Weckesser, he said that all of it was linked. It all was going to be done, the widening, the interchange, and Route 17 extension was all going to be done, whether or not the stadium was built. And also that they couldn't use the stadium unless all three of those component parts were finished. Do I have that right?

MR. MULCAHY: No.

ASSEMBLYWOMAN DONOVAN: Okay, then what is right?

MR. MULCAHY: The component of the widening doesn't have to be finished.

ASSEMBLYWOMAN DONOVAN: So, we could have the interchange at Route 17 without the widening and the stadium could open.

MR. MULCAHY: That's correct. You see, if you talk about it now, you're talking a day when you have a football game, and you're talking about 25,000 to 30,000 cars going to the stadium. They're using the existing Turnpike. You're not talking about having a football game at the same time as baseball. That's why for the short term you could do it.

ASSEMBLYWOMAN DONOVAN: All right. Then the other question I had with regard to the environmental attorney, because of the recent problem with the Giants and cancer, and

the whole area of Berry's Creek, HMDC, there's concern about the health situation. In terms of the environmental impact studies, is there a component part which will check the surrounding areas as well as the baseball stadium site for any potential problems? Or is that cleaned up as a result of this?

MR. GRAY: Yes, in the context of the joint hearing agency process. Before the Meadowlands and the DEP. We have to address all of the environmental impacts the project, both in the Town of Lyndhurst and in the surrounding Meadowlands communities.

ASSEMBLYWOMAN DONOVAN: The results of that test, of course, are public record, but then depending on what those results are, there will be some kind of cleanup done if there's a cleanup necessary?

MR. GRAY: Well, we're going to have to, in the process of carrying through with the project, which again, involves the closure of the landfill, yes, do all these things which would improve the environment, including the closing of the landfill itself which stop for instance, the leachate that now comes from those landfills and just go as uncontrolled into the waters that is streaming to that area. So, implementing the project itself would have the positive impact of stopping that.

ASSEMBLYWOMAN DONOVAN: Thank you.

ASSEMBLYWOMAN RANDALL: Thank you. Just several more questions, not for Mr. Gray, but for Mr. Mulcahy, if you can help us out. I have a question here before me which is not mine. I don't entirely understand it. But the question reads as follows: Is the Sports Authority presently seeking a refund of \$60 million from State funds, and if so, when, and/or why, I presume, is the nature of that question? I'm not familiar with it. I don't know if you can answer that for us.

MR. MULCAHY: There is presently legislation in committee that relates to a so-called equity fund bill which is in committee in both houses at the present time.

ASSEMBLYWOMAN RANDALL: All right. To my knowledge it hasn't moved out of committee--

MR. BUGEL: (speaks from audience) But that doesn't answer my question. Are they seeking a \$60 million refund from the State general fund? And if so, why?

ASSEMBLYWOMAN RANDALL: To repeat the question, that's as you have it directly. I'm not familiar with the bill, but presumptively, that proposal is embodied in legislation which is pending before both houses, as I understand it now. I've not seen any movement in that legislation. But can you help us with that?

MR. MULCAHY: Well, the bill is a subject of a committee hearing. The impact of the racing revenues over the last years from casinos and the lottery has been significant. We have not argued with that public policy.. But our concern was -- the only State having all three forms of gambling -- that there had to be a recognition that this impact had taken place.

In response to that, we've looked at the debt structure of the Authority and between 2007 and 2020, there's a series of capital depreciation bonds totaling about \$350 million of principal and interest that could redeemed by \$35 million in cash in 1991. Part of this proposal is to redeem that because of the significant savings that are involved there in which time those proceeds -- the cash -- will then turn around and go to the State from the Sports Authority. So, it's a fairly complex issue, but in the short term it fits.

ASSEMBLYWOMAN RANDALL: I thank you for attempting to condense it. I have a feeling that Mr. Bugel may even talk to you even before you can get out the door and talk to you about it.

MR. MULCAHY: Fine. He can talk to me outside. Sure.

ASSEMBLYWOMAN RANDALL: Because he's sitting behind you, so it's going to be tough for you to get out the door

without, I think, trying to maybe go into a little more detail on it with him. And a logical question: What would our stadium be used for when there aren't baseball games being played there?

MR. MULCAHY: Well, part of the concept of this proposal is that it would be a stadium that was built specifically for baseball with a grass field in an open area kind of facility. We have not projected into the revenue other uses, for it. Obviously there are things that you might be able to do, but we've not projected them in there at this time.

ASSEMBLYWOMAN RANDALL: Are there conceivable other uses based on experience with other stadiums?

MR. MULCAHY: Well, yes. There are things you can do, but it depends on the schedule and what we use the other facilities for. Basically, the arena is used for the a lot of other things that you might use a stadium for.

ASSEMBLYWOMAN RANDALL: Do you see viable uses? Since we have an arena already, do you see viable other uses in existence?

MR. MULCAHY: There may be some, yes.

ASSEMBLYWOMAN RANDALL: All right. Do we have an additional member of the public who would like to speak?

MR. BUGEL: (speaks from audience) I have one question.

ASSEMBLYWOMAN RANDALL: What is your name, sir?

MR. BUGEL: Mr. Bugel. I'm from 240 Sanford Avenue, in Lyndhurst (inaudible). I have one question. For all you people who are up here right now. We've got the main stadium, we've got the race track, we've the arena. What does Lyndhurst have to gain by putting a stadium there right now? How much of a tax break are we going to gain by putting this stadium up? How much is this going to reduce our taxes? You (inaudible). Great. Great. How much is the tax rate going to come down? (inaudible) We don't care about a stadium. How about the tax

rate? When you get down to the last (inaudible) arena, or whatever? How much are we going to get back in the taxes? You've kicked us around. Let's talk taxes now. Let's get to the facts. Let's talk taxes.

ASSEMBLYWOMAN DONOVAN: Thank you. And Angelo (unidentified member of audience), it's always nice to see you at meetings. I know you weren't able to be present for the other part of the hearing. What the people have testified to, Angelo, and that's what the answers are that we have today, is what Mr. Mulcahy said, that until the bond issue passes, the sports stadium will not talk to the Township of Lyndhurst in terms of what payment should be received and what responsibilities there would be. Once the issue has been passed, then the sports authority would sit down with the Mayor and Commissioner in Lyndhurst and go over what costs there are and what benefits there would be. Now, that, as Commissioner DiLascio pointed out before, is not maybe a terrific position for Lyndhurst because he's concerned about bargaining power.

UNIDENTIFIED MEMBER OF AUDIENCE: I agree with (inaudible)

ASSEMBLYWOMAN DONOVAN: Okay. Thank you, Angelo. But I'm talking now. But that's one of the factors that is going to have to wait until we see whether or not the bond issue is passed. What the Sports Authority has said is that it's too early for them to sit down with Lyndhurst until after the stadium is built, and they can't make any decisions about that until after-- Excuse me. I didn't say that correctly. Until after the bond is decided. That's your answer, Angelo.

MR. MULCAHY: One of the comments that I'd like to make is in reference to the finance director's statement. One of the reasons this property hasn't been developed is you're talking about \$20 million plus the cost just to take care of this landfill. So, that before they could ever get any revenues out of this thing, somebody's got to deal with that.

And that's one of the reasons nobody has jumped in to do anything. I just want to point that out as a significant factor that's been a deterrent to the use of this thing.

ASSEMBLYMAN KAMIN: That's part of the \$71 million?

MR. MULCAHY: Yes.

ASSEMBLYWOMAN RANDALL: Yes, Commissioner?

COMMISSIONER DiLASCIO: (speaks from audience) I have to answer. Whether the stadium goes in or not, that landfill is going to have to be closed.

MR. MULCAHY: No. I didn't say that. All I said was--

COMMISSIONER DiLASCIO: Well, that's what (inaudible).

MR. MULCAHY: No. I said somebody was going to have to put up the \$20 plus million to do it, and that's why it hasn't been done.

COMMISSIONER DiLASCIO: That's what we have to pay, whether the stadium goes up or not.

MR. MULCAHY: That's correct.

COMMISSIONER DiLASCIO: And the taxpayers are paying it. So, whether it's coming out of the left pocket or the right, the landfill will be closed, whether it's the (inaudible) later. The landfill will be closed, and the building will be paid by the taxpayers.

ASSEMBLYWOMAN RANDALL: All right. Thank you. It's been a long afternoon. Let me, suggest that we've got all the officials from the State still here. They've been here this long, I'm going to ask them to remain after we formally adjourn. I would like to wrap up the formal testimony and ask Mr. Mulcahy and the legal counsel and their traffic expert from Vollmer Associates and if they will at least stay, maybe there are still some questions. I'm sure we can be here for a few more hours and not answer every question that everyone here might have.

But let me thank all of you who have chosen to come, especially those who took significant personal time from some

of your employment or family time and came here to air some of these views. I see the reporters are here. I hope they pick up some of the exchange of information and with that, I'm going to conclude the formal hearing. Thank you very much.

**(HEARING CONCLUDED)**

**APPENDIX**

APPENDIX



JOSEPH A. SULLIVAN, CHAIRMAN  
MICHAEL KARDON, VICE CHAIRMAN  
DORIS I. PRUD'HAUX, TREASURER  
FRANK E. RODGERS, COMMISSIONER  
RICHARD TISSIERE, COMMISSIONER  
WILLIAM J. FLANAGAN, EXECUTIVE DIRECTOR

## NEW JERSEY TURNPIKE AUTHORITY

(201) 247-0900

NEW BRUNSWICK, N. J. 08903

October 14, 1987

Assembly of the Municipal Government Committee  
c/o The Honorable Edward Kline, Chairman  
1333 Atlantic Avenue  
Suite 303  
Atlantic City, New Jersey 08401

RE: Public Hearing Concerning P.L. 1987, c. 276,  
Baseball Referendum

Dear Assemblyman Kline:

On behalf of the New Jersey Turnpike Authority, I am writing to support the N.J. Sports & Exposition Authority's (NJSEA) proposal to construct a new baseball stadium in Lyndhurst, New Jersey. As you know, as part of the Turnpike Authority's proposed widening project, it has planned a new Interchange 15WA which will link the main line of the Turnpike to a connection to Route 17 South (15WA Interchange). Among its other benefits, the construction of the new 15WA Interchange would enable the baseball stadium project to be viable in terms of providing for the traffic generated by baseball events.

In addition, the 15WA Interchange will effectively reduce demand on Route 3 between the Turnpike and Route 17 by the equivalent of one travel lane in each direction. As a result, peak hour level of service on this link is expected to improve considerably.

The Turnpike Authority and the NJSEA have through a coordinated effort insured that the layout of the new Interchange is consistent with the site plan for the baseball stadium and the effective functioning of the Turnpike. Indeed, the conceptual layout of the Interchange has been designed by the Turnpike Authority's consultant. This layout was approved both by the NJSEA consultant and the NJDOT.

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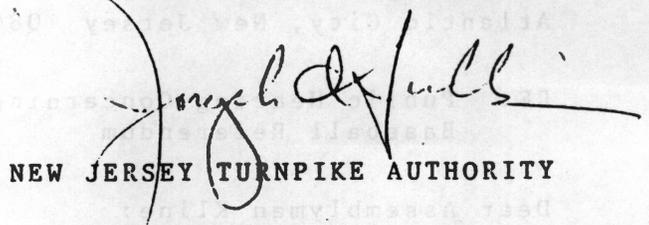
NEW JERSEY TURNPIKE AUTHORITY

Assembly of the Municipal Government Committee  
c/o The Honorable Edward Kline, Chairman  
October 14, 1987  
Page Two

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For the above reasons, in the context of the public hearing which will be convened on October 19 to consider the referendum question, I would like the record to reflect the Turnpike Authority's support for the construction of the new baseball stadium in New Jersey.

Very truly yours,



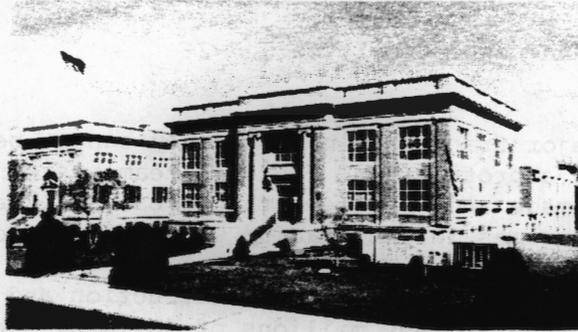
NEW JERSEY TURNPIKE AUTHORITY

JOSEPH A. (BO) SULLIVAN  
Chairman

2x . xl

Commissioner  
JAMES M. GUIDA  
Director of Department of Parks

RICHARD PIZZUTI  
Superintendent of Parks



TOWN HALL

RUTH A. WOERTZ  
Secretary

MARY ANN LA POLLO  
Administrative Clerk

**OFFICE OF THE DIRECTOR**  
**Department of Parks and Public Property**

250 Cleveland Avenue  
Township of Lyndhurst, New Jersey 07071  
Phone: (201) 438-0060

TO: The Assembly Municipal Committee

DATE: Monday, October 19, 1987

I am sorry that at this time I cannot attend this hearing, but, as the former Mayor of Lyndhurst who proposed the siting of a Stadium in our township to the Sports Authority, I feel compelled to be heard on this issue.

The impact of this facility not only on Lyndhurst, but all of Bergen County can only be positive. The location is an ideal one if for only its proximity to all the major arteries and the rail line that runs through it. It will also be a giant step in finally making that area into part of De Korte State Park instead of a garbage dump with the zoning for housing which Lyndhurst has always been against.

The agreement to extend Route 17 through our meadowlands should eliminate much of the traffic on Ridge Road. The agreement to widen the Turnpike and put an Exit 15WA into Lyndhurst will help our township and the construction of a parking lot will also be a big plus for Lyndhurst commuters.

The agreement to close the dump site will save Bergen County millions of dollars and will finally put an end to a very unsafe and unsightly environmental hazard.

To have major league baseball in New Jersey should bring pride to everyone of its citizens, to have a major league team in the town of Lyndhurst instead of garbage dumps, housing centers or shopping malls is something every Lyndhurst citizen should be striving for.

The argument that the baseball team might lose money or that the State should not be taking the risk of putting money into a major league stadium is one that would take away the initiative that makes this State a great one. The amount of pride generated

*"The Interest We Show Will Give Us The Type Of Community We Deserve"*

3x

October 19, 1987

by having a major franchise in New Jersey cannot be measured in only money. Having a professional football team has done much to enhance New Jersey's image and I believe that a baseball team that plays eight-one (81) games in its stadium will do even more.

Surely, the work generated in the construction and maintenance of the stadium will bring in many millions of dollars. Thinking positively, a first class team in a first class location will bring much more monies then expended.

To those in Lyndhurst who are stating they cannot say yes to a stadium until they see the monetary figures, I say you are once again trying to fool not only our citizens, but yourselves as well, for you certainly know there is a referendum in November and you have to vote yes or no. If there is no vote by you, you are in effect trying to defeat this referendum. One way or another a decision to build or not to build in Lyndhurst will be decided by this referendum.

I urge all my fellow citizens to vote "YES" for a stadium on the ballot.

James M. Guida  
Commissioner

4x

8

Oct 19, 1988

Comments From:

Hackensack River Coalition

represented by: Martin A. Kruegel

298 Gauthier Ave. Oradell.

Opposed to stadium site:

1. meadowlands under heavy stress from private development and state of N.J. should not ~~be~~ proposing a project the scope of wh. would adversely ~~be~~ effect the King rd Creek & Summit Creek wildlife area Barrys Creek and the Hackensack River.
- 2) The stadium site and proposed Turnpike exit would destroy ~~the~~ meadowlands that currently serve as a buffer for the ~~stadium~~ aforementioned wildlife area.
- 3) The proposed site is partially on an old landfill. We find it ~~incredible~~ inconceivable that the state will propose the disturbing of a landfill ~~against~~ during the current garbage crisis.
- 4) The state government should be taking the lead in attempting to preserve the Hackensack meadowlands - by supporting the stadium project at its current site the gov't is ~~defeating~~ ~~its~~ ~~obligation~~ ~~of~~ ~~protecting~~ the public welfare. ~~XXXX~~ 5X

Oct 19, 1953

Comments from

Hackensack River Coalition

reported by Martin H. Kumpf

525 Center St. Newark, N.J.

Opposed to station site

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