

Salem County Solid Waste Advisory Council (SWAC)  
Meeting Minutes  
Monday, March 31, 2025; 6:00 PM  
Salem County Improvement Authority Office  
286 Welchville Road, Alloway NJ 08001

CALL TO ORDER

Executive Director Acton called the meeting to order and welcomed the crowd. She also informed the audience that the meeting was being recorded and asked if background noise was kept to a minimum to ensure speakers could be heard by the audience. She also asked that all speakers introduce themselves, their municipality, and to speak directly into the microphone to ensure recording quality and accuracy.

OPEN PUBLIC MEETING STATEMENT:

The meeting was turned over Solid Waste Advisory Council Chairperson Mayor Ed McKelvey, who read the also Open Public Meeting Statement: "Notice of this meeting has been provided to the public in accordance with the New Jersey Open Public Meetings Act by publication in the South Jersey Times and Elmer Times newspapers, by posting notice in the SCIA Office, Facebook page and SCIA website. Copies of the minutes will be posted on [www.scianj.com](http://www.scianj.com)."

PLEDGE OF ALLEGIANCE

SWEARING IN OF NEW SWAC APPOINTEES AND ROLL CALL:

New Members Mr. P. Bomba of Carneys Point and Mr. E. Meschi of Upper Pittsgrove were sworn in by Mr. Michael Aimino, Esq.

Roll Call:

Member/Municipality	Present	Absent
McKelvey/Alloway	X	
Bomba/Carneys Point	X	
Nolan/Elmer	X	
Hogate/Elsinboro	X	
Bradway/LAC	X	
Mannington		X
Homes/Oldmans	X	
Scott/Penns Grove	X	
Thompson/Pennsville	X	
Crevino/Pilesgrove	X	
Hughes/Pittsgrove	X	
Hannagan/Quinton		X
Angeli/Salem	X	
Meschi/Upper Pittsgrove	X	
Stemberger/Woodstown	X	

## SPECIAL RULE OF ORDER

Chairperson McKelvey stated that the Rule of Order will be like the January 29, 2025, meeting. There shall be a five-minute time limit per speaker, you are not able to donate unused or the assumed 5 minutes of other audience members.

## MINUTES

Minutes from January 29, 2025, SWAC Public Meeting have been distributed to SWAC Members prior to the start of this meeting for review. Have we a motion to approve January 29, 2025, SWAC Public Meeting minutes?

- (M) A. Scott, PennsGrove
- (S) B. Angeli, Salem City
- (Abstain) P. Bomba, Carney's Point

Motion carries by voice 13-0.

## OPENING REMARKS

The Salem County Solid Waste Advisory Committee (SWAVC) acts in an advisory capacity to the Salem County Commissioners for matters involving the Salem County Waste Management Plan. One of the duties of SWAC is to review applications for inclusion into the County Solid Waste Management Plan (SWMP).

One of the duties of SWAC is to review applications for inclusion into the County Solid Waste Management Plan. An inclusion into the Solid Waste Management Plan is required as the first step of a lengthy process to obtain permits from the NJDEP to operate a Recycling Center, Materials recovery Facility or Transfer Station.

### *For Members Information – Evaluation Criteria*

The SWAC's evaluation of the proposed facility and recommendation to the Commissioners will be based on the applications consistency with the following criteria:

- a. The proposed facility will provide for the proper management of solid waste and can be shown to be a complimentary component of the coordinated strategy for solid waste management
- b. The proposed facility will not have a negative effect on existing public efforts and legal responsibilities of Salem County to manage solid waste.
- c. The facility should not have a negative effect on public or environmental health, safety or welfare.
- d. The applicant has demonstrated the necessary competency, knowledge, resources, and experience to operate the proposed facility in accordance with all laws, regulations and the Solid Waste Management Plan.
- e. The proposed facility has proven technology (or innovative technology shown to be feasible) appropriate for managing the solid waste proposed to be accepted at the facility.

## GIORDANO PRESENTATIONS

Good evening, chairman and members of the Council. My name is Keith Davis. I am an attorney from the firm Nehmad Davis and Goldstein. I'm here on behalf of Giordano's Vineland Scrap Material LLC and their members. Many members of the Giordano family are here tonight: Mr. Brad Giordano, Mr. Matt Giordano, and Mr. Nick Giordano. As you've heard from Brad at the prior two hearings that took place. This is a family-owned business, multi-generational owned business based now in Vineland, but an entity that wants to make a substantial investment here in Salem County, through the proposed transfer station and materials recovery facility. I'm glad the chairman read into the record what is before you this evening. It's those criteria that the chairman set forth, if this facility comes into Salem County, how is it going to impact waste flow? How is it going to impact the Improvement Authority and their existing efforts to solid waste?

Mr. Giordano has provided testimony at the last two meetings. We think we've amply demonstrated that this is not only going to not negatively interfere with the Improvement Authority's role but also enhance it by providing a much-needed service to take recyclable materials within this region to this site and any residual materials that can't be accepted will be offered to the Improvement Authority. They're going to have a right of first refusal to accept those materials and they'll generate revenue. We think we squarely have satisfied that obligation. The other element is, are they reputable? They're going to do a good job. And I know a lot of you in the room have had an opportunity to tour Giordano's facility in Vineland.

I've had an opportunity to tour. Brad drove me around in the golf cart. Maybe some of you have had that experience. This is a top-notch well-run organization and facility in Vineland. And those same best practices that Giordano's have exhibited for three generations are going to be brought to this site. We think we've demonstrated that we satisfied that element of the criteria before you. And lastly this is what we heard a lot of at the last meeting, which I was not in attendance at in January, whether there's going to be a negative impact, as it relates to public health or the environment. We must remember what we're dealing with here. It's a dump. That's what exists now. It's a landfill that has not been capped. It is an environmental nuisance by its very existence, through the efforts of the Giordano family. That landfill is going to be capped, and that landfill is going to be cleaned up through the supervision of the State Department of Environmental Protection. And in place of it, a productive commercial use is going to be brought to the site through the facility as described. The facility is in the City of Salem. A city that wants this facility to be established in their community because it will create jobs, because it will be a tax rateable for the community, not only benefiting the City of Salem, but also Salem County. In terms of additional tax revenue compared to a site right now that's fallow, unproductive, dirty, environmentally contaminated. It's going to be cleaned up by virtue of what the Giordano family is proposing to do. This evening, I heard that the Mayor spoke at the January meeting, about the need for this facility so that Salem constituents have jobs, so that Salem is able to balance their budget with tax revenues. Those benefits extend not just to Salem, but to the County as well. A lot of the discussion at the last meeting revolved around traffic impacts. We understand with this use or any other use that can be established on this facility, there's going to be impacts. And among those impacts are going to be traffic impacts. So, what have we done since the last meeting? We hired Nathan Mosley from Shopshire Associates who prepared a traffic impact study. Your engineer has had an opportunity to review it. And Mr. Mosley is going to review his findings. There will be no deterioration of levels of service at affected intersections, and this use will not have an adverse impact compared to other uses that could be established on the property in

question. We've also had an opportunity to review Mr. McKelvie's Memorandum. We responded to it. I think it was a dozen pages or so of comments. We've responded to each and every one of those comments. We revised the plan of development. We have re-submitted those plans back to the Council and your professionals for review. Mr. Bill Parkhill, from Mid-Atlantic, is here this evening. He's the civil engineer on the project. He is going to review. The plan changes that were made to address those comments. Coming into this meeting, I know we are not going to satisfy each and everyone in the room. What I ask you to do is to focus on the criterion that's before Council members. Is this a site that when operating will not negatively impact Salem County Improvement Authority and waste flow? Is the Giordano family? Reputable business operators who will do a good job managing this facility? And with the plan changes and the traffic impact study that we've submitted. Will impacts that are related to this project be so negative that you don't believe that it can be recommended. I have two witnesses tonight. Obviously, Brad Gargano is here. He can come forward to answer any additional questions, but my principal witnesses this evening will be Bill Parkhill, civil engineer, and Nathan Mosley, traffic consultant.

Mr. Michael Aimino administers oath to Mr. Brad Giordano, Mr. William Parkhill and Mr. Nathan Mosley so that presentations can proceed.

Mr. Davis, Esq. introduced Mr. William Parkhill, a licensed engineer in the state of New Jersey since 2008, and principal engineer at Mid-Atlantic Engineering partners.

Mr. Davis: in your role, do you design plans for developments such as the one you're going to provide testimony to this evening?

Mr. Parkhill: Yes, I have.

Mr. Davis: And for other entities throughout the state of New Jersey in the field of engineering?

Mr. Parkhill: Yes

Mr. Davis: You've been engaged by the Giordano family to prepare the revised plans? The initial plans and now the revised plans that we've submitted, is that correct?

Mr. Parkhill: That is correct.

Mr. Davis: Can you describe the boards that you brought with us? What the site consists of and what the proposal consists of?

Mr. Parkhill: Yes. Certainly. The first board is sheet C 3.01, which was one of the sheets of the submitted conceptual site plans to the committee.

Mr. Aimino, Esq., requests that Sheet C 3.0.1 be marked as exhibit A1 and dated March 31, 2025.

Mr. Davis: And what does that show, Bill?

Mr. Parkhill: This is a site plan layout of the phase one improvements that would happen at the proposed site. I'll go through those in detail, Keith. The site is located on Tilbury Rd. The entire site consists of lots 2, 3 and 4 on Block 47 with a total lot acreage of 47.75 acres. Phase one would be the improvements including vehicular access off Tilbury, coming South into the site past a scale house with two scales. The initial structure would be a 50,000 square foot building. In that building, the most southernly 20,000 feet would be a metal buyback area. The remaining 30,000 square feet would accept construction/demolition debris and be sorted there. To the east of that building are garage bays where vehicles would back into the building. I want to highlight that no material will be offloaded outside of the building. All offloading of materials at this facility will happen within the confines of that proposed building.

Mr. Davis: And what you're testifying to Bill is this: the 50,000 square foot building is Phase one. Phase Two is simply an expansion of the building. The site improvements that you see here extending north of that building is an additional 50,000 square foot building.

Mr. Parkhill: This board is C 3.02 marked as Exhibit A2 with a date of 3/31/2025. This sheet is like the first sheet, with the addition of the Phase Two building located just north of the Phase One building we just discussed. Phase One will have 12 truck loading bays and 33 employees and public parking spaces. There are, as I said, four scale locations, 2 on the inbound, 2 on the outbound. Phase Two extends that building. As I said, another 50,000 square feet and constructs a 25,000 square foot building in the southwest corner of the site for storage of finished goods. Finished goods are materials that have been sorted within the facility and classified as commodities.

Mr. Davis: One of the questions in the review letter was building height and behind me we do have a rendering of the building. What does that show?

Mr. Parkhill: A three is a prospective rendering of the proposed building at the site. A modern state-of-the-art building is going to be established.

Mr. Davis: And one of the questions was building height.

Mr. Parkhill: The proposed building height would be 40 feet at this location. As I said, all offloading and sorting need to happen within the confines of this building. That's the reason for the size of the building.

Mr. Davis: When the trucks come in, they're going to back in and all of the activities are going to occur within the building, correct?

Mr. Parkhill: Yes. They will be backed in at least 10 feet into the building to offload anything.

Mr. Davis: We were also asked to clarify if the overhead doors will be open during normal hours of operation.

Mr. Parkhill: The doors are going to be closed. The doors will be closed during normal operating hours.

Mr. Davis: In addition to the revised plans that we recently submitted, did you also submit a letter responding to Mr. McKelvie's memo?

Mr. Parkhill: Yes, I did.

Mr. Davis: And do you believe that in addition to the testimony you just provided, that letter responds to his concerns?

Mr. Parkhill: Yes, it does.

Mr. Davis: You're familiar with the SWAC criterion? I summarized it in my opening. Is it a fair summary of what our burden is and what's before the Council and their decision-making process this evening?

Mr. Parkhill: Yes, it was.

Mr. Davis: I wanted to have you specifically focus on the impact with the plan of development that you've prepared, and you've submitted and just provided testimony to, do you believe this site will operate safely and efficiently? Safe for the disposal of the materials that will be brought to the site?

Mr. Parkhill: Yes, I did.

Mr. Davis: And do you believe there will be any substantial negative impact resulting from this development, if established, on this property?

Mr. Parkhill: I do not. And further, as you had mentioned, this is a former landfill that has not been properly closed. Part of the permitting process was to improve burden property. Construction of this facility would put that burden on the Giordano family. It would ensure proper closure of this landfill, which is an environmental benefit to the region.

Mr. Davis: In your opinion, as an engineer, you believe we've satisfied the criterion that's laid out on Page 3 of Mr. McKelvie's report?

Mr. Parkhill: Yes, I do.

Mr. Davis: That's all I have for Mr. Parker. Are there any questions from SWAC Members?

Mr. Hogate/Elsinboro: Are there any other options to change the entrance, instead of entering from Tilbury Road?

Mr. Parkhill: There's an existing scale there now. There were not any other areas that are feasible for access to this site. As you know the site is surrounded. There's a tributary to the Salem River to the South and to the east of the property. That is why the access on Tilbury Rd. was chosen.

Mr. Davis: Do you have existing geographic considerations that prevent you from having access from anywhere other than that road? Is it the stream that you just provided testimony to?

Mr. Parkhill: Yes.

Mr. Bomba/Carney's Point: The upgrades to the site other than the building, the capping, etc. How soon will that commence and be completed? Will it be concurrent with the construction or would it be provided prior to?

Mr. Parkhill: It would be performed concurrently with construction but would need to be completed prior to the site can operate. So, before we could get a CO, we'd have to be fully capped and that would have to be approved by NJDEP.

Mr. Bomba/Carney's Point: Thank you. Are you proposing a fence?

Mr. Parkhill: Yes. We are proposing fencing the site.

Mr. Bomba/Carney's Point: Thank you.

Mr. Davis: Any there any other questions for the engineer? All right, very good. Thank you, Bill.

Mr. Davis: I'd like to bring Mr. Mosley forward. Mr. Mosley is sworn in by Mr. Michael Aimino, Esq.

Mr. Davis: What licenses do you hold in New Jersey?

Mr. Mosley: I have a professional engineer's license here in the state of New Jersey. I've been licensed since 2010. I have a civil engineering degree from Drexel University and I'm also a certified municipal engineer in the state of New Jersey.

Mr. Davis:

Yes, you are a licensed engineer since 2010 correct, correct. And what do you specialize in? What type of engineering?

Mr. Mosley: Yeah. So, I'm a managing partner with Shropshire Associates. We're a traffic engineering company in the state of New Jersey. We specialize in work throughout the state for private and public development projects, anywhere from traffic studies, parking studies, roadway safety audits, down to roadway design plans, and traffic signal installation plans. We do noise analysis. We do work with DOT and eminent domain work, and I've qualified as an expert and testified before the Warren County Solid Waste Advisory Committee in the past.

Mr. Davis: Any questions about this? Witnesses. Qualifications. No, very good. All right, Nathan, you've been engaged to prepare a traffic impact study related to the proposed use, is that right?

Mr. Mosley: Yes, that's correct.

Mr. Davis: And you've reduced that to writing. Can you review that for writing the rest of the study?

Mr. Mosley: There is a study, and we've submitted it as part of this application.

Mr. Davis: And we've submitted it as part of this application, is that correct?

Mr. Mosley: That's correct.

Mr. Davis: Thank you, can you summarize your findings to the Council?

Mr. Mosley: Sure. I'm going to go over it. If you have any questions, feel free to ask. I'm going to be as detailed and thorough as possible and just explain the methodologies and the things that we do whenever we prepare a traffic impact study, whether it's for this type of project. Or something else throughout the state of New Jersey. These are standard practices that we do for any type of project we do. These are practices that are accepted by towns and counties and the Department of Transportation within the state. The methodologies that we use are used throughout the state and accepted throughout the state as well as throughout the country. This is really a standard method of analysis determined with any type of impact of the proposed development, on the adjacent roadway network and the other thing you always do is look at the specific development of access points. Since we have a single driveway, we want to ensure that we can provide safe access to and from whatever is being developed, as well as for safe on-site circulation for that specific use. That is what we're tasked with doing whenever we prepare a traffic impact study for a project. So, we prepared a traffic engineering assessment report. That report was dated March 25, 2025. The first thing that we always do is to go out and see the site. Go out and see the existing roadways in that area. I've been out there on a couple of occasions to see the existing conditions, see the existing roadway network, see where the main routes to and from this site would be both for passenger vehicles and for trucks. After that we perform traffic counts, and those counts are done by putting a person at the designated intersections. We study locations and by having that person count all the vehicles, all the turning movements that happen at those intersections for a designated period. For this specific development, we have an overall plan, and that plan is in front of you. I just kind of talk to you about the plan that's in front of you.

We did counts at 5 existing intersections in the area. Those counts were done from 6:00 AM to 9:00 AM in the morning on a typical weekday, and then in the afternoon those counts were done from 2:00 PM to 6:00 PM. And the reason for the extended counts in both the morning and the afternoon was that we wanted to ensure that we could cover your typical commuter peaks when people are going to and from work. We want to make sure to



capture school traffic that may happen, whether its parents taking their kids to and from school or students themselves driving to and from school, school buses, those types of things, and also because it's industrial use and within a slightly industrial area. We want to make sure that we cover typical industrial peak times, which sometimes happen outside your typical commuter peaks. Therefore, we did three (3) hour counts in the morning and we did four (4) hour counts in the afternoon. The accounts were done on February 26th of 2025, and they were done at the following intersections: Front Street and Grieves Parkway, which is just to the northeast of the site. Greives Parkway is really the main intersection that when you're going to and from this project that you'll be travelling through. Whether you're working at this facility or bringing products to or from this facility, that's really the main point of focus for traffic going to and from the site. Then we went further out from that along Grieves Parkway. We counted the intersection of Grieves and Chestnut. We also counted the intersection of Grieves Parkway and Oak and then in the other direction, if you were to go left out of this site and go to left or I would say to the South, we also kind of the intersection of Tilbury and Sinnickson Landing Rd. and then also, as Tilbury goes back around we counted the intersection of Tilbury and Chestnut as well. So, all five of those intersections were counted during those peak periods. What we saw was that when we looked at the data that was collected, the peak time or the peak hour, which is really what we focused on.

Whenever you do a traffic study, you look at that busiest one hour in the morning and then busiest one hour in the afternoon. What we found was that for the area closest to the residents, which are to our, to my left or to the South, the peak hour in the morning was from 7:30 to 8:30 and the peak hour in the afternoon was from 4:30 to 5:30. So pretty comparable with either your school time in the morning and your commuter times with people going to and from work in the morning or the afternoon. We were looking a little bit further out, looking along Greaves Parkway, which is kind of the next major roadway closest to the site. What we found was that the morning peak hour in that area was about the same. About 7:15 to 8:15 and in the afternoon, the peak hour was from 3:00 PM to 4:00 PM. So, a little bit earlier, there will be a little more traffic. That happened a little bit sooner in the day, but again, those were the peak hours. Those were the busiest one hours at each intersection for the studies that we did. So, once we've determined the peak hour both in the morning and the afternoon for each intersection, then we want to look to the future conditions because we've established the existing conditions at that point from a traffic perspective for each intersection. Then we want to look at the future conditions and we can establish the conditions at that point in time. To determine the future conditions, we want to look at a couple different things. One thing is we want to just do general background growth. Obviously, the facility is not going to be constructed instantaneously. It is not going to be operational tomorrow, if it's approved. It will take some time to ramp everything up and get it to a point where it's at full capacity. So, we look to the future conditions and when that happens, because we want to be as conservative as possible and ensure that we're kind of accounting for any potential growth and traffic that may occur as well as the traffic directly to and from the site that will be generated by this development, we determine the background growth, as we call it, is we use the (DOT), the New Jersey Department of Transportation's annual background growth table. It's just a table dividing the state within the different counties and different roadway classifications. And they give you an annual background growth rate for those different sections. You take the section

that's most applicable to this location, specifically the roadways in this area, and you take that background growth rate, and you apply it over however many years until you've come up with the future conditions that assume background growth. What that does it accounts for other projects that may be happening in the area and just general background growth and development that happen throughout Salem City and throughout Salem County as well. Once we've applied that, we have our future conditions, and we call those the no build conditions. Those are distinctive from what we'll call the build conditions in that that's the future conditions without any traffic from this proposed development, the build conditions will be the future conditions with the associated traffic from this project. To find out what the build conditions are, the next thing we really look at is the traffic that's generated by this use. And that's really the critical thing in most of the traffic studies that we do is how much traffic will this use generate during those peak hour conditions. This is a very unique use. You don't see these obviously everywhere. It's not as common as a fast-food restaurant or a Wawa or a commercial building. Those types of things. So, we really do look at the specific nature of this project. When talking to the applicant and talking to the operators, they have a lot of experience, obviously in how this works and how this runs. They know how many employees they're going to have and that type of thing. We got that information from them, and we developed this trip generation analysis specific to this project. Based upon information provided, they anticipate once everything is fully built out and operational at most approximately 40 employees working at the site potentially in the future, once everything, all the phases are completed. Assuming we have 40 employees, in addition to that they anticipate a certain number of vehicles or trucks, deliveries, pickups, etc. Larger trucks, larger types of vehicles coming in and out. Delivering material taking the product back out, those types of movements. Based upon the information they provided, we then come up with a peak hour trip generation analysis. To be conservative for the truck traffic specifically, we assume that 10% of the vehicle movements will happen during both the AM and PM peak hours. Most likely more of the traffic will be off site, but if you're looking at a larger, longer 12 hour day, if you assume that 10% happens during those two peak times, that's very conservative in nature and pretty common with most types of development projects, however, in order to be super conservative with regards to the number of employees, we assume that all the employees are going to arrive in the morning during that one peak hour, and they're all going to depart in the afternoon during the same peak hour. Most likely they'll come in and shifts throughout the day, but we want to be as conservative as possible when looking at the traffic generated by the site. Once we ran all those numbers, we came up with our AM and PM peak hour generation for this site and based upon that analysis, it's anticipated that the site will generate about 70 total trips during the AM and the PM peak hour. A trip is anyone either entering or exiting the site. Obviously, the employees are all coming in in the morning. They're all exiting in the afternoon. The deliveries in the truck activity are kind of coming in and out throughout the day, so again the AM and PM peak hour, those busiest 1 hours in the one hour in the morning in the afternoon, we anticipate about 70 total trips or just over one trip per. So again, with visits, one hour is one hour in the morning afternoon. We anticipate about 70 total trips, but these are over one trip per minute per minute peak times. And again, that's very conservative. We want to be as conservative as possible when evaluating the traffic, and that's standard for any type of project. Once we determine the amount of traffic to be generated by the site, we want to determine where that traffic is going to be traveling to and

from to get there. In this case, because it's the type of facility that it is, it's recycling facility you have passenger vehicles, many for the employees, and you have larger truck type vehicles for the deliveries to and from. So, we're looking at the distribution of traffic for this project we split it up into those two types of vehicles, passenger vehicles and what we just call trucks. For passenger vehicles, we assume that the employees for this facility will be coming from the general area around the site somewhere within Salem County within Salem City or in that immediate area. We looked at existing travel patterns based on the traffic counts that we did, and we assigned the traffic to the adjacent roadway network accordingly during both the AM and the PM peak hour. However, for the trucks, we're obviously cognizant of the fact that there's going to be truck traffic for this use, and we want to ensure that we look at the travel routes to and from. I'm sure the applicant can tell you he has a lot of control over how those trucks are routed. They have personnel that are specifically on the site to control the routes that trucks take to and from the site. We can work with the county and with the SWAC to try and further enhance as much as possible through signage and other methodologies, if there's any concern about ensuring that we can direct trucks correctly to and from the site. There's really going to be two primary routes for trucks, and I brought a couple exhibits along to show and describe those routes.

This is the route for trucks traveling to and from the site and the 295 New Jersey Turnpike area. We anticipate probably about 80% of the vehicles coming to and from this site to be coming through this route to and from. The site is down here at the bottom of the screen in red, and then this area up here is where NJTP Exit 1, 295 and all those areas come together as well, near Pennsville. The anticipation is that vehicles coming from the Turnpike and 295 will get off and come down Hook Road, which is a designated county route until they intersect Route 49, which is a designated state route, then come down 49 to where it becomes Front Street over onto Greives Parkway or Parkway to Tilbury, to the project itself. When driving around this area, when looking at all the existing roadways, you know all the roadways in this area really are either state highways, they are county roadways, or, in the case of Grieves Parkway, there, a designated truck route going around Salem City. There's signage out there today that shows that that is an existing truck route, and we've really worked to ensure that the trucks themselves will stay on those state highways, those county roadways and the designated truck routes, which is where they're supposed to be. Those types of roadways are designed for the travel of trucks throughout the entire state. That's where they're supposed to be. That's where we really worked through this to try and determine a designated truck route for this project. So that's trucks coming to and from the 295 and New Jersey Turnpike area. And then the other route that we looked at (exhibit A5). This would be for truck traffic coming to and from the existing Giordano's facility in Vineland, which is to the east. So, the Salem City site is here, the Vineland City site is over on the right-hand side, and the anticipated route or the designated route will be Greives Parkway. Utilizing Route 49 through Quinton then taking Columbia Hwy. and Finley Rd, which are designated county roads back over to Route 56 straight over into Vineland and the facility itself is right at the intersection of Route 56 and Mill. So again, we can travel to and from and between those two sites – the existing site in Vineland and the proposed site here in Salem City via designated truck routes via designated state highways and county roadways. So those are the two truck routes that we anticipate being used for this facility. Again, about 80% of the traffic we anticipate coming to and from 295 in the New Jersey Turnpike,

and about 20% traffic going to and from the to the existing facility and this proposed use. So once all that traffic is added to the adjacent roadway network, then we want to look at the future conditions under both the no build kit scenario and under the build scenario to see if there's any impact as a result. The way that we analyze impact is we do what is called a level of service analysis. Levels of service are a way as a traffic engineer that we can evaluate intersections, roadway segments, driveway locations, whatever they may be, and the levels of service take into account the capacity of a roadway or an intersection to accommodate vehicles or trucks. Levels of service are a way as a traffic engineer that we can evaluate intersections. The turning movements that are occurring, the volume of those movements that are occurring, whether the intersection is stop controlled or signalized, whatever it may be, those are all factors that go into the levels of service. Levels of service are graded from a level service A, meaning minimal delays and plenty of additional capacity available at a location; down to a level service F, meaning you're maybe waiting for a minute or two to make a left-hand turn, or you're sitting there at a traffic light for two or three cycles trying to get through or those types of things where you have an intersection where the volume at that intersection is already approaching the capacity, and any additional volume is really going to put it over the top from an operations perspective. So, level service A is really, good; service level F will have a lot of delays that are occurring and capacity at that intersection. Just as a frame of reference for you, NJ DOT when they're looking at any stop-controlled intersection or a new driveway on a state highway, they consider a level of service D or better to be a good level of service. So, ABC and D are all considered good under the DOT criteria and the current access code. Service level E they will look at that level service. They'll really look at that and want to maybe see some mitigation if you are adding traffic at an intersection or a location that's already what they call failing from a level service perspective. So, we did this for all the intersections I described earlier, as well as the driveway location on Tilbury. And I'll just give a brief quick summary of that as well. Working my way outward and then coming back to the intersections closest by. When we start at the intersection of Grieves Parkway and Chestnut, the stop control movements currently operate a level service B during both the AM and PM peak hours. The left turning move from the main road onto the side streets operated level service a during both peak hours. What we see going forward from existing to the future conditions, both with and without our traffic generated by our site, those movements and those approaches and turns will continue to operate the exact same levels of service level service A and level service B during both the AM and PM peak hour. Coming a little bit closer, Grieves Parkway and Oak, again under existing conditions, level Service B on the stop-controlled approaches; level service A on the main road; and again, when looking at the future conditions they will continue to operate the exact same levels of service during both the AM and PM peak hours. Again, level service B or better. When you go down to the intersection of Chestnut and Tilbury, which is kind of like the backside of the project, you're going back past the residential area, that intersection itself, both movements today operate level service A; and again, they'll continue to operate at level service A in the future. We're not anticipating a significant amount of traffic being added to that area because it really is not going to be the route for trucks in any way. There may be a few employees that use that route to get to and from if they live closer to that area. The same for the intersection of Tilbury and Sinnickson Landing. That intersection today operates level service A. It will continue to operate at level service A in future conditions,

again minimal traffic being added there, just passenger-vehicle traffic, no truck traffic being added in that location. And then finally the intersection is most prominent, which is the intersection of Grieves and Front Street and Tilbury. Really, that's our focus for the for the traffic for the site. That intersection today operates level service D for the Stop control/Yield control approaches and a level service A for traffic going into Greece Parkway or towards Tilbury and towards the site itself and in the future even with the additional traffic from this site during the AM and PM peak hours, that intersection will still continue to operate the exact same levels of service during both the AM and PM peak hours. The last thing I'll note is the driveway itself, here on Tilbury. Again, assuming stop control on the outbound side, left turn movements in those movements will operate A level service a during both the AM and PM peak hour. What does all that mean as a traffic engineer? Really the existing roadway network in the area has the capacity available to accommodate additional traffic, whether it's from this project or anything else. What it shows is that there you know, obviously there may be a little bit of a delay. Those delays really won't change the volume of traffic, do not substantially change or increase as a result of this project, and the intersections themselves. The study locations that we included, those intersections that are closest to this project, they'll continue to operate like the way they do today, you'll feel similar types of operations and delays as you're going through there. And so, it's really no impact is a result of the traffic from the site. The intersection themselves can accommodate the additional traffic that we anticipate for this use. And it's my opinion really that there will be just a minimal impact because of the additional trips from this development itself.

Mr. Davis: You mentioned other uses. Obviously other facilities could be established on the property in question. Those two would have traffic impacts, truck impacts potentially related to them either comparable or perhaps worse than what is proposed for the facility here.

Mr. Mosley: Yes, that's right. I mean, under the current zoning for the property, there are other permitted uses that would have similar types of traffic from passenger vehicles to tractor trailers to trucks and would have similar volumes during peak hours or even potentially higher depending upon the amount of development that you put on to the project itself for the list of things we had an opportunity to review.

Mr. Davis: Onto the project itself. For those specific uses, have you had an opportunity to review the plans that Mr. Parkhill provided testimony to us to the site plan and its access points?

Mr. Mosley: Yes

Mr. Davis: Are you familiar with how trucks and other vehicles will circulate on site?

Mr. Mosley: Yes.

Mr. Davis: Do you have an opinion as a traffic consultant as to whether it will be able to do so safely?

Mr. Mosley: Yes. So, I think the way that it's been designed as you can see here on the exhibit A2 from bifurcating the inbound, the outbound movements having really two separate driveways to really separate those traffic that traffic. From providing oversized drive areas and aisles so that the larger vehicles can turn around as they are performing back-up maneuvers in and out of the building. All of those things from the aisle with to the radii to all the parking areas. They've all been designed with the intention of accommodating the larger vehicles that would come with this type of use. in and out of the building. And they've been designed with generally accepted traffic engineering and engineering standards, and it's my opinion based on the design that you know, this site can safely accommodate those types of vehicles for both ingress and egress movements as well as for on-site circulation.

Mr. Davis: One of the criteria before the Council is a demonstration that the facility shall not have a negative effect on public or environmental health, safety or welfare from a traffic perspective. From a traffic perspective, do you believe the applicant has satisfied that criterion here?

Mr. Mosley: Yes, I do. From a traffic perspective in that we don't see any change in those levels of service, and we have good levels of service at the nearby study locations. The driveway itself, on Tilbury, has been designed in accordance for safe maneuvers for those types of large design vehicles both in and out, and again just from the conclusions of the report I do agree with it.

Mr. Davis: Thank you. Are there any questions from Council members?

Mr. Hogate/Elsinboro: About the traffic going into Elsinboro Township, which is CR 625 CR 627, which is South Tilbury to 661, which is Tilbury Road. Can you explain to me again why the traffic study was done in this area, because it's sort of like it's kind of going around the block. And it's quite a big block. Tell me the reason why there was a traffic study conducted there. Because it seems to me if except for an Elsinboro Township resident is working there, all these other vehicles, why would they use that roundabout instead of just driving directly to Tilbury Road to the entrance?

Mr. Mosley: That's a good question. You know, really there was kind of two aspects to how I approach this, this report and this and the study locations that we chose. One was, knowing the primary accesses out to Greives Parkway and that route we wanted to ensure that we could look at those main locations along Grieves Parkway closest to the project to ensure there was capacity to accommodate and not going to be an impact as with traffic. The reason for looking at those other intersections to the south and of the project itself was not because of an anticipated substantial increase in traffic but knowing that there may be some questions raised about any traffic that might go that way. But you know again my anticipation is only maybe a handful of employees will go to and from that direction we wanted to ensure that we had data and analysis of those intersections in case there was a question. The focus of the traffic really is the other direction. All truck traffic is going in the other direction, both to and from the site. But we wanted to just make sure we took a good

swath around the entire area and had all those potential questions or study locations covered.

Mr. Hogate: Thank you.

Mr. Crevino/Pilesgrrove: You haven't mentioned the number of vehicles and noise and pollution. Is there going to be any change? In other words, if I live on one of those roads, am I going to notice the difference?

Mr. Mosley: I can speak about the volume of traffic. I can't speak necessarily about potential pollution or noise associated, but I can tell you that the volume of traffic, again, number of employees, maximum or anticipated approximately 40 upon full build out of the entire scope of the project. So, you're talking about 40 additional passenger vehicle trips coming in or out of the site, you know, during the day as they arrive in the morning, and they depart in the afternoon or whenever their shifts may be. Then truck traffic, the anticipation was around 150 to 160 total trips. For truck vehicles we assumed about 10% of those would occur during the AM and pm peak hours. For our study, we added 31 total trips for trucks in the AM and 31 total trips for trucks in the PM, which represents about 10% based upon the operational information provided to us.

Mr. Crevino/Pilesgrrove: So, what you're saying to me, most of the study that you've done was based on when they get there and when they leave. And in between time you'll get some consistent study time. So yeah, so that goes back to kind of the nature of the traffic study.

Mr. Mosley: Yes, so that goes back to the nature of the traffic study. We look at the busiest one hour in the morning and in the afternoon. So, when we looked at the roadway network, we did, we did a total of 7 hours' worth of counts, but we focused on that busiest one hour in the morning and the busiest one hour in the afternoon, because those are the kind of the peak of the peak, as we would describe it. And so, you know, outside of that, yes, traffic obviously occurs, but the total cumulative volume at those intersections will be less than during the peak of the peak times. So that's why we look at those peak hours as we call the peak hours in the morning, the afternoon to be as conservative as possible.

Mr. Davis: And you also looked at effective intersections and you're probably more exhaustive rather than less, in your study, have any potential traffic impacts to those intersections?

Mr. Mosley: Yes, I would say we went a little bit further and beyond knowing that there were going to be a lot of questions about traffic. So, I wanted to make sure that you know, we didn't just pick one intersection and say, oh, everything's fine. Look, it's good. We went out to several intersections in both directions to really ensure that we'd done our due diligence and analyzed and studied the traffic for this project.

Mr. Davis: With the truck routes on Exhibits eight (8), four (4), and five (5), these are designated truck routes that we're going to be utilizing to get to and from the site, correct?

Mr. Mosley: Yes. And in the in the essence that those roads today permit truck traffic, and we are going to work with the people coming to and from the facility to ensure that they use those roads and those routes to travel to and from those areas.

Mr. Davis: And we take no issue if we're fortunate enough to receive a favorable recommendation from the Council to have that be a condition of requirement that the applicant adhere to that.

Mr. Mosley: That is correct.

Mr. Davis: Are there any questions from Council members?

Ms. Melissa Thompson/Pennsville: So, of your two truck routes, Hook Rd. is going to have 80% of the trucks according to your traffic study. And at peak hours, that would be about 25 AM and PM and of the 153 trucks that you mentioned in your traffic study, about 80% again would be about 122 trucks on Hook Road. Hook Road is a county road. I don't know if there is any signage for trucks, as there is a problem right now with trucks going through the middle of Pennsville. They don't go down Hook Rd. because the GPS is taking them through Pennsville and I was told there wasn't signage for trucks, so I don't know if we can get signage for trucks to go on Hook Rd. And then my second question is, has anyone done a structural analysis of these roads because I've asked a ton of people about whether Hook Rd. can accept the tonnage and volume of these trucks and I get all different kinds of answers and even though it's a county road, it is only a 2-lane road. It's not a highway, so I don't know if when it was built, if it was really intended for this type of use.

Mr. Mosley: So, to answer your first question about signage. We can work with the county and see if there's potential to allow us to install additional signage. Maybe at the intersection of 49 and Hook. For vehicles, as they're going back toward the 295 area, know to go that route. You can, under the law, use either 49 through Pennsville or Hook to go back towards those areas. Most likely if you're going south in trucks GPS will take you down 49 to the bridge area. If you are going north, you'll take Hook Road towards 295 North. We can investigate that. Obviously, they do have a person who will be at the facility and controlling traffic. They track all their vehicles that are coming to and from the site as well so they can work to ensure that those vehicles and the drivers themselves know the routes they're supposed to take. So, I hope that answers your first question. As far as the second question about the design of Hook Road. Obviously, I haven't done any kind of structural calculations. Hook Road is under the jurisdiction of Salem County. So, you'll have to discuss that with the county. As for any kind of weight restrictions, I don't think I have ever seen any weight restrictions signs on Hook Road, and I've driven up and down Hook Road, and all those roads a bunch of times over the years. I've seen large vehicles traveling up and down, those at the same time. Again, I defer that to the county or the state if there were a vehicle weight limitation, but in driving the routes in conjunction with this application, I didn't see any kind of weight restrictions that would prohibit the vehicles from using the roadways to and from 295 or the Vineland area.



Mr. Davis: Actually, the signage suggestion, that's a good idea. It's something that you can recommend as a council as part of any action you take this evening, and we'll work with the county to the extent additional signage is necessary. I think we can cooperate with the county by doing so.

Mr. Brad Giordano: Thank everybody for being here today. Our existing site doesn't have a predetermined route. Our existing site is a recycling center built in 1948 without pre-existing routes. So, you have trucks that come from different areas with this site. What we're proposing is predetermined routes put into the GPS for the drivers and incoming customers. So, we're going to hand out the traffic route for the customers. For our trucks, we can put that in their pads. So, that forces them to go that route. Like Camden Incinerator and other facilities, we must take a certain route or else they don't let you in. Our existing site and this site are based on max out plans. Rarely do these sites hit their maxed-out potential. It takes 10-20 years; it takes a long time to build these facilities. This is not just a quick thing that just happens.

Mr. Davis: Brad, in summary, you control the route for your trucks, and you can force them to utilize the route that was testified to in A4 and A5 for this site?

Mr. Giordano: Yes. For this site. Yes.

Mr. Davis: Are there any questions from Council members.

Chairperson McKelvey/Alloway: To clarify, No Giordano's trucks will be seen on CR540, which is the direct line from Salem City to Vineland? You heard the gentleman at the last meeting talk about how Giordano's were supposed to stay on a specific road and that they weren't staying on that road. If this is in stone, that's good.

Mr. Davis: Yeah. Well, we can test that statement that was made, but even assuming that's right, we're talking about this site, this representation that's being made by this applicant, and you can make that recommendation so that that's the route we will have to adhere to.

Chairperson McKelvey/Alloway: Yes, I'm just saying that because we live in a community where truck traffic is a problem. When they're taking roads because it's quicker to cut across this township road than it is to stay on the county roads. You've got weight limits on Township Road. For instance, Waste Management trucks stop and are shaking and destroying our roads to pick up somebody's trash. So, these are serious issues to municipalities because of the expense to maintain roads.

Mr. Davis: We heard that concern at the last meeting, which is why we brought this exhibit with us. We knew it was going to come up again and we wanted to have a defined truck route, to minimize the public impact, particularly to residents.

Chairperson McKelvey/Alloway: Thank you.

Mr. James McKelvie/Alaimo Group: Along Greives Parkway, several/numerous cross streets in the report mention Greives Parkway and S. Front Street as stop controlled intersections. I think that's currently yield controlled and maybe is considered soft control. Just curious if there's any intention of putting a stop sign at intersection of Reeves Parkway and S front?

Mr. Mosley: The intersection of Greives Parkway and S. Front Street -- not shown on the plan, but if you go around Tilbury, you make the right and you go down to what's called Greives Parkway to Front St. That intersection today has yield control signs out there, but it kind of operates like as if the Greives Parkway approach as you come out of the Tilbury Rd. area is stop controlled and now you kind of must stop and look left or right if you're going to make a turn. When we get the analysis, we described it that way. The existing conditions do have yield signed up on several approaches. Again, if that wanted to be changed, if there was a recommendation. I'm not sure how that would work with Salem City. I think they have jurisdiction over that intersection directly, but again, we analyzed the stop control to just be as conservative as possible because that you know, that shows the vehicles actually having to stop and turn, which is really what happens today just given the existing roadway geometry and Intersection geometry. And then the other intersections we analyzed along Grieves we designated them as stop, controlled again for the same purpose. And they predominantly were stopped controlling the side streets.

Mr. Davis: Any other questions for Mr. Mosley?

Mr. Chuck Hughes/Pittsgrove: I'm hearing a lot of concerns about county roads, local roads, weight control. There is a way to get trucks from A to B on this using primarily state highway. Route 49, 45, 40, Route 55. Seems to me that would eliminate a lot of Has that been looked into? And I want to reflect on Mr. McKelvey's concern with Route 540. That does go through Pittsgrove, and we have a lot of concerns with truck traffic right now in Pittsgrove. And the residents in Pittsgrove, obviously we can't do anything locally around this particular site, but from A to B, it would seem to me that state highways would be the way to go. It might be a couple miles further. But just checking to see if you had actually looked into.

Mr. Mosley: Yes. So that is a good question. I did look into alternative routes and we as a team discussed the best way to handle the routing, specifically going from the site over to Vineland or vice versa. The concern I had was taking Route 49 all the way through is that it goes through like Bridgeton, and it goes through that kind of more of a city area where you're going to have more narrow streets and to take truck traffic through there and multiple lights as you go through. It might be more impactful on those areas and so looking at it, I'm trying to utilize county roads that kind of took, you know, somewhat around some of those more densely populated areas to try and avoid those impacts from a vehicle perspective, you have more traffic happening down in Bridgeton, you have more stop and go movements as you go through that kind of city area. So, by using Columbia and Finley, we're able to kind of go around those areas to the north, go through Upper Deerfield and then the other benefit is that as you go from the site to the east, when you're coming down Findley, you hit Route 56 at a signalized intersection. So, you can make that left turn much

easier, coming East to West, it's all right-hand turns. So that's not as difficult of a movement for a truck, but I did look at those different options, but trying to be semi direct and still sticking to the county roads, but also cognizant of not wanting to go through some of those more densely populated areas, but also trying to make left turns at the traffic signal that was the thing I consider when looking at the truck route as well and we discussed that as a project team so that is the reason we are proposing this route versus maybe all state highways or utilizing 55 and route 40 in those areas was because I tried to strike a balance between several different characteristics, not just, you know, focusing on trucks, you know, being able to plow through them. So that was the idea, but I understand your question.

Mr. Davis: Are there any other questions from SWAC?

Chairperson McKelvey/Alloway: In looking at this site, I noticed that we have truck traffic for the port goes in and out of that area, Tilbury Rd. And it just looks like this is a little country road that wasn't really designed to handle even the truck traffic for the port where they have places to pull off somewhat there. But it seems like the road might not be adequate as far as the width and all that as far as having a lot of truck traffic going in and out of there, how they come off the Front Street and have to turn and go down there, it just seems a little inadequate. It seems like that's going to be quite an undertaking to get all these trucks in and out of there. I didn't know if you guys thought about that.

Mr. Mosley: I can say that I definitely observed, you know, those areas specifically when driving through there to, you know see from the from you know being on the ground, the size of the intersection, specifically that right turn coming off of Front Street, going towards Tilbury, being able to make that. I sat out there for a while. I saw other large trucks going to the port area that were already making that turn and being able to make it safely without, you know, having to swing too wide. There is enough physical pavement for that intersection to allow those larger turning movements to happen. As far as the area within our frontage-- on Tilbury itself, the port's kind of across the street there are some pull off areas that people and vehicles can utilize, but the roadway itself is about 26 feet wide, paved, you know, paved edge to paved edge. So, from a traffic perspective, that's large enough to allow for two-way truck traffic. There's also sufficient area for our vehicles to make left turn movements in right turn movements out. You can see how we've split the driveway. So those kinds of movements don't overlap with each other. So not only does it benefit us from the site circulation perspective. At the access point, it doesn't have any kind of conflict between vehicles if they're trying to enter and exit at the exact same time and overlap because large vehicles sometimes will swing a little bit wider. So, we did look at all those things and consider all those things. If there's any other concerns, you know we, you know, the county does have jurisdiction along that area of Tilbury. But I believe that the existing road can accommodate the types of vehicles we are proposing.

Mr. Davis: Are there any other questions, Mr. Chair?

Chairperson McKelvey/Alloway: No. Thank you.

Mr. Davis introduces Brad Giordano.

Mr. Brad Giordano: It's been a long project. Lot of things we've been thinking about with the city of Salem. We were actually looking at our existing site and how we allow the road vehicles and other trucking companies to use our across the street we bought. So, whenever the city paves the road in Vineland, we park all the city vehicles on our property so they can operate officially. Whenever other truckers for produce companies come in. Guess where they park? Across the street, on our property, until they enter those produce companies, our facility in Vineland is providing a lot of those type of services already so with Salem City, you know, if we're going forward with this, we were looking at having an area maybe portioned off for vehicles to pull off and turn into so they have a they can take their time, they are not rushing. We're very aware at our exiting site how we help the city, and other outside truckers.

Mr. Davis: Anything else? If not, that concludes... Yes, ma'am.

Ms. Cindy Nolan/Elmer: I drove your route today. I really was wondering about this being 7 days a week process and it goes right by a big church there on Grieves Parkway. And I'm wondering, you know, I can't really fathom this one truck every 5 minutes. Just wondering about the noise there. Also, I was wondering, do the people in Deerfield know that these trucks are coming through?

Mr. Mosley: As far as the answer to your first question about the Church on Grieves Parkway. I don't anticipate these levels of truck traffic and activity on a Sunday. This was really studied, you know, for your typical Monday through Friday operations and the traffic associated during those times. Ancillary, typically you know your impacts with churches. Their services are kind of set. They go in and out at specific times, so you know, unless the trucks maybe going through, you know, one truck, maybe we'll slightly impact them occasionally, but I don't anticipate there being any real overlap between traffic for this site and that existing church facility on Greives. Your second question about Upper Deerfield. You know obviously there's been no contact with them. Again, that's a designated county road. Going through there on Findlay and Columbia so you know it's already got truck traffic on it. I can attest to, that having done some projects in that area as well that there are there are those types of vehicles going through that area as well.

Mr. Davis: All right. If there are no other questions, that concludes our presentation to the Council this evening. I'm sure we'll hear from your professional. We're not going anywhere. We'll address any other comments or concerns that arise as we proceed tonight. Thank you, Chairman.

Chairperson McKelvey/Alloway: Jim McKelvie is next. Jim is with Alaimo Engineering, representing Salem County.

Mr. McKelvie: Good evening. My name is Jim McKelvie, engineer with Alaimo Group Consulting Engineers, Mount Holly,

Mr. Michael Aimino swears in Mr. McKelvie.

Mr. McKelvie: Good evening, James McKelvie, Alaimo Group Consulting Engineers, we're the engineer for Salem County Improvement Authority and we reviewed the application on behalf of the Solid Waste Advisory Council, and we prepared a report dated January 25, 2025. Since that time, the plans have been revised. As a result of that, we prepared a revised report dated March 28, 2025. It was distributed to the Council Members, and to the applicant. The purpose for my appearance here is just to go over the contents of that letter and to say how it was addressed. The initial application of the applicant has submitted regards plan dated March 13. It includes revised impact statements, public notice response from Mid-Atlantic Engineer Partners, and a letter from New Jersey American Water Company, a letter from SMS rail lines, the traffic engineering assessment from Shropshire Associates, and the building renderings prepared by FAB rebuilders. We did update and this; it is essentially for the Council Members who have received the prior letter and the present letter, to go over what has changed. We updated the project description based on the contents of the impact statement based on the contents of plans just for the information of the of the Council members. Essentially, we extended upon all the information that was included in the application. We asked for it to be shown on the plans, so the Council Members know what is on the site. A guard shack was added. Masonry walls were added across the front of the property with fencing at the entrance and the exit. Essentially, the review of the Council is based on the guidelines for evaluation of solid waste facility requests for inclusion in the Salem County Solid Waste Management plan. The applicant did provide proof of publication. There are evaluation criteria which the applicant went through. On page three of the report regarding the properties and the ownership of the properties, one concern we had was making sure the applicant submitted deeds of record that they have either ownership of the properties or an agreement to use the properties if the application is approved and that was submitted with the application. We asked for confirmation that the applicant submitted copies of the resolutions that were approved by Salem City Council and the applicant did confirm those resolutions are included in the application package. The application has been revised since the last appearance at this Council Meeting to adjust the properties that are included in the application. Property included are block 47, lots 2, 3, and 4, which is a total of 45.75 acres. As far as the location of the site, we did ask that there was a USGS quadrangle map in the impact statement. We asked that the quadrangle map be updated. And it has been updated to delineate what are called sensitive receptors: homes, churches, schools, playgrounds, etc. within one half mile (1/2) of the project site. So that was updated. We also ask that the zoning map be updated on the plans. The zoning map has been revised to include the zoning districts within both Salem City and Elsinboro Township. As far as the process design and operation, we have asked for some clarification because there was some discrepancy between what was included in the application and what was shown on the plans. Essentially asked for clarification as to what was being proposed. And the applicant clarified on the plans: what was included in phase one and what's included in phase two. And we asked for testimony to that effect, and the applicant has provided that testimony. The applicant did confirm that the height of the building is approximately 40 feet. The plan has been revised to show seven (7) 40-foot-wide by 40-foot-high openings on the north side. The applicant did

confirm the number of doors, I believe, on each side of the building. One question that I had, maybe the applicant can answer this at some point, is that on the, the building will have (7) 40-foot-wide by 40-foot-high openings on the north side. It is recommended that the applicant describe the use of these openings and confirm whether they will have overhead doors. The openings on the south side of the building are called 30 by 30 overhead doors. Openings on the north side of the building are just called 40 by 40 openings. I just want clarification on that. OK, the applicant has indicated that the 40 by 40 openings on the north side of the building have overhead doors as well. Thank you. The applicant has provided building renderings called proposed 200 foot by 500 foot by 40-foot-high pre-engineered metal building system for Giordano's Recycling and they described the appearance of that to the Council. I believe the applicant did provide testimony indicating that the overhead doors are all to be closed during off hours with no vehicles entering or exiting the facility. The plans have been revised to indicate the placement of all equipment, and this is in response to our comment. Plans have been revised to identify the placement of all equipment, buildings, activities and areas related to the receipt, storage, processing and transferring of all unprocessed and processed recyclable materials. The applicant didn't go into a lot of detail about what's on the site except for the building itself, but the plans do show. Not only the building and the contents of the building, but also the site and all the storage areas for the processed materials. The plans have been revised to show the location of proposed bunkers for Class 8 separated materials. As requested, the plans were revised to show storage areas for covered trailers as we requested. There was a question last time about rail service. I think the applicant indicated that they would like to use the rail for transporting materials to and from the site. The plans have been revised to show approximate locations of existing and proposed rail lines. They included a letter from SMS rail service, with the resubmission indicating that the rail line is in service up to West Broadway in Salem City. The plans show the extension or the potential extension of the rail line from West Broadway. To Tilbury Road and along Tilbury Road to this, to the facility site, the extension of the rail line, however. And the use of the rail line for transporting waste would be subject to the acquisition of property between West Broadway and Tilbury, and subject to the approval of Salem County and the railroad owner for use of the railroad for transporting waste. We had a question about the large area adjacent to the building on the north side. It didn't really show what was taking place in that area. It's two (2) 205 feet wide and 440 feet long. The area is intended for vehicle circulation and material drop off via loading docks. The plan's been revised to show the vehicle circulation in this area and the plans are available for review if anyone's interested. Next sections from comment 20 through 28, essentially it deals with traffic and the applicant has provided the testimony of the traffic engineer for addressing all those comments. I will say that Tilbury Road is a county road, and it may be necessary to dedicate additional right of way along the frontage of the County Road as a result of county approval, and the applicant has acknowledged that, and indicated that if additional right of way is required along the site frontage, then it will be dedicated as required. In response to our request, the applicant revised plans to show off Street parking and pedestrian circulation on the site. The next second to the materials. The application proposes that the facility will accept waste types and 13, 13C, 23, 25 and 27, 2325 and 27, which are all defined waste types as defined by the New Jersey Department of Environmental Protection, and we did include in the report for the benefit of the Council members. A definition of each of those waste types. What is allowed to be

accepted at the facility? A letter from Giordano's was submitted with the application confirming that Giordano shall not accept or receive, process or transfer any ways that originates within Salem County without the prior consent and written approval of Salem County Board of Commissioners, and the Salem County Improvement Authority. I just wanted to include that confirm that was submitted with the application and that was confirmed that that was included with the application package. The application in the case of facility will receive an average of 1000 tons per day of solid waste when operating at full capacity. The applicant acknowledged that. The application indicates construction and demolition debris and packaging materials. And residuals. Residual plastics from processing plants, papers, cardboard, etc., Along with brick block, clean, non-hazardous soil and construction materials and described how those materials were to be stored on site. I just wanted to clarify that the application and plans would be revised to clarify the facilities intended to be built in phases. We wanted to clarify that for the Council members. The application proposed that facility, except what's called single stream class, A recyclable materials up to 1000 tons per day. And so, we provided a definition of Class A recyclable materials to Council members. Essentially, according to DEP recycling information, single stream programs in single stream programs, bottles, cans and other containers, as well as paper grades, are all collected in one recycling bucket. The plans were revised at our request to indicate the locations of the 2000 square foot balers that are included within each building section. The plans were revised to indicate the location of a public drop off area. The application proposed that the facility accepts up to 700 tons per day of what is called Class B material shingles, brick block, concrete, non-hazardous soil, brush, stumps, trees and tree parts; and we provided definitions of Class B for Council members. The plans were revised at our request to indicate the location of unprocessed material dumping areas, the location of proposed grinding areas, and grinding equipment areas. And the location of processed material stockpile areas. The application also proposes what's called a Class C de-casing area. We provided a definition of what Class C materials are. Its source separated compostable material. But I was wondering if the applicant could at least describe for the benefit of the public and for the Council members what is Class C de-casing?

Mr. Giordano: OK, Class C materials, our produce companies that generate bad product. So, if you're running clementines at this time of season or tomatoes or whatever, it may be, they'll have so much good, and so much bad. So, what do we do? For de-casing, it's in two phases. Our first phase is removing metal and construction debris. And then our second phase would be the food waste side, which takes significant investment to keep everything moving. But within that food waste side in the corner there's about 2 to 5000 square foot area where we have what's called a Tiger de-casing machine, and we'll have some labor just dumping out clean food and food bins to be sent to Rowan University, Dev Bioenergy, Trenton Bio to make gas. So that'll be in phase two. In the left corner, well, the right corner if you're facing the front, is where we will have a de-casing operation and a Tiger de-casing machine or machine like it where you put a box that is filled with produce and it drops the good clean food and then sorts the box and any residual plastic. It'll kind of crush up the food. It'll run through and the clean food will come out, then you'll have a cardboard box and some plastic. Possibly that is separate. So, Class C is pretty much a small area where we dump boxes. Clean food. Thank you.

Mr . James McKelvie/Alaimo Group: Thank you. We asked the applicant to confirm whether Class A, Class B and Class C materials to be accepted at the facility will originate within Salem County? The applicant did indicate that all those materials Class A, B and C recyclable materials from Salem County will be accepted at the facility. In response to our comment, the applicant revised the plans to indicate storage areas for each recyclable material to be accepted by the facility. The plans were revised to indicate the locations of sealed containers for unauthorized materials and to indicate the location of all containers and trailer storage areas on the site that they said they were going to have but were not previously shown. The next section of our review letter was about marketing materials. The guidelines for evaluation by the Council provide basically requires that the applicant indicate how they're marketing the material and where they will be disposing of the end product. The applicant indicated that they did provide a list of end markets indicating, but not limited to Salem County Landfill, the Cumberland County Landfill, South State Incorporated, Giordano Vineland Scrap Material, Ardagh Glass, DS Smith, Thinz Metal Management and Bioenergy Devco, as examples of their end markets. The application states that residual waste generated within Salem or by Salem County will be disposed of in accordance with the provision of Salem County District Solid Waste Management Plan. Non-Salem County generated waste will be disposed of in accordance with the appropriate Salem County District Solid Waste Management Plan from where that waste originated. Essentially, residual from Salem County goes to the Salem County Landfill unless it's refused. We had a comment about the end markets, whether there's agreements in place, the applicant indicated that while our agreements are not in place at this time, the applicant has a long-standing relationship with the facilities identified in the application to accept refuse written, agreements can be supplied upon DEP approval of the facility. We asked whether there was an agreement in place with the Salem County Improvement Authority to accept waste materials during a facility shutdown or if end markets are not available. The applicant indicated that while agreement is not in place at this time, the written agreement can. This information can be supplied upon DEP approval of the facility. We have some questions about access control. The plans were revised to indicate locations of post security fencing and masonry walls along the frontage and along the entrance to the facility. As the plans are finalized at the DEP, updates regarding security measures will be provided to the city and to the county. Regarding other approvals, the applicants are required to get approval from any agency having jurisdiction over the project. They indicated that a copy of each application package will be provided to SWAC at the time the applications are made. We also pointed out that it appears that DEP permits or approvals may also include wetlands and flood hazard area permits in addition to those permits that were listed in the application. The impact statement indicates that the project will comply with all DEP storm water regulations and any necessary permits will be obtained for storm water and outfalls as required by the DEP. We questioned whether the applicant would comply with Salem County regulations for site plans, and whether an application site plan approval will be submitted to the Salem County Planning Board and the applicant indicated that an application for site plan approval will be submitted to the Salem County Planning Board. So, any concerns over county roads can be addressed by the County Planning Board at that level. Salem County Road opening permits are required for any road openings within the county roads. A letter from New Jersey American Water



Company was submitted indicating that water and sewer service is available to the property. And we also ask that the plans be submitted to the appropriate fire and emergency personnel for review to make sure there's proper circulation and access for emergency vehicles, and the applicant agreed to do that. Some of the benefits of the project, the applications or the guidelines for evaluation, require that the applicant list the significant benefits of the facility. And negative impacts that the facility will have on the Community and mitigating the measures taken. Why is there a need for the facility? Etcetera. The applicant indicated that in subsection M of the application. It details the benefits and the negative impacts to the community, including a previously submitted Salem County presentation, as well as the impact statement provided with the resubmission. One comment we did have is that. I didn't receive a copy of that as far as I know, a copy of that county presentation and I'm wondering if the applicant has a has that and if that's something that could be explained to the board because apparently it describes some of the benefits of the project.

Mr. Davis: Yes, we can supply that.

Mr. McKelvie: Thank you. Lastly, Giordano's has indicated that they don't believe there are any significant negative impacts for the project, which would really have the benefit of reusing an old municipal landfill. One comment we did have is that some of the details included in the application need to be updated just to be consistent with the revised plans and the impact statement. And that's the extent of the letter. Thank you.

Mr. Michael Aimino, Esq. I'd like to address 43, about not accepting any materials from Salem County, can we have Giordano's address that?

Mr. Davis: You want us to address 43? Is that what you said? 43?

Mr. Michael Aimino, Esq: It is my understanding they've submitted a letter indicating that they won't accept any materials from Salem County due to waste flow. Yet 43 seems to say yes, they will collect recyclables.

Mr. Brad Giordano: If you look here, any solid waste is not going to be accepted. Anything that has to do with waste will not be accepted within Salem County. All there is here is a metal buyback Center for the public to drop off metal and plastics and that's what would be accepted within the city. But anything to do with mix waste, Solid waste, anything that has to do with waste. We sent a letter, signed it and notarized it. That we will not, and we will not without any approvals accept any mixed waste or any waste from Salem County.

Mr. Davis: And there are no issues with that being incorporated into any recommendation from the town?

Mr. Giordano: I can make the recommendations, and that is fine. We will adhere to the recommendation.

Mr. Davis: Confirming recyclables from within the county but not mixed waste.

Mr. Michael Aimino, Esq: Yes.

Mr. Davis: Thank you.

Chairperson McKelvey/Alloway: When you say recyclables from within the county, are you saying that the townships can you bring you their recyclables?

Mr. Giordano: The original intent was for a metal buyback center. And yes, recyclables within the county usually fall under Class A if its source separated. We would expect they would be able to take it paid for it, anything of value.

Chairperson McKelvey/Alloway: And you're willing?

Mr. Giordano: Yes, correct. Municipalities can bring recyclables, and the public as well clean. Clean and source separated. Bottles, cans, a good pallet, anything that's a good, valuable commodity. It's single stream, so that we're trying to create a bunch of services, drop-off centers, a lot of things to promote recycling because we're a recycling company first and a trash company second. And we're not going to take any solid waste from Salem County.

Chairperson McKelvey/Alloway: OK. Thank you. This time is open for SWAC members' comments. Do any SWAC members have a statement they want to make questions they would like to ask?

Melissa Thompson/Pennsville: Can you just clarify what waste would be going to the landfills? How much do you anticipate coming to this landfill? And it's all coming from outside of Salem County that's going to our landfill?

Mr. Giordano: OK, so by law DEP law residuals we have the right to send them to Camden, Salem County, Cumberland, and to other transfer stations. We have 10 different landfills and transfer stations from here to Philadelphia to North Jersey that we work with, and we put escrow up front in these facilities. So, we would at max capacity we're looking to have to achieve a 75% recycling rate, to 80% on the C&D division and on the food waste division, you'll receive a probably recycling rate of somewhere between 50 to 60%. And if it's clean food waste, it'll be 100%. So, that residual leftover would be around 8 truckloads a day at max. Salem County will have the first right to choose if they want it for their revenue or if they don't want it. Then Cumberland County, we try to keep everything in the community, all the money in the Community first. And if they don't want it, then there's plenty of people who will want it outside of this area for the residuals, tonnage and the revenue. So, you're looking at around 200 tons a day. It sounds like a lot, but it is eight (8) trucks.

Mr. Joe Crevino/Pilesgrove: One question I have is if you have a processing plant in Vineland, why are you going to bring up 50% of your stuff to this building? Why are you going to bring anything here?

Mr. Giordano: Vineland is a Class A site. This is a recycling Center for my solid waste division. Vineland is a metal processing, wood pallet, and plastic and paper operation. We do glass grinding and we make cullet glass for Ardagh, for Duran at the Vineland site. We need a second site for our solid waste division which we have a lot of recyclables going into the landfills out of the County. So, we did a study on our clients, and our C&D. In the first phase around 75% of those cans were recyclable. Vineland is a metal center. So even if we had, if we were a large public company, we have a site where we want to sort. This is a sorting facility and then we want our recyclables to be sorted, bailed and then sent to our Vineland site to go with our mill relationships there. So, it's a symbiotic relationship. It's not just, oh, put it in Vineland. We have a whole separate need for a whole another operation in Vineland.

Chairperson McKelvey/Alloway: Are there any other SWAC members with questions or comments before I open the meeting for public comment? It's suggested that we take a 5-minute break. Is everyone agreeable to a break?

#### BREAK

Chairperson McKelvey/Alloway: So, we're going to return back to SWAC, allowing one more question.

Mr. Doug Hogate/Elsinboro:

Greives Parkway floods a lot. Should there be flooding on Greives Parkway, making it impassable to trucks. Would they potentially use those county roads going into Elsinboro Township and around, which is County Road 627 and 625 is Sinnickson and 661 is Tilbury Road. Would they potentially use those roads if Greives Parkway was impassable?

Mr. Nathan Mosley: If there is an issue with Greives Parkway, I would anticipate we would route them on to Route 49 and try and use 49 or the state highway for that temporary condition. We would not route traffic through Elsinboro in that area where the residents are. We would stick to a state highway or a county road or some other designated area for trucks. Inaudible question was asked and Mr. Mosley responded: If coming out of Tilbury, you would kind of make a left instead of going right and go up Front St. in that area. Is that what you're talking about?

Mr. Hogate/Elsinboro: If Greives Parkway flooded and you can't get to Tilbury Rd. where the entrances are near the port, how would you get to that? How else would you access the facility? Would the facility be closed completely?

Mr. Mosley: I would defer that kind of conversation to Brad. The only other option if that specific portion of Greives right there in Tilbury is closed, the only other option is the other direction, via the county roadways.

Mr. Giordano: So, our current facility has the same issues. If we have a large snowstorm, we shut the gates and we must make sure it goes away. We clean it. We must wait for the flooding to, you know, dissipate. So, if it's that bad where we have an issue, the trucks will be closed for the day. Incinerators, landfills, counties do it all the time.

Mr. Hogate/Elsinboro: So, let's just put it this way. If Greives Parkway was flooded. You could possibly go into Elsinboro Township, and go around, which would be County Roads 625 to 627 to 661. Would you use that route? Because you already said that it would mainly be used for passenger vehicles, mainly for employees. I'm just curious if trucks are going to have that same access.

Mr. Giordano: Usually when it's something that bad, we close the facility, and we clean it and we wait for it. Just like a snowstorm. So, I think we will route to the state highways and try to maintain that. We're not trying to go through towns. I think if it's that bad of flooding, we're probably going to have to make sure the facility can be driven into to begin with and let it dissipate.

Mr. Hogate/Elsinboro: It was part of the traffic survey that was done. That's why I'm concerned about the trucks going that route versus mainly just employee vehicles.

Mr. Davis: Just to clarify, so the record is clear, we're going to stick to that truck route A4 & A5, which was testified to. If for whatever reason, due to a flooding event, another storm event, an emergency, the site can't be accessed, and the testimony is that it's going to be temporarily closed until the situation is resolved so that it can be accessed safely without impacting those streets that you refer to.

Mr. Ben Angeli/Salem City: I'll address Greives Parkway because it has been an issue there have been problems. You all know that we have two brand new refurbished pumps there, and that was a huge expense for the city. We've done a lot of work down there. We're going to be reaching out to the county. I'm sure they're going to want to help us by cleaning out some of that area there, along mud diggers ditch, which would be a big help to all of us. But there should be a lot less flooding there. I'm not going to say there's never going to be flooding because, you know, there are times when there's too much rain, but it will be a lot better. The chance of it being closed is a lot less than it would have been about a year ago.

Chairperson McKelvey/Alloway: OK. Are there any other SWAC members that have something to say? If not, we'll go to the public, OK? We got 5-minute rule, OK? Thank you.

PUBLIC COMMENT:

My name is Lisa Davis, I'm from Lower Alloway Creek. I also own a home in Elsinboro, so I'm taxed doubly in this county. I'm very concerned about the well-documented risks of this proposed facility. The project proposes to construct 125,000 square feet. Now I thought it was 100,000. They've added a facility on the old Salem City Landfill site, an area near homes, businesses and waterways to include the Salem River, where my home is located. The ways to be processed includes municipal garbage, glass, metals, animal waste,

slaughterhouse waste and wet waste materials known to prod. Harmful byproducts and strong odors.

In a peer reviewed article in Science Direct titled Odor and air emissions from Organic Waste processing facilities, researchers describe the release of methane, ammonia, hydrogen sulfide gases that are not only cause foul odors but also contribute to respiratory illness and eye irritation. Additional studies, such as the one published in Environmental Research, highlight the carcinogenic risks of volatile organic compounds found in waste processing emissions. According to research by Rutgers Center for Advanced Infrastructure and Transportation, a single heavy-duty truck causes road damage equivalent to nearly 9600 cars with 103 to 153 trucks expected to travel to and from this facility each day. Roads such as Tilbury, Hook Rd. and Route 49, already strained, will degrade at an accelerated rate. These repairs, along with increased emergency services and long term environmental monitored are projected to cost local taxpayers between 1.2 million and \$3.4 million every three to five years should contamination occur. Cleanup costs could soar to five to \$20 million, or even more, like the Combe Fill South and Kin-buk Landfills. These are landfills where the waste management companies came in. And then eventually left and left the taxpayers to clean up. While proponents may argue that the facility offers potential economic benefits, any projected income is dwarfed by the likely financial burdens and public health costs. It would be fiscally irresponsible to approve this plan without fully accounting for the long-term economic liabilities. Furthermore, approving such a controversial project in. A known, overburdened community as identified by the NJDEP Environmental justice mapping tool raises questions about equity and due process. At best, it appears to reflect poor planning.

At worst, it suggests decisions may be influenced by incentives that do not reflect the public interest. I respectfully request that the Council conduct a full and transparent review of all financial implications, as well as environmental implications, before considering this approval, a couple of other things that I wanted to address that I didn't have planned because they were brought up that I didn't have planned, that were brought up by the attorney over there, the all of the jobs that were going to come in and I believe that the engineer said that there would be 40 and I believe ten of the employees are standing back there. So, I mean, there are a lot of things that aren't, they're not kosher as far as I'm concerned. So, I don't think this is a good idea, and if anybody approved it, I think there might be something suspect here.

Janice roots Salem. Thank you. Good evening. I have a couple of questions based on some information from misinformation or some incomplete information that I heard tonight. And so, I'd like to address this. So firstly, the attorney. Were you at the major presentation? Thank you. The attorney followed by the engineer made a statement that the landfill was not properly capped and closed. That is just not true. That landfill was closed in 1988. It was capped. It may have been improperly capped in 1988, so it was capped again in 1996 by a company called Soil Safe. OK, so please.

Please if you are a regular lay person, I encourage you to look this up: Salem Landfill closure Soil Safe. You can look it up and see all the information yourself. It's all in there. OK, now in in regards to this nomenclature that I'm hearing about recycling and we're going to be collecting this. We're going to be collecting that. I want to make it clear. OK, I got this little coloring book from over here. Thank you whoever put those coloring books over there

is they're really, really good. So, most people, most lay people, think of recycling materials as plastic, glass, paper, metal, plastic bag boxes, containers and newspaper, right? This is a little kid coloring book, but we mostly all think of that right. But if you look on Giordano's website and I just want to be truthful about this, I'm not really trying to come down on anybody. This is what it says.

Giordano's has the right solution for you. Giordano's is one of the largest haulers in South Jersey for food and produce companies. They make up a large portion of our business and we understand service is at heart of all food and produce facilities. We provide products for pig feed and Brad, you mentioned this at your first presentation, which most of these people did not attend. There were only a few people there. I remember you talking about going to China and making deals for them to give, give you all their wet waste getting some stuff from Brazil. Whatever lettuce and whatever. You also talked about using the water ways. I mean, I see you laughing over there, Brad. I recorded it. We can go over that if you want to, right. And so, we talked, you know about all that stuff, but you have not mentioned that again. So, are you saying that the food waste that you talked about recycling to make into pig slop is not going to be processed in Salem? Is it only going to be done in Vineland because obviously, food waste is a Class C. Right? Waste material. I mean, you can talk about A, B and C, but these people don't know what A, B and C means other than the ABCs. So, we must be clear and please stop saying C&D. Nobody here knows what C&D means. Please use the correct word so everybody can make especially this committee make an informed decision about the truth. Now I also want to mention that this is on the city's website. There was a sale on the waterfront redevelopment plan and if you go and look at it, let me just find it. I don't even got 2 minutes, but here's what it says. OK, the property consists of a properly closed landfill, currently undergoing post closure monitoring. The property does not contain any structures. This is from the Salem website. The landfill was in operation approximately 30 years and closed in 1988. In 1995, SoilSafe Incorporated entered into an agreement with the city to contract an environmental blah blah blah in exchange for land for soil space using their recyclable material. Non hazard petroleum contaminated soil. The method of capping was unconventional but received approval from the DEP. The capping was completed in 2005. OK. The capping was completed so, but you told this audience that it was not capped. It was improperly closed, Sir. And that just wasn't true. That's all I'm here to say. So, we have to make sure.

Especially for these committee members who are going to be voting, they need to have the correct and accurate, complete information so that they can make informed decisions. And I have one more question for the Committee. These trucks, somebody mentioned that there's a thousand 1000 tons per day. That's 2,000,000 pounds of trash.

How many pounds of trash is of that 2,000,000 is going to be food you are going to be hauling up in here? I have a question. Can you answer? Thank you.

Mr. Giordano: So, we're not bringing in food from China or India.

Ms. Roots: But you got a picture of yourself in China on your website.

Mr. Giordano: That was my brother.

Ms. Roots: Oh well, you do look alike. It was one of you.

Mr. Davis: Mr. Chairman, we are happy to answer any questions. This is not going to be a back and forth. If a question is asked, we will provide the answer. This is not a debate. We are going to answer every question that's being asked, but it's not going to be a tit for tat.

Ms. Roots: I mean, you're not going to police me. I'm just making a statement. Why? Why are you trying to police me? I'm just making statements.

Mr. Davis: Chairman, this is your meeting.

Chairman McKelvey/Alloway: Hold on. Listen, we're not going to get out of hand. Everybody that's here—we've got to do this directly. Thank you. Brad will answer that question.

Mr. Giordano: No problem. We have no secrets and there's definitely nothing to hide. So here is the food waste side, which is the second phase. So, we figure the facility would be split 50/50% when it's maxed out. However, so many years from now, we would look at 50% construction debris and 50% food. And that's what we're looking at.

Chairman McKelvey/Alloway: OK. Basically, this is just like one of our regular Township meetings where the public comments. That's what it is. It's time for public comment. It's not to debate Giordano's or myself or anyone else.

Mr. Brian Crist/Pennsville: Gentlemen, you talk about you've done surveys AM and PM in the areas of Tilbury on Front Street and Chestnut and Oak. Well, you only did, you just seem to only be talking about just there. You're going to have trucks coming through my Township, you know, and as much as you say we're going to make them go down Hook Road. You know, I've known truck drivers. They're going to get there by any means necessary. Most of them are paid by the by the by the mile and not by the hour. Alright, so they're going to be coming down Broadway, which is Route 49. They're going to be coming down Hook Rd. They're going to be coming down 540. They're going to be getting to your facility any way they can. All right. And you, we just don't have the infrastructure for it. You know, I live right there off of Broadway, and I'm also close, my residence is right close to Hook Rd. Now, what are you going to do when one of the 150 trucks, five of the 150 trucks, statistically speaking, has an accident? What kind of waste management and clean up are you going to do? How hazardous is this waste going to be? We have agriculture areas all over South Pennsville. We have people that grow crops. We have people with livestock. What are you going to do when, when a spill impacts that? OK. That, that's just a general question. That's rhetorical. I don't need to answer right now, but members of SWAC, you guys got to think what's going to happen when that happens. Are you going to? Are you going to go and help these farmers out when they have to, you know, clean up somebody else's mess? You guys don't. I don't think you guys live here. Why are you bringing this mess here? Vineland doesn't want you. Pittsgrove doesn't want you. We don't want you.

Mr. Vince Crosley/Alloway Township: First of all, the shirt I'm wearing, the hat I'm wearing. Yes, I am with Alloway Fire Company. These are my comments; this this is not a prepared statement from the Alloway Fire Company. Mr. Giordano keeps dangling the financial carrot on two fronts, one being a trash stream offered to our landfill if it's so desired. Julie can correct me if I'm wrong, but I believe at the last meeting it was established that our landfill, the life of it, is only until 2047. Thank you. I don't know. I'm sure they're hard at work finding other alternatives to the existing site, but it's a fairly well landlocked site with little opportunity for expansion. We've got 22 years left to put trash in this facility, folks after that. This county is going to bear the brunt of additional trash without the addition of even more outside trash. Second, the carrot of employees. If this facility is going to handle 40 people in a highly technical environment with new highly technical equipment, he's going to have to bring with him previously trained, experienced personnel. He's not going to go out in the streets of Salem and gather up 40 people and elevate their status of living to run this facility. Some of them, yes. And those 10, 15, or 20 people may be very lucky and have a better life, but it isn't going to be 40. Now traffic is perhaps my biggest concern. One before traffic talked about the height of a 40-foot building and then he talked about putting 40 by 40-foot doors in it. Well, I'm not an architect. But I know with the roll up door, you got to have something overhead to hang a door on. So how you going to put a 40-foot-tall door in a 40-foot-tall building? If the facility gets closed due to weather conditions or environmental conditions, what's going to happen to the trucks that are already in route? Or conversely, already there and needing a way of egress? Where are they going to stack up? In the neighborhood. And finally, traffic again. Hook Rd. is already a bad thoroughfare, heavily, heavily traveled. Lots of neighborhoods immediately adjacent to Hook Rd. In between Hook Road and 49. Lots of neighborhoods don't need this additional heavy truck traffic on Hook Rd. And I'm not even from anywhere near there. The other thing is Route 49 and Quinton if you're talking. West. Yeah. West to east. You go right through downtown Quinton and right past Quinton School. There's already enough heavy truck traffic. Going down that road and I know it's a state highway and there's no legal reason not to have that traffic there, but it has to be a consideration for the safety of the neighborhoods. And the last thing is with the addition of all that extra truck traffic. Simple math. More traffic, more crashes. And that's where my position as a first responder comes in. Hook Road, especially Pennsville Fire Company. All the river communities. They already have to deal with the Delaware Bridge, the Turnpike, Route 130, 295, and their local neighborhoods. They don't need that extra onslaught over there. We don't need it anywhere else in this county. Every fire company, every ambulance slot in the county is hard pressed for resources and volunteers right now. And we're all volunteers, except Squad 35 is paid. And we don't need more crashes. So that's about it. Thank you very much for your time. Drive safe.

Mr. Craig Martyniak/Pennsville: An acquaintance of mine is a politician. He insinuated that the committee's minds were already made-up. Long before any of these public meetings. I hope this is not the case. We should take the engineers' traffic study with a grain of salt. The engineer's report is obligated to Giordano because that is the hand that pays it. The engineer's report is little more than a paid endorsement. Reaching a forgone conclusion. There's an adage, if it looks like a duck, and quacks like a duck, it's a duck. If the truck



traffic looks like it's going to be bad. And the truck traffic is already bad. It's a bad idea. Another old expression. Fool me once, shame on you. Fool me twice, shame on me. Vineland and Pittsgrove have already defeated similar Giordano proposals. I don't begrudge Giordano for wanting to take one man's trash and turn it into gold. I totally understand. Why Salem City wants all of Giordano's entitlements to help reinvent itself into a thriving city again? I get that. But I want to emphasize to the committee. Your title is the Salem County Solid Waste Advisory committee, and I emphasize that word. COUNTY. You're supposed to do what's in the best interest of all of Salem County. Woodstown, Pennsville, Pedricktown, Upper Pittsgrove, Carney's Point Mannington, Pilesgrove, Alloway, LAC, Elsinboro, and forgive me if I've left somebody out. I live on Melon Avenue, a block and a half from Hook Rd. My neighbor back there and his friend calculated with all the truck traffic at Hook Road, which is only a block and a half from my house. We'll have on average about 6 minutes between trucks, day in, day out. That's unacceptable. That's my quality of life that's being destroyed. You're supposed to look at this thing, the big picture, Salem County. In conclusion. If you approve this proposal. If you really haven't listened then your hearing is worse than mine. You have turned the deaf ear. To your constituency, which is all of Salem County. God bless all of Salem County. Thank you.

Mr. Francis Ponte/Alloway: I am a South Jersey lifetime resident. I have been a Salem County resident for 65 years and an Alloway Township resident for 50 years. Some of my friends are accusing me of achieving coot status. I testified at public hearings regarding the Salem County Landfill site selection 45 years ago. I walked these wooded wetlands before the development of the industrial park this has now become. Alloway Township was united in those hearings in opposition to the site selected. The dump was dumped on Alloway. I am here to offer sage advice, observation and opinion regarding the current application. I have visited the Tilbury site and conducted interviews. I support the concerns expressed by the residents of Tilbury, the Port, Elsinboro, Salem, Alloway, Pittsgrove and other citizens in our Salem County community regarding this application. 45 years. Less than half a generation. After the adoption of our County Solid Waste Plan, the dump is almost full. Our current methods of waste disposal are insufficient and not sustainable. Pathetic examples of recycling rope a dope included. The challenge for decision makers and the community is to think about 45 years in the future, not for your children, but for grandchildren. This forward-thinking process is difficult. 45 years ago, where was science on, say, climate change, ocean plastic or human ingestion of microplastics? Ladies and gentlemen, we must change the paradigm. We need to engage in the moral equivalent of war. Examples and concepts in our toolbox include sustainable strategies zero-waste communities. Extended producer responsibility and the use of renewable resources. A list of some concerns, comments and observations. I'm concerned about the railway connection at Welchville Alloway Road and that it would allow material from Salem endpoints north and east to the Salem County Utility Authority Landfill. I'd like to note what is Salem's master plan and does it agree, and does it agree with the Elsinboro's master plan at its border and boundary? Check out the EMR fire. Google it. Check out the EMR fire at the Camden Recycling Center on February 21, 2025, caused by lithium-ion battery. I'd like to know if there was consideration of the anchor Hocking or Gainer Glass site. Both have rail access and Anchor Hocking was a previous recycling center with existing infrastructure. Is Salem River and its limited access to valuable a resource in which to locate a recycling

project? Decisions based on fiscal exigency or desperation may not be well considered. Quick decisions are many times more decisions. Salem City wants jobs and economic development. The applicant sees an investment opportunity. The Utilities Authority, steeped in politics, needs solutions. For trash disposal, the engineering firm Alaimo has a 45-year relationship with county government that is so close and intimate as to prevent proper functioning. Salem County is a jewel. Mega warehouses representing the supply side and the Utilities Authority representing waste disposal are changing the face of Salem County, which still maintains its historic rural character and Environmental Quality. Salem County has been called the garden spot of the Garden State. Let us not make the mistake of becoming the garbage spot of the garbage state.

Mr. Ed McGee, Alloway: Most of what I was going to say tonight has been said already. I can only verify it. I have just retired, four years ago, from trucking. I own my own trucks. I can tell you what everybody is saying here is true as they were doing some talking. I can remember some of the things I had been through in my lifetime and things I'd seen other drivers going through. It's a terrible business behind the scenes. Don't let anybody fool you, OK? These roads around here are not meant for this type of heavy traffic. As we all know, if you're in Salem County or surrounding areas, you know how bad Hook Road is. You know how much, how many times it's been replaced going over Salem and Pennsville Bridge. Let's not forget that it's been very good for about four or five years now, but before that it kept falling in. Those trucks didn't go down those roads. You also have a bridge here, which, if anything goes wrong, they're going to cut off 49. I'm going to tell you; this is stuff I did OK. I can't be held accountable now because it's been too many years. I tried to do as much as I could, but when the boss says to you. I was an owner operator for these people, on my own hauling for these people. I hauled everything from water to mustard agent coming out of Aberdeen into DuPont. I know what goes on in the trucking industry. The only thing good about it is that it's profitable to you guys. I have seen your drivers going down the roads, I have called in on a couple of them. And I will most definitely call the DOT when I see something wrong for the future, if it goes through. As I said, I can only verify what has been said tonight is true. I don't want to see truck traffic any more than we already have coming into this area. There are thousands of trucks supposedly getting ready to come in here now from the warehouses they're bringing in. Let's not forget about those warehouses. Also, they I understand that that has not died yet about the warehouse coming into Quinton. They are trying to bring that in there too. This is just another one and this is a waste facility. Sludge, it's demolition. A, B and C, I know about all those categories and and I hauled. I'm totally against it and I always will be. I love my town. My grandparents thought it here in 1905 and that's where I went. It's changed too much already for the bad, not for the better, for the bad. Thank you.

Ms. Renee Waters/Alloway: I'm here to remind you that this recycling center will be accepting trash from a 200-mile radius in one of the most densely populated areas in the United States, including New York City, Philadelphia, and most of Delaware. Yes, the megatons of refuse would be going to the Salem City plant and recyclables removed. The problem lies though in what is to be done with the tons of refuse left over. Because it is non-recyclable at the last meeting, Mr. Giordano made two statements about this that are highly contradictory. He first made it sound like he would be doing Salem County Utility

Authority a big favor. Lucky them. Offering these megatons of trash to the Salem County Landfill, he has so much concern for our landfill that taking on his trash will quote make sure the landfill stays vibrant and strong. In other words, he's doing us a big favor. But later he said that we have the option of not accepting the trash and he can send it elsewhere. Mayor McKelvey stated that the county retains decisions over flow control. And if the weight is waste, is not generated here we have no responsibility to accept it into our landfill. Isn't it open to interpretation as to whether refuse processed at the Salem County Recycling Center is or is not now Salem County trash? Just think this will be all well and good until Giordano decides that it is too cumbersome and expensive to be trucking it to those distant locations. This is where they take Salem County to court and when the ability to dump here after all the words quote not generated in the county are quite obviously open to legal interpretation. And what if the DEP decides to force Salem County to take this residual trash? Just wanted to remind you that Salem County Landfill is almost full with presently no capacity for expansion. Who will be responsible for maintaining an overused current? Overused current infrastructure and eventual expansion. Salem County taxpayers.

Ms. Diana Eichfeld/Alloway: My comments are probably more questions for SWAC to consider, as well as because you can't answer it. So, during the presentation one woman brought up the landfill. And how it has been capped and it has probably been capped inadequately. You have waste there from 1941. Mr. Giordano has graciously said he will clean up the site and DEP has already approved it. Here's my question. Do you have a Phase 1, a Phase 2? A phase three and sampling because that clean up. If it's from 1941, is municipal waste probably is Anchor Hocking waste. It's probably industrial waste. It's probably dead animals. It's probably hazardous waste. It has passive methane vents right now. So, the question I'm going to put out to you is that that's a big investment. You're always spending a lot of money to help us with signs and things like that. My question is your building, is that slab on grade? Because that's a landfill and you can't put pile drivings into there because you could have a big boom in a nice clean site with incineration possibly. So that's one thing for the Council to consider you're giving a private company clean up methods which will be run by DEP. How they said OK, I still don't understand. The other thing I want to I'm unclear on. Again, it's rhetorical. The truck drivers, they all Giordano employees. Are they third party? And if there are third party, you can't control them. We all know when you have consultants, you can't control what people do. Lastly, we keep talking about these roads and the size of roads. These roads aren't built for these trucks. Which does that mean eminent domain will come in and take properties alongside it to widen the roads? Because what happens if a truck breaks down? You know the state's going to say OOP's, not big enough. We need to enlarge the roads and how many of you want to give your property over so that we can have trash. The other thing is I've heard again, I don't have this fact that there is a dock where we have produce coming in. If wet waste comes in, does that fresh fruit go away? And how fair is that to have garbage? I came from Camden County. People are very sick of hearing that for nine years, but I'm going to tell you the trash to steam incinerator in Camden that was supposed to be so wonderful. That area is just not beautiful. And I look at that cloud and Haddonfield gets the fall out with the lots of cancer that goes on, but they don't think about it again. You're taking it to Salem. It won't beautify

it. It won't fix it. It will only make it trashier and you have a right to for investment. The bottom line is. No, please don't vote for it. We're losing the culture here. Save it. We've got warehouses tearing up farmland. We don't need garbage as well. Thank you.

Mr. Hollis Irvine/I'm with Mid-Atlantic shipping, Tilbury Rd. and Bermuda International terminals. Collectively, the terminals along Tilbury Road. With all due respect, I don't want to question anybody's professional certifications. But as far as the traffic count goes, a one-day study on a Wednesday is inaccurate. You know, our busiest days are on Friday and Monday, that does not take into consideration the potential Marina traffic in the summertime, which is basically a bunch of private boaters that have got a trailer, maybe they should deal with. The next thing is I don't want to call anybody else under the over the carpet, but that landfill was capped because this Authority, Pete DeWilde was the executive director, got a royalty for that capping. And is that egress plan coming out? The egress coming out is a right turn. To leave our egress for our trucks is directly across the street and that's a left turn. And that, that's an awful bottleneck with the two coming out together. And if you mix that up with the Elsinboro traffic, there's a curve down by Stereogenetics. That the traffic goes a little quick and we've had some incidents with our trucks. So, I'm concerned about the egress and the egress more than anything else. You could probably fix your traffic problem with 1000 feet of road with 1000 feet of road through wetlands and across a waterway at South Front and Grieves Parkway. But that's for something else. And the other thing I'm concerned about is the wet waste and rodents. We handle a lot of food and I am concerned about that. Thank you.

Ms. Jennifer Jones/Salem City

So, folks, I wanted to talk to you a little bit tonight about hope. My name is Jennifer Jones. As I stated, I'm a longtime resident of Salem City and I'm going to preface my comments with my volunteer activities because it'll kind of help you understand where I'm coming from. With this, I serve on the Salem City Planning Board, the Cannabis Review Board, the City Brownfields Redevelopment Council and I am the chair of the Salem County Economic Development Council. I've resided in the city of Salem since 1989, and I've stayed because Salem and our community is like family to me. I love our city. Since 1989, I've also volunteered on numerous other projects to benefit the city, and I live about a half a mile from the proposed facility. Salem City steady decline has been heartbreaking for me to experience and I'm sorry, I get emotional about this. Our major industries are closed. Over the last 40 years, we lost four huge companies Anchor, Gainer, Wire Pro, and Heinz. So, we've lost all them. To my knowledge, it took 1500 jobs with it. It not only took jobs, but it took some of our residents because people had to leave Salem to find another job. So, there are empty houses because people had to walk away because they had lost their job. It's been devastating. Now the one thing I'm very grateful for is we have a mayor and City Council and city staff that work really hard. Working hard together to implement projects to encourage economic growth. That includes new jobs tax rateables, which we desperately need, and industry. For anyone who is not already aware, the city's been under New Jersey State Financial Monitorship. or I'm not sure how many years at least 10 because we don't bring in enough tax revenue to cover the cost of operating the city. So, they depend on state aid, which ensures that a state monitor is going to look at anything they bring in or any checks they write. And again, this is directly due to losing all that tax revenue from those

four major companies that left. And it's not that we haven't all tried to work to bring in new industry to all four locations. It's that no one was interested in coming to Salem. The decline continued and it felt very hopeless. Months ago, during a Brownfield Redevelopment Committee meeting, the Giordano project was first discussed, and I shared everybody's concerns here. Because again, I live half a mile away. I was concerned about traffic and what kind of items were going to come to the facility again through Brownfields. I was fortunate enough to attend a tour of the Giordano facility in Vineland and I was impressed with their industry knowledge, their operation and their willingness to build and invest in Salem City. Their Vineland facility is surrounded by a fixed cement fence, and you cannot hear operations that are happening inside when you're out on the street. I also understand there's going to be a 10-acre barrier between the facility they build in Salem and any neighborhoods. Some of the primary benefits of this project are #1. They're going to buy the land and they're going to pay taxes on it. There's not going to be a pilot which is going to add much needed revenue to our tax base. I think somebody here mentioned tipping fees, so there will be tipping fees that are paid monthly to the city. Again, it's my understanding it's going to be between \$30,000 and \$50,000. Now all these points alone, in my opinion, make it economically advantageous to Salem City. But in addition, they're going to pick up our, our garbage and recyclables for free. They're also going to supply every resident in the city of Salem with 96-gallon trash and recycling totes. And the best part? At least for me, because my mother's 93 and she still lives on her own. If you're senior citizen, 65 or older. They're implementing a senior Wellness program where if you can't get your trash to the curb, they'll have their employees do it and then take it back for you, which again, there are a lot of elderly folks that live in Salem City. So, what happens with our trash and recycling now is we have a trash company. And our street department guys pick up our recycling. If Giordano's takes care of this for us, our street department is filled, is freed up for an entire day. So that's like getting an extra day of work so that they can do other things. It feels like we finally have some hope. Hope for jobs for our residents. Hope for a thriving community. Can I just do one more? Just can I just close it out? Thank you. So, I feel like we finally have hope for a better future for our residents. In all honesty, Salem City has waited many years and decades for property, for prosperity and hope through the Giordano project, we have hope for our residents, for jobs we have hope for balancing our city budget. And I encourage the SWAT board to approve this project because of the huge positive impact it will have on the city of Salem and the and most importantly, the hope that it provides for all of us who have chosen Salem City as our home. Thank you.

Ms. Deborah DiMarco/Salem City:

I moved to Salem County just over 20 years ago to study at the Glass Center. As many of you know, this building was at one point the glass center. But it was back, in you know, the old building where the nurse's study now. I was very happy to move to Salem County because I came from Burlington County, Camden County. My 15-minute commute had turned into 20, 25, 30 minutes. Finally, it took me almost 40 minutes to get across town. I was happy to move down here. Salem City was a cute little city. It kind of reminded me of my hometown from the Camden County area. I grew up in the Haddonfield Collingswood Westmont area. So, in 1964, what happened? The malls came into town, right? Cherry Hill Mall and guess what? All the small towns. They folded. All the shoppers went to the malls.

What did the townspeople do? Well, my hometown got together a very strong downtown association and helped build downtown through architecture, through history and through. You know what we had to offer. We had the Indian King Tavern. Right. I mean, we helped liberate people from the South. The slaves coming up from the South. We helped liberate them. They had the Quakers here, the foundation of Salem in the 1700s, the signing with the Indians under the Old Oak Tree. Does this ring a bell? Why can't I think that they are barking up the wrong tree? I think we need to investigate merchandising, history, arts and culture. We don't need the traffic, we don't need the warehouses, we need people. We don't need 40 people in a warehouse down the road. We need people in cafes. We need a grocery store. We need downtown shopping. Where I can go buy a silver shirt for my opening in the art gallery on Friday night? Which by the way, is in Bridgeton, NJ. Which is working with an economic development company to raise the prospects of their town. I considered moving to Millville when I moved here 20 years ago because they had an economic development program that helps storefronts put up signage to promote people, we need food, we need shopping, and we need a grocery store. We do not need garbage.

Ms. Jane Asselta: I've worked in economic development for over 15 years, including as Vice President of the Southern New Jersey Development Council and as New Jersey State director of USDA World Development, and in each of these roles I've worked with the Salem County Commissioners, Salem County Chamber of Commerce, members of the Salem County Economic Development Advisory Committee, the Salem County Economic Development Department and its new economic development director. The South Jersey Economic Development District, the New Jersey Economic Development Authority, and the City of Salem. You get the idea. And many of the businesses in a nonprofit organization to assist to assist the county and support the county's economic development and economic diversification goals. The county's economic development strategy includes several key principles, such as sustainable economic development through redevelopment of urbanized areas. Augmentation of workforce training, creation of a wide array of employment opportunities which will provide lifecycle jobs for first time job seekers, prime earners and retirees. County support for expanded employment, education and job training, and the city of Salem revitalization, all of which the proposed yard honors recycling facility project advances. The recycling facility project redevelops an urbanized area. In fact, an old landfill site, repurposing the site with a similar and suitable use and after much needed cleanup and capping efforts. And yes, there will need to be additional capping efforts. Not remediation, because that's different. It will return this site to the property roles generated, much needed property tax revenue and tipping fees for the city of Salem. Tax revenue, which could be used to support other economic developments, such as revitalizing housing, bringing businesses into the downtown, supporting those remaining businesses and those antique shops, and encouraging foot traffic. That economic development. Street and neighborhood cleanup downtown revitalization, just to name a few, will in turn help attract other businesses to Salem City. The recycling plan includes initially employing 15 to 30 individuals, including highly skilled, high paying positions as well as entry level positions and assistance for technical school job training on site, employee training and mentoring, opportunities for advancement. These positions include benefits such as healthcare and retirement savings. And the Salem County business community will surely appreciate, the project will require hiring local vendors and suppliers during construction,

as well as during operations. Further generating economic activity for existing businesses. While this project may not be the most enviable business to attract and locate to Salem County, it's not a boutique hotel. It's not a mixed-use waterfront attraction. A boat launch or other previously mentioned wish list projects. Instead, it is a good economic development project to build momentum, and it is appropriately located on a less than desirable piece of property. Few developers would take on the added expense of the millions of dollars needed for remediation, cleanup, capping and require, and the required remediation for commercial recreational or residential use. I'm sorry as members of the SWAC, your duties include advising the Board of Commissioners on all matters related to the further development and implementation of the county, solid Waste management plan and programs to ensure that solid waste is handled and disposed of in an economically efficient and environmentally sound manner. To that end, the proposed recovery facility diverts waste from landfills for recycling, including paper and plastics, clean construction and demolition materials, and the like, which alleviates the burden of limited landfill space, reduces the release of harmful greenhouse gases like methane and reduces the need for extracting raw materials. Similar facilities exist in other counties, including Mazza Recycling in Monmouth; Bayshore Recycling in Middlesex and Horizon Disposal in Mercer County. So, this facility includes proven technologies which will provide for the proper management of solid waste by an experienced and knowledgeable operator. The materials will come from outside of Salem County and will therefore not have a negative effect on the communities. However, as you are aware, Salem County Improvement Authority may enter into an agreement and contract with Giordano should it wish to do so to take an economic advantage of facility operations by diverting county waste to the facility for improving capacity at the landfill for accepting the unrecycled materials from generating tipping fees. I appreciate the opportunity to peer review and support the proposed Giordano; s Recycling facility in Salem City, and I encourage the SWAC members to recommend to the Board of Commissioners inclusion of the facility in the Solid Waste Plan. Thank you.

Mr. George Connor/ Quinton, NJ: I believe that the traffic survey was inadequate and did not consider all the issues. Mr. Irvine mentioned traffic at the location, but I don't believe the traffic survey considered that periodically the nuclear plant refueling activities. Where I understand up to 1000 vehicles come in per day for the month, month and half, of a refueling outage, many of them use Greives Parkway. I also don't believe they can sit in an emergency evacuation zone. I didn't hear that mentioned at all, and that nuclear emergency evacuation zone is a big deal. Salem is right in the middle of the main access to Hook Road and 295. I understand also that the evacuation area zone. Our house is across from the Quinton Municipal building. I think both those issues should have been considered and will make a significant difference in the determination of its location. One other observation about road damage. Quite a few years ago, Greives Parkway was a bypass. It was, I believe, questionably engineered. And when they built the Nuclear Training Center, the trucks making that turn destroyed the road. So, I don't think Greives Parkway is an adequate roadway for any more truck traffic than they're having now.

Ms. Andrea B Davis/Elsinboro:

I reside in Elsinboro, and I am the owner of Barbers Basin, a marina directly across the street from the proposed facility. Most of what I wanted to say is, I'm going to make some

real points here and thank you very much. One of the first things I remember being told is that one of the points that had to be met was that this proposed project could not have, or should not have, a negative impact on any existing business. I've worked there for 50 years, and I've owned it for 35 years. If you put it there. You're going to destroy my business. The lawyer testified and stated the necessary things that were needed for SWAC, and he said that that was no negative impact on existing businesses. I've just shown you, the SWAC committee members, where there is a negative impact guaranteed. Then the lawyer said, and I quote, the dump is not capped, which is incorrect. It was capped by SoilSafe, and I in fact have the paper here where the city of Salem received and I quote, it's called a no further action declaration from the New Jersey DEP. And then had testified that it was not capped properly. That too is incorrect. As I just stated, the DEP provided no further action. This is going to be emotional. Your road/ traffic professional opinion. You looked at a lot of intersections. You failed to look at the most important intersection. Walnut Street Road. There are 350 students that walk across that intersection daily. Two times that 700 trips this information came from the business office of Salem High School on today's date. Now you're talking about putting these trucks here, and you did a safety study. And that you do not see where there's going to be any safety hazards to pedestrians. SWAC, I pray for you that you do not accept this because somebody, if they don't get hurt, they're going to get killed. It's a statistical fact.

That is 700 crossings five times a day. This is a walking school community. The fact is that they don't have buses. There is no choice. That's the intersection. You never did a traffic study there. So, I question the integrity and the accuracy of a lot of the information that was provided or the failure to do so and the safety of our children and one requirement of the SWAC team, to me, is knowing the impact on existing businesses. I have a brain injury, and I know I repeated myself. So, the trifecta. For being a winning city, it's a waterfront, culturally rich, deep town back to the 1600s, they are the most desired pieces of land or towns in the United States. Period. It doesn't matter how underdeveloped they are. This isn't pie in the sky. SWAC do us due diligence. Go to Delaware City, go to Wilmington waterfront, go to Camden waterfront, go to Philadelphia waterfront. There are four proven facts where we have the key. We are strong, amazing and beautiful. That is how I want it to stay, and it depends on your vote.

Ms. Gail Nazarene/Alloway: The information I'm about to provide has been sourced from reputable sites. Both government, state and federal, and universities and EPA vested sites. I don't see if there's a trash problem in Salem County that needs to be addressed, and I have mad respect for the Council and for the Mayor and all the work they put into this project. However, my opinion is that planning a waste facility in an overburdened community such as Salem City is not the answer. I base this opinion by using the criteria found in the DEP Environmental Justice Act, NJAC 13: 1D - 157. It focuses on the health, welfare and safety of overburdened communities, which Salem is listed as such. The SWAC Committee also has a listing that they must abide by. That would be health, welfare and safety of not just the residents, but the surrounding communities. Healthwise, air pollution is the single largest environmental health risk, a major cause of premature death and disease, and studies show that fine particulates matter such as diesel exhaust, which these trucks will provide causes the most substantial health impacts. In 1988, a diesel air pollution particulate was classified as probable carcinogens. By 2012, there was enough



data to change it to the leading cause of cancer, as well as emphysema, heart disease, increased blood pressure, headaches, fatigue, and the list goes on and on. New Jersey Clean Air Force Task force classified every county in New Jersey. Every county except Sussex is listed as having a high impact for diesel air pollution. A New Jersey Department of Health diesel particulate matter air study states: all New Jersey counties exceed the health benchmark of .0033 micrograms of diesel particulate matter per cubic meter. Air noise diesel trucks significantly impact the decibel noise. Traffic is listed as the highest cause of noise pollution. Diesel vehicles at 85 to 90 decibels are the biggest offender. Noise pollution is responsible for 12,000 premature deaths and 48,000 new cases of ischemic heart disease, which is the reduced blood flow to the heart every year. Safety waste and utility trucks on city streets are disproportionately involved in fatal crashes involving people walking and riding bikes, making up only 3.6% of the vehicles on city streets. But 32% of bike fatalities, 12% of pedestrian fatalities increases and robbery becomes a concern when there is any large volume of trucks. The amount of robbery using increases by 10% when large trucks become present in any community. Metal theft increases from a public metal drop off. Addicts will scour suburban streets in rural communities stealing manhole covers, bicycles, ac units. Any metal readily available, even burglarizing homes for copper. Where do they get these goods? Where do they dispose of these goods? They get them in our neighborhoods, and they take them to a metal recycler. It's happening in Philadelphia. The problem is serious enough that many neighborhoods near metal recyclers have actually created task forces to identify solutions to the problem. It's an unfortunate after-fact solution that hasn't solved what could be prevented. Instead, I have reached out to large developers, one I met today in person, and one I talked to on the phone. Both developers are willing to purchase along with waterfront, they have a plan in place. They've been talking with the owner of the Anchor Glass site. They're ready to sign a contract, but they won't sign if there's a waste site there because they can't do what they want to do with mixed development. They've committed to creating jobs in the beginning 5 to 10 jobs and then after the remediation is done, up to 30 to 40 jobs can be created for the construction and then after that, what's going to happen? Salem's going to need inspectors. Salem's going to need Street people. Salem's going to need additional governmental jobs to care for what's built there. Giordano should look at the Chemours site because there's no need to ride through any local communities. You have immediate access. I encourage every person here today to understand what Salem means to our county. It's a place filled with history. It's a place filled with potential. It's a place that has young people that could be the next person, like Washington Carver, that amended our soil so that we can grow better. It's a place for the community to gather. It means a starting point for the rebirth of Salem County. If we all keep thinking we are not in this together, the state of New Jersey is going to eat us alive. Together, we are a force to be reckoned with. Alone, we fail. We fail our children and their children, and we fail ourselves. Giordano's is not the answer to Rehab Salem City and if you think \$2.00/ton is worth one child dying from cancer, I beg to differ.

Mr. Jordan Schlomp/Pennsville: SWAC, community leaders, thank you very much for having us here tonight. I visited Giordano's on Thursday to get a better understanding of their facility, company culture and to see things firsthand. I concluded from my visit at

Giordano's that Giordano's does not belong in a residential area and they clearly do not meet evaluation criteria 1, 2,3, and 4. My conclusion is firmly based on what I saw during my visit and my professional experience. I started my visit at Giordano's waiting in the parking lot for my tour with Brad. The first thing I noticed was an employee with an industrial blower blowing the exit and entrance of the facility out of the fence line towards N Mill Road and the business to the south, James, Auto Sales. Next, I noticed the building with a sign that read hard hats required beyond this point. Unfortunately, during my tour I was the only one wearing a hard hat in that building. Next in the can sorting area, I watched the skid steer dumping cans into a hopper while two employees watched for incompatible metals. I witnessed an employee dangerously enter an underground hopper standing on a moving conveyor belt grabbing material. We proceeded through their facility to find piles and piles of recycled material. Some piles were 20 foot tall, the back half of their facility were mixed. I witnessed glass going through a mill to create a pellet. This resulted in finite crushed glass that filled the air and covered the ground. The roads on the back half of their property were covered with glass and debris. You couldn't see the asphalt. My biggest concerns are the environment and worker safety. Lithium-ion batteries and other hazardous material will make their way into the Salem facility and present a true danger. The risk is real. Since 2012, there have been three major fires reported in the press, one of which caused injuries. A report from 2019 quoted an employee stating there had been many fires over the years that weren't reported. Due to truck traffic, public nuisance, their company culture and their industrial business model.

Giordano's belongs in an industrial park, a location with truck routes that allow for access from highways to accommodate the large quantity of trucks. A site that allows Giordano's to grow and prosper without daily concerns of being a public nuisance. Most importantly, one that keeps hazardous waste, fire risks and industrial activities away from our communities. There's been statements that this new proposed site will be cleaned every 24 hours and free of material page seven of the proposal states 12,000 cubic yards of Class B material can be stored on site for up to one year. Presenting the concerns that this site will resemble the Vineland site. The City of Vineland, and Pittsgrove, opposed the proposal that's being presented here tonight. Strong opposition came from both residents and businesses. To quote from the newspaper the new proposal would mean increased potential for noise, dust, and odor spreading in nearby properties, including ours. Another quote we can't maintain our roads now, City Business Administrator Bob Dickinson said. Another quote besides the aesthetics of a large operation, the city is also vexed about the volume of traffic expected from the suspension. Traffic volume already is a problem on Mill Road and South Landis Road. All from articles in 2018 from the Vineland proposal. Hazardous waste resource consumption, unstable business practice will affect the ecosystem, stifle community advancement, posing long lasting negative consequences to health and the well-being of the community and residents. The short-term gains from a fragmented, disorganized approach to industry will not lay the groundwork for a prosperous future. SWAC evaluation criteria 1, 2,3 and 4 cannot be met. I strongly encourage you to vote no.

Mr. Nicholas Mesiano/Pittsgrove: I'm sorry for blowing up on Jennifer a little bit. I didn't really blow up on her, but you know, this isn't a feel-good thing for me. This is something I live with every day and it's pretty reckless what goes on sometimes in this county, but it's

OK. So. The truck routes are where the trucks are supposed to be. That's what we heard first. The future conditions. We heard about those today and we heard from the traffic engineers. I was looking up my thing. Now you don't have to contest my statements anymore because we have pictures. Now, yeah. So, meet the Giordano's fleet. This is what I deal with every single day of my life. There are three types of haulers. They're beautiful, they're blue. You don't want these driving by your house though. Open top, rollback, and even a semi-truck. Do you see the bottom picture here of the semi-truck hauler? Do you see a little tiny house? That's the house that I grew up in. And the truck is what drives by multiple times per day now. I asked Brad at the last meeting. Brad, can we stop having the trucks drive through Norma? By the time the next meeting comes around? He had maybe a month or two to do this. What you'll see in the bottom right corner, March 19, 11:20 AM Gershal Ave. The trucks did not stop driving by our house. We asked nicely. I asked as nice as I possibly could dealing with all this. We still have trucks, people. More importantly, and the traffic engineer really wanted to, where'd he go? They walked out. The traffic engineers walked out. Now where is he? There. But where's? Where's the big you know? He walked out anyway. Me and you were in charge now? All right, so here's the map of where the trucks are supposed to go. Brad's trucks have an entire highway they could be on. They have an entire arterial Rd. called Mill Rd. They have two or three other roads; they could be on as well. But they drive through the Gershal Ave. residential area. So, you know, just to make it perfectly clear, we follow the trucks. Here's the giant truck again. That drives in front of our houses every single day, multiple times a day. Here it is in the Vineland Industrial Park. You can't contest this. That says Americold right there. You know, Walmart, ShopRite, all those other things. Here's Gershal Ave. again. Here's it is at the Vineland Industrial Park again. All right; you get the point. So, are these the number one thing we hear? Glad the lawyers back The number one thing we hear are the trucks can't be on the highway. Are they capable of being on the highway? Here's a picture of them exiting the highway. They go on the highway already, but they don't do it in their day-to-day operations. So, here's you know, a bunch of things, but really. We can't deal with the trucks anymore. We cannot be doing it with the trucks anymore. I don't know how to state anymore plainly and I'm not here People ask me to bash Brad and all that. This and that, but I'm not here to do that. I think, Brad, before you come out to Salem City, me and you have some work to do on Gershal Ave. We have Sherman Ave. We have the Sherman Ave exit that we need to work on. So your trucks have even less of a reason to be on Gershal. So, I'm asking you right now, do you commit to stop driving the trucks on Gershal today, and to commit that we can we work together to figure this thing out over there? You know, once we figure that out over there, both me and you can, you know, move on from this and elevate further. So, can I have your commitment? There's your answer. Here's your future conditions, by the way. That's good stuff right there. Thanks for committing to working together Brad, right? It's all right.

Ms. Lisa Gillespie/Elsinboro: Good evening, members of the Advisory Council. We are in support of rejecting the application for Giordano's to build a solid and wet waste facility in Salem City. I'd like to reiterate three major concerns. One, traffic and safety. 1000 tons per day of Class A recyclable materials, which equates to 50 to 100 trucks delivering per day just for Class A. Class B is 700 tons a day, which equates to 53 collection vehicles per day. This is seven days a week operation 103 to 153 full trucks per day. For both Class A and

Class B, materials inbound. Also, there will be 83 outbound trucks with recycled materials leading per day. Our concern as citizens is this large number of trucks that will be utilizing Allstate County and local roads leading to the facility and will significantly impact all the communities. Of the county. The impacts from this are congestion, Rd. damage, potential accidents. Road hazards from debris flying out as Nick just showed you, and pungent smells, the secondary roads being used with a large volume of roll off and diesel trucks will not. But it will take a toll on the road maintenance, the burden of paying for these ongoing repairs. Will be on every town affected in the county. The Turnpike in 295 or equipped to handle heavy equipment vehicles, hook Rd. Grease Parkway, Tilbury Road to name. Just a few are not equipped to handle this heavy traffic. The second concern is proximity of location. Salem City is not the area to put a massive recycling solid and wet waste facility. An operation of this size belongs in an industrial park. Salem does not have an area conducive to an industrial park, a place that has no residents living around it. An industrial park has its own dedicated infrastructure like the Vineland Industrial Park, where Giordano's is currently located. In the industrial park, Giordano's has highway access and arterial roads that are exclusively designated for industrial usage in Salem. Even though the landfill is capped, over 300 residents live within half a mile and over 40 within one quarter mile. This proximity is dangerous and unacceptable. No matter what, roads are used to get to the site, all access roads are shared with a residential. Population. Remember, there is a reason that the mayor of Vineland, who initially gave a letter of support for Giordano's but withdrew that approval. And there is a reason why Pittsgrove did not want Giordano's setting up their massive operation around them. Even in Vineland industrial park, where Giordano's is located now. And there are specifically designated roads for their activities. They still struggle to keep their trucks on the designated roads and regularly drive their industrial waste through a nearby residential area. Please take note that in the January meeting, a resident from Pittsgrove openly shared this information and requested the situation be corrected. Tonight, the young man's presentation showed Giordano's truck still driving through the undesignated Rd. With no care or concern to the request, this young man made the future expansion. I feel like I have to speed up here. Giordano's will initially build a 50,000 square foot building. However, they intend to expand. They plan to build another 50,000 square foot building for only wet waste. Wet waste they have not handled before. Wet waste that brings rats and bugs. What waste who's byproducts could leach into groundwater. Additional expansion plans include transport by barges and rails. Not only will trains block two major arteries 49 and 45, barge traffic with wet waste will turn the port of Salem into a trash port and limit opportunity to bring in or ship other commodities. Giordano says they will transport waste from a 200-mile radius of Salem. Who's to stop the possible expansion once they're operational? And I'll end by saying this. The message is right in front of us. I'm appearing and adhering and asking the Council to reject this proposal. Once you have trash in, you'll never be able to get it out.

Ms. Danita D Johnson/Salem: I live on XXXXX, and I want all of you to vote yes. yes, yes. I've got three points. The first point is benefits. My second point would be benefits and my third Point would be benefits. I want the math here in Salem City. Other people's junk will be Salem City's treasure. I just want all of you to know that this is the last year that Robert Wood Johnson Clinical study. Whereas ranking our counties in New Jersey. This is the last year they're going to do them. For the last 10 years Salem City and Cumberland County

have been last. I have friends in here asking why I want Giordano's in Salem. Why? Benefits, benefits. You said you just can't go off the streets and pull in Salem city people and have them working there. I'll be one to help train them. I'm a biologist. I have master's degrees. I have friends. I have such a massive group of networks, the African American Chamber of Commerce. I have doctors in here. I have friends in here. I have friends in here that are on Rotary Club. We can train our people so they can get these entry level jobs. I'm a Pastor too. Don't give me shoutin' here, OK? I want the jobs. Employers. I'm also an employer in Salem City. Do you know that I can control my employees? I can control my consultants. Let them act up and not do what they're supposed to do. We have our license, so I believe if they have truck drivers, even if they're outsourced, they can control them. Here's a third benefit I want to see the truck traffic. The truck traffic excites me. I'm so glad we didn't have this mindset. When the horses and buggies were going down the cobblestone path because on Gravelly Hill Rd. we still have cobblestone roads here in Salem County. When we got caught up, now we got nice cars. It's called innovation. I want progress. I want families. I want a family-owned business to come to Salem City. Why? Because then other family-owned businesses will come to Salem City, Salem County. I love you all. I love you all, but I vote yes, yes, yes. Why? Because of the benefits.

Mr. Mark Quinette/property owner in both Elsinboro and Alloway: You know, I'm surprised the lady just before this one brought up the port issue. Because I see in the Giordano's sheet here, the information sheet project overview. It says collaboration with barge and port operations for material transportation. I wonder if you guys looked at it. If you're loading the barge. The barges are pretty huge. Or if you're unloading a barge, that too, is huge. And I understand that your site is supposed to be odor controlled. You're saying, and I don't know how you're going to do it, but I saw that and they're going to closed buckets and all that. but not only transportation on the roadways, but on the riverway 'cause I have a house on the river. There are also houses. The mayor's here, houses very close to Salem River within feet. Maybe 50 feet of a barge going by, That could be an environmental disaster in itself. There's businesses on the river, there's businesses that operate on the river that use the river to operate. One of them, you heard from Andrea Barber. She's going to lose her business. That's at the cost of giving these people the work of putting a dump on top of a dump. It's already a capped dump. I'm a big proponent of working and I know committee people from Salem. I'm a big proponent of clean industry in Salem. Trash is not a clean industry. This isn't a good choice. This isn't a good choice. We can do better. First thing we have to do is clean up the dump which is Anchor Hocking. Clean that up and then start from there. You can't start with a dirty chalkboard. Just remember, barge is on the river. I learned a lot tonight 'cause I didn't come to the last one. I apologize. But I learned about the pig slop slot for China. I mean that's unbelievable. But I believe that's true. I believe that that happens, how are they gonna get it there? I ain't truck. It's gonna go by barge, right? Somehow. So just remember that we've got a very delicate waterway that is just a bigger part of Salem City, Salem County, as is Salem City itself. Salem City does need revitalization. I think trash is the wrong decision. Thanks.

Ms. Janet Sheridan/ Salem: I hope you can hear me with the rain. I have mainly environmental concerns. I'm also very concerned about the traffic. I've been in Salem for over 40 years, and I've been in my beautiful Victorian house for that long, restoring it. I

know a community of people in Salem who love their historic houses. But they have problems with truck traffic. Even in my house on 7th St. The people on Market Street and Broadway suffer from noise and vibrations from these big trucks. They're hard on the old houses and this is a treasure. This is our treasure in Salem. It's our history and our historic buildings. With historic districts that are protected. Broadway, which is Route 49. With Market Street Route 45, the trucks are going to be using these roads. They're already seeing heavy traffic and I didn't see any study of the present, the existing truck traffic on Market Street and Broadway. It's already heavy and it's already damaging to these houses. Now I'd like an answer to this question. I think Mr. Mosley, earlier you talked about routes. Now I'm concerned about the routes from the east to Salem and back to the east from Salem. I'm not sure I heard you, but what routes do you anticipate the trucks using coming into Salem and crossing Salem to the facility? Can you get an answer? OK, sorry. I'm concerned about Greives Parkway. We heard earlier from someone who thought it wasn't adequate for the job, and I've heard this for many years, but it wasn't created. It wasn't constructed correctly for heavy traffic. It was built as a bypass, which would be perfect. But maybe or maybe not it can function that way. If it's Broadway, that's terrible for the historic district. That's terrible for the quality of life in these neighborhoods. These are residential neighborhoods, and it's already bad, and it's just gonna get worse. And that's my concern. So, I hope you will keep that in mind. Thank you.

Ms. Jody Veler/Salem City mayor: So let's just give this a little perspective. The median household income in Elsinboro is \$98,000 a year. They have a 1.7% poverty rate. Median household income in Pittsgrove is \$89,000 a year, 10% poverty rate. Salem City \$40,000 a year. With a 31% poverty rate. So that's the perspective that we're coming from. I've heard a lot of statistics about the potential of this facility to cause cancer in communities. People looked up reports. The reports they didn't look up was that the leading cause of death among black men is gun violence. And in Salem City, we have no shortage of that. The youngest black man in Salem City to be killed was a 13-year-old boy trying to claw his way into his front door, being chased by gangs. So, when you talk about being concerned about the children, you can't just look at one perspective of it with crossing guards, crossing them across the street when we've had at least 20 deaths by gun violence over the last few years. The social determinants of health that are brought about by poverty are equally as important. This project was to give us the chance not only to generate revenue and ratable, but also to clean up the garbage that's thrown about the city to help with the illegal dumping. We would love to do something about that. The Port. The fact of the matter is we don't own that. At least not now. Down Jersey Port Co. owns that port and there was a 52-year lease on it. And we are only halfway through. And even when we did put out a request for proposals to see if anyone was interested, we got one that was poorly done. Yes there are developers looking at Ardagh, but we don't know where it's going to end up. And at the end of the day, you can't have economic growth without goods moving in or out of the city. You can't just put up a bunch of houses and think that that's going to stimulate jobs. A week ago there was a warrant executed within the city because a couple of people were believed to have been selling drugs. What they actually found was families living in a house with no water, eight kids, and allegedly they may have been selling drugs, but they're not doing this to get rich. They're doing it to survive. Because that's what happens in a city that is that poor with no jobs and nowhere to go. There are no shuttles

running to Pureland here. There are no shuttles running to the Amazon warehouse. We've been on our own for this entire time. So, while I respect everything about the trucks, I do understand everything about the trucks, we're doing everything we can to make it easier. We have signed an agreement with the Authority, in Millville. The Cumberland County Improvement Authority, we have housing developments coming in. We're shopping out everything that we possibly can, but even if we fix every house in the city, the revenue still wouldn't be enough for what we're losing. And we can only tax our residents so far. And yes, you have to make a decision on everyone in the county. What is best for everyone, but Salem City is falling, and we are the poorest city in this county. As this city falls, so does the rest of everything that's around it, because poverty doesn't stay in one place. Trust me on that. Thank you very much and I would urge you to pass this project.

Mr. Earl Gage/Salem: Mr. Chairman, and all the members of SWAC, I appreciate all the time you've put into this as a longtime member of City Council and former mayor, I can say that the struggles in Salem and have been going on for a long, long time. When we talk about traffic, when we talk about possibilities in Salem, the mayor is absolutely correct. We need a lot of things in this town. If we could wave a magic wand and make it all better. And one day we would, but we unfortunately have to deal with the reality of what comes up, what comes to us, and what we can make work, OK? We have a 47-acre site that's been a was a landfill for decades and whoever pointed out the night, yes, we don't know what's buried there. Which means no developer is going to walk in and say let's develop waterfront property on this 47-acre site. We can't put a school there. We can't put playgrounds there. We can't put so many things there that are attractive that we would love to have, but we have a 47-acre site that is willing to be developed into something that works and actually fits the category of what that land actually used to be. The mayor of Elsinboro is sitting here and I know he knows he can't build anything on his former site that's on the river. We can't either. This is an option for us. This is an option that provides jobs. This is an option that provides not only a tax credit for the city, but one for the county as well. As long as this organization meets the criteria that you've been given by your professionals. Salem City is in agreement to work forward with it by a vote of City Council. That was unanimous. All right. Yes, it can provide more income to the Salem County Improvement Authority and that agency, if they choose to. If not, then Giordano's will have to take it somewhere else. As far as traffic is concerned, absolutely, it's going to have traffic, but no more traffic than they had if they had developed that wind port in Elsinboro that they were talking about. Those trucks. Remember when those trucks went through Salem City and Elsinboro? How many of those trucks went through? I don't remember a big uproar. There were questions. There were concerns, but we had to close streets in Salem just to get those trucks through to Elsinboro. We didn't complain and we the reason we didn't complain because we need the jobs the county needs the development and that nuclear plant and that wind port would have provided them if it still will, God willing, let's hope it does. Maybe not tomorrow. Maybe not in the next 10 years. That's what Salem City is asking you to consider tonight. Not that this or any project is perfect. Not that there won't be a truck that shows up in Elsinboro to the best of everybody's abilities, but the fact that Salem needs a leg up. Salem needs a leg up that is legal. That is environmentally tested. That's approved by the DEP and it is monitored, monitored by your organization. So, with that I am saying as a lifelong

resident of Salem City, I'm supporting the project and asking for you to do so as well. And I know it's getting late, and we didn't beat the rain, but thank you very much.

Mr. Vaughn Groce/Salem: So, I don't have a lot more to add because I think the Mayor and Earl have pretty much made it sufficient. I could go on about what Salem needs, but that's not what case is being deliberated here tonight. You guys have before you 5 criteria. Your job is to determine whether this project meets those criteria. I know that there's a lot of pressure here. I know that some of the people who spoke out passionately. Rightfully so. And maybe some are your friends. But as a member of City Council, I can tell you that when it's time to vote, you have to put that aside. Does this project meet the criteria? I believe that it does. I urge you to vote yes.

Ms. Wadiya Davenport/Quinton: So, I didn't come here like you guys prepared as a speech. I didn't even get a nice comfy chair that the 1st 3 rows have. You know, I'm just a I'm just a Quinton resident. I'm kind of in the middle. So, I came here just to, you know, just to listen and hear things. What I don't hear is a relationship. You want to come in and build your, you know, waste division and things like that, but you're getting a lot of slack because of the negative. So, what about building a relationship for the positive? You know, Salem needs a lot. Yes, you've heard we need a grocery store. We need rec centers. We need new buildings. Why don't you start there? You know, use some of the money that you guys have to build that and help rebuild Salem, you know? You need a relationship. If you want the YES you have to do something for it. You're not just gonna get it for nothing. You know, I also hear the only 30 jobs or 20 jobs or hundred jobs do something that's gonna bring hundreds and thousands of jobs, you know, help build the city back up. We don't. We don't need anything that's gonna tear it down, but at the same time, we need we do need the revenue that will help. So that's why I said I'm in the middle. You know, I've lived all over the country. I'm a vet. I've lived everywhere. In and out, I've lived a mile from waste divisions in the mountains. I've seen both sides of it, but what I did see is those companies rebuild, help, put revenue back in, not just with that, but with other things as well. Start there, you know, give it a little test run or something, but you got to do something for us. You know you. You want us to vote yes. You want us to, you know, pour into you. What are you going to do to pour into us?

Ms. Sharon Cline/Salem: Good evening, SWAC members. I'm a member of Salem City Council. I taught in Salem City for 40 years. And our lives are different than our surrounding neighbors. You heard our mayor talk about violence because of poverty. You know, you Vaughn made good points. Earl made good points. All Salem people are eager to see a positive change in our city. Take a ride down Thompson St. Take a ride down Olive St. We're making progress, but everything costs money. Great ideas here. Redevelop the waterfront and save our historic homes. But it's all about money. I know I'm going to get emotional too, because since the year 2020 I have lost fourteen former students to homicide. Our City Council is working very hard to change Salem, but we can't do it by ourselves. I urge you to support Giordano's. I've read everything carefully. I feel confident about it. You all have a very hard decision. And thank you for your time.



Mr. Ted Cox/Pennsville: Everybody's heard just about everything that's been said about this whole project from the beginning, all night long. Some things over and over again. I'm from Pennsville, the Hook Rd. area and I didn't hear about a traffic study on Hook Road. or the red light there at Walmart. There's approximately 13,000 vehicles that go through that red light every day. And yes, we are sitting at that red light. Sometimes for two or three cycles now without this added traffic. Truck traffic every six minutes, which you know will bottle up based on the speed of the trucks getting up to speed from a standstill. So there is more traffic study that's got to be done? That's a county highway going on to a state highway and the state needs to approve this extra traffic on this road. If you live on Hook Road, it's hard to even get out on that road. It causes traffic the way it is now. That alone with tractor trailers coming down there every six minutes. So, I just want to make sure you understand that now Hook Road also was supposed to be fixed. It's taking 50 years. Nothing until 2018 when they started repaving the three-phase project. So the County Commissioners, if there's any anyone in here, they still haven't finished phase three. On June 12, last year, 2023. I mean 2024, they promised that they were going to finish phase three of Hook Road and it was going to be 3 months and it turned out to be 3 inches of blacktop and four days later. So that's a bunch of bull crap about Hook Road being up to speed and ready for the tractors and all that stuff. It's not. It needs to be rebuilt in that one section, phase three that never got done, which the state was paying for since they paid for phase one and phase two. So, with that, the traffic is a big issue here. The other thing I want to put to the committee here is I want you to think about the county as a whole. We're all in this together. There's no reason that Giordano's couldn't go to another location. And the revenue from that location be split among the communities? Not maybe 50/50 could be 90/10, whatever it deems right distributed among the communities to rebuild Salem. Salem needs the help. There's no question about that. They need the help. There's other ways to do this, and that is, Chemours is Do I want trash in Pennsville. No, but that is the best location. You can find in Salem County a place that has already the infrastructure. It has the river, it has the rail, it has the Turnpike, it has 295 and you don't have to enter any community to get there. So I would like the county commissioners and the solid waste team to put their heads together and rethink about this approval in the Salem City, but also be able to expand their ways to funnel revenue to Salem. To keep all this industrial mess out of the residential areas and keep it in industrial complex. And Mr. Giordano, is there a reason you did not go to Chemours? Anybody over there? Oh there's no questions, that's all right. DuPont Chemours. Perfect place. Not familiar? Well, maybe. There we go. OK county people here, let's get these people familiar with it. Thank you for your time, but I really want you to think I'm opposed to going into Salem City just for all the reasons everybody said here and the traffic going down Hook Road now. Hook Road hasn't even seen the shore traffic and there hasn't been a study at that location yet. So, I'd like to see a study at the at least at that 49 Hook Road intersection. With the summer shore traffic that goes through 49 right through Salem, you still got that bottleneck. But I want the committee to think about maybe trying a different location and expanding the revenue to Salem as needed to redevelop. Thank you.

Ms. Suzanne Landolfi/Piles Grove: I was a teacher at Salem High School for 27 years, doing many years of community service, so I know the city pretty well. But what I am concerned about is the traffic. I know that you said Hook Rd. but again they might be coming down 40

and 45 and I know those streets are already overpowered by trucks. I work right on that highway at this time, and I just hear air brakes going all day long. And then I look out the window to make sure. It is a concern. Traffic is a concern. I would hate to be a resident that lives near this facility. I can't even imagine their personal concerns or how they're, you know, what they're going to smell or the traffic or any of those things. That is a huge concern for those people. Yes, the shore traffic probably was not studied. What I'm concerned about is our landfill and they talked about how many years are left on it. I mean, it's just common sense. Soon as I heard about this topic, that's the first thing that came to my mind. Basically, we are selling out Salem County. So that a company can make money. That's what we're doing. We are bringing in trash from all over the place. Just so somebody can make money, a company can make money. Yes, it can help Salem City to a degree. But again, there has to be some other way. I mean, when you really think about it? Let's just bring in a bunch of trash, and then once they wave their magic wand over it, take out the recyclables. We're now gonna take it to our landfill. And then when that's filled, we have to purchase land to expand for our needed residents. I know they talked about collecting Salem City's trash for free. However, in the speech today, they said they were not allowed to take any trash from the Salem County. So, I'm not exactly sure how that plays out. They said we are not taking trash from Salem County residents. But Salem City, we're gonna take your trash for free. It doesn't make sense. Please consider the impact for the people that live near this facility. The traffic. Selling out our county landfill. So please consider that. It's a big concern. Thank you for your time and for everybody making their wise decisions and all of your research that you've all your time you put in time every month. And here I am just coming in and just, you know, everybody's coming and yelling at you and this and that and yet you month and month go in and make all your decisions for Salem County and nobody thanks you. But thank you.

Mr. Sean Brown/ Director of Economic Development for the City of Salem: I appreciate the opportunity to speak about to you about the proposed wet waste facility at the former Salem City Landfill. I understand the concerns and I want to address some of them head on. First, let's talk about the landfill itself. There are no potable wells on site in the city's drinking water is not affected. The New Jersey Department of Environmental Protection must approve any facility here, ensuring that it meets stringent environmental standards, including traffic. Now, why does this matter for Salem? As director of Economic Development my job is to move the city forward. That means jobs, investment, infrastructure and a sustainable future. This facility will bring 40 jobs, some new, some transferred. It will generate new tax revenue, easing the burden on residents. And importantly, it's an example of responsible land use. What better way to use a former landfill than controlled regulated economic growth? Sitting here today, I've listened. Some have said that we in Salem lack vision. We don't. We're actively working with property owners, residents, business owners on a new master plan. Every day I get to work with developers, real estate agents, county and state partners, nonprofit organizations and actively use Broadway, Market Street and Greives Parkway. And Grieves Parkway was built for trucks in Salem's Industrial Peak. Infrastructure and economic development go hand in hand. You can't have one without the other. We are closer than ever to bringing a grocery store to the city and progress is happening. Others have suggested that Salem is becoming a dumping ground. As someone that's from Camden, a city that has historically been

treated as one, I take this personally. This is not that. This is an environmentally regulated revenue generating facility. If we truly care about clean energy and sustainability, then let's be innovative. If we don't like gasoline exhaust, let's put electric vehicles and wind energy. If emissions are concerned, let's explore gas capture technology. Like what they had in Japan, which is already in use in other parts of this country. We need to focus on facts, not conjecture or speculation. I respect the voices of everyone who has spoken tonight, but we must make decisions. Based on the data and expert analysis, not fears or misinformation. The New Jersey Chamber of Commerce has identified this county as having the worst economic activity in the state. Some of us heard this a few weeks ago in the presentation at the college. We simply cannot afford to turn away from responsible investment. I recently reviewed a report from our tax collector on unpaid taxes and the biggest liens that we have in the city of Salem. Do you know who's on top of the list? Industrial corporations that haven't paid their fair share. They walked away. They left people without jobs, without income or without hope. This country has never fully recovered from industries moving abroad, but locally there's something that we can do about it. Now, let's remember what economists call the multiplier effect. A new facility means more than just direct jobs. It means businesses for local suppliers, contractors, restaurants and services. It means more money circulating in our economy, which benefits the entire Council. Now I know some of you in this room. I've gotten to know some of you after a few months here and I respect working with you. Even those who may be against this project. Through the Economic Development Council, where I sit and work with county partners, I will work to make sure that it was good for Salem, is good for the entire county. And what is good for the county, is good for Salem. We're all in this together and our decisions tonight will shape our future. But let's be real economic activity doesn't happen without transportation. The county's engineer reviewed the traffic study conducted by Giordano's and found no claims that this project would create substantial harm on the roads and hurt that it does do, can be fixed with infrastructure improvements which happen from the state. And the last thing I'm going to say is that it's raining outside and whenever it rains, it's an opportunity to wash away the dirty stuff that's from the past and let new growth occur. And that's exactly what you can do tonight. Thank you.

Mr. David Dolbow/Salem: This is the first meeting I've come to, and I was just getting informed about all this. I want to make a couple of comments directly toward the traffic situation, as many of you know, there's a gravel pit on Route 49 in Quinton Township. And there's been heavy truck traffic through Salem City, Mannington Township and up to 45. If any of you have driven down Acton Station Road in the last year, you know what the truck traffic does to the roads. We as taxpayers are going to pay for that at some point. Tilbury Road cannot handle that kind of traffic. Greives Parkway can't handle that kind of traffic. The state highways could, but you have to get to the state highways. So, I just urge the SWAC members here to, you know, think about the taxpayer dollars that this is going to incur over the years and especially as they expand. And the traffic will get, you know, more traffic and heavy trucks wear the roads out. So, appreciate your time. Thank you.

Ms. Christine Mesiano/Pittsgrove: I just want to begin with a reminder that this plan has been presented and rejected by the City of Vineland, and the Cumberland County Improvement Authority. I was going to quote from the newspaper article, but someone

already did, as to why they had scrapped the expansion and why Vineland went back on their approval of it. Because it would clash with the efforts to populate W Landis Ave. with more eye pleasing hotels, restaurants and professional offices. This brings me to Salem City's goal of bringing in quality development. This you are desperate to bring something in and he is feeding upon that. This is going to stop you from bringing in any more quality development. Just by Vineland and the Cumberland County Improvement Authority rejecting this plan, this is more confirmation from those being responsible in their leadership that a plan such as this is not conducive to producing quality future development that is considerable to attracting eye pleasing businesses that would serve the immediate communities in a positive way. This plan was then again presented and rejected by this very board in 2021, because hundreds of residents showed up to testify for the same reasons we're testifying here tonight. The plan has not changed. The concerns have not changed is plan still involves bringing in trash from New York, PA, Delaware and other parts of New Jersey. This plan still involves hundreds and hundreds of trucks a day, wearing down our taxpayer-maintained roads. And like Vineland, from the quote in the Daily Journal, we struggle to maintain now those Vineland roads and Salem County struggles to maintain our roads. Drive down 540 like I did on the way here. It needs to be redone now. This plan. Still, this plan involves building a new landfill in the future because it will not be able to hold the extra wet waste from New York, Delaware, Pennsylvania and other parts of New Jersey. This landfill was originally designed for just Salem County residents only. The Improvement Authority is charged with the task of improving Salem County through smart, innovative ideas that serve all residents in the county. It is charged with encouraging ways to keep our community clean through road cleanup programs. This plan will increase the amount of road trash. How do I know? I live on Gershal Ave. A road that is used numerous times a day by Giordano's truck traffic. Brad knows our family. We've known his family for years and still he can't reroute those trucks. But his traffic study said they will designate and control them. That is not true. We live it. Beware of someone that tells you they are going to do these things. Someone mentioned build a relationship. He doesn't build a relationship with a family he knows. Or the community that he drives through all the time. All they have to do is jump on 55. They don't. They drive through the small town of Norma and make us listen to the truck and pick up the trash. Which I might add, there's so much trash that the Cumberland County Authority now has to hire, have their employees go and pick up the trash along Gershal Ave. How many complaints they got? Is this waste facility ready to hire their employees to go pick up the trash? That's going to be all over because it's going to happen. So this is only one more confirmation of a negative effect that this plan is gonna have on the surrounding communities. Trash does not attract quality development. Trash will not solve the violence in the streets of Salem City. Quality development will do that. This is not what you want for your area. He has made many promises, someone said build a relationship. I already said that. I just want to end it with a quote from the authority's website. We have a beautiful county and our goal is to keep it that way. We have natural beauty that must be maintained to the generations that follow. Please make this your goal when you are making your decision tonight. This plan does not follow that for Salem City. You have on your website. It does not mention bringing in trash facilities to improve your community. Again, we have a beautiful county and our goal is to keep it that way. What's your legacy gonna be?

Mr. Cody Loatman/Salem: Good evening. My biggest concern, the one that I'm hearing tonight and I heard at previous meetings is traffic, traffic, traffic, traffic. Any business is All right. You're going to have trucks. You're going to have buses. The roads need to be repaired. There is no road in this county that does not need repair. Earlier, the gentleman showed a picture of a truck in front of his house. You know what's in front of my house, in the city of Salem? A 7-year-old with a gunshot wound to the back of his head. That's what's in front of my house. I can't show a picture of that, but I won't. I would die to have a truck in front of my house. You know most people in here, they don't have to deal with the stuff that we have to deal with in the city of Salem. You know what they leave us, they go home. Back their beautiful town. You know, we go back to the city with nothing. We have to get these fathers jobs. We have to get these children somebody to look up to. We have to start somewhere, all right? It's not gonna happen overnight. I hear complaints about the water and port. I'm a lifetime boater. Been boating my entire life. Duck hunting, my kids love the river. Do you think I would want to pollute the river? Negative. I hope you guys, Vote yes tonight. Thank you.

Mr. Saquan Gallett/Salem: Let me apologize for wearing sunglasses first. I got drops in my eyes and it's making me sensitive to the light. But I am a lifelong resident of Salem. I was born and raised here, unlike a lot of people in Salem, I don't have to live in Salem, but I live in Salem because I love Salem and I've made it one of my jobs to be a voice for the voices. I'm younger than a lot of people in this room and I can guarantee I've been to more funerals than all of them. And there's a saying that nothing stops a bullet like a job. Now we know that it's only 40 jobs, but five jobs for Salem would be great. Five jobs that we could walk to and five households that can be sustained. Do you know how first world of a problem it is to have people who are figuratively and literally starving to tell them that they can't get fed because of traffic? It is. You know it. and I don't. I don't want to downplay your concerns, but. We are literally dying. And we want something. It is needed. So, I just ask that you guys, you know we're not good just because we say we're good, we're ultimately deemed good by what we do. And like someone said, a lot of people, you know, you go to go home to a nice house, I go home to a nice house. But around the corner is terrible. But you know, a lot of times, we think we're good and we get, we get trapped in our little bubbles and life is good. But it's not like that for everybody. And you know, we have to sacrifice for each other. So, I'm not here to cast aspersions on anybody. I just want you guys to understand that Giordano's won't solve all the problems, but this is how we crawl our way back to the top. It has to start somewhere and for me, being a resident in Salem, I've studied economics. I'm what you call one of the lucky ones. I was born in Salem. I actually got shot in Salem, but I went to college. I started a business and like I said, I can live anywhere, but I'm here because I love it. Things like this help turn us around. They won't solve all of our problems, but they will help us get to where we need to be. Thank you.

Mr. Harry Buyarrski/Pilesgrove: Promises made, promises kept. As I sat and listened this evening, I started doing some math. We're talking at 20-to-25-year project overall. The reality of it is that most of us in this room, and it's sad to say, will not be here in 25 years. So, what we are doing is making a decision tonight that affects my grandchild, my nieces, my nephews, their children. I understand the plight of city of Salem. This doesn't solve that problem. There's been more than enough information come through here. The history

is what we've gotten here tonight. So, I ask that when you're making this decision tonight that you recognize the far-reaching implications that come with. Thank you.

Mr. Tim Gregory/Salem: Salem County is changing. As of this date we have about 20 some warehouses in it, so traffic is going to be part of our life if we like it or not. That's just what it is. Like the gentleman just spoke about. We are changing and we are making decisions for the future. Right now. Salem's future is going to be economic development.

This is the first project of many projects that will be coming to Salem City, so we will have this truck conversation over and over and over again because this City Council, which I'm a part of and I'm glad to be part of, will be bringing in businesses and industry into Salem and we will not stop until we get Salem where it needs to be. Thank you.

Mr. Jim Grant/Elsinboro: First, I want to say Andrea, Andrea got me into this. So, I don't know if they say thank you or not. I'm exhausted. I'm ready to go home too. My background is I was born and raised in Salem County, but my working career was overseas. I worked for a large multinational company. I did business development and I was in the position of Giordano's many times looking for places in Eastern Europe to set up a factory. I was a consultant to General Motors when they developed a car factory in the middle of Russia. My experience has been being a mentor, resolving disputes. I don't think you're ready to make this decision. I think there's a lot of unanswered questions. I do believe that we need Giordano's as a society. It might be the wrong place, Salem. I was a 2020 field manager for the census in Salem County. I'm also a volunteer for Meals on Wheels for Salem. I know what their problem is and my heart bleeds for them. My wife and I invested in this community. We invested over \$2,000,000 to start Salem River Inn. We do a lot of projects for kids. We want to help underserved over-burdened communities. We do environmental projects. We're sponsor for a fishing tournament for kids called hooked on fishing, not on drugs. It's on June 8th. I think you need a time out. I think we need to help Giordano's. I think we need to help Salem. But you don't have a solution yet. But we do need what Giordano's does for us. Thanks.

Ms. Helena Johnson/Salem: I am a Salem City resident, and I love my city. I truly do. And I think what makes up a city is the people that are in the city, not the traffic, not the views, but the people. And I pray for growth for the people in my city. I pray that they have the opportunities, and I truly do think that this will bring in opportunities for the people in my community so we can come together. And grow as a community and as a people because it is the people, it is the faces. It is me and you who grow a community. It is not the traffic 20 minutes to a job commute isn't going to be that much. I'm sorry. That's my opinion and I heard traffic a lot. I just really feel as though there are bigger issues and I heard somebody say look at the broader picture. Traffic, the broader picture is that we need opportunities. The broader picture is that we as a community. We have to come together and help each other out and I do think this will do that. Thank you for your time.  
Thank you.

Ms. Marlene Assalta/ President of the Southern New Jersey Development Council:  
Thank you for the opportunity to speak to you tonight to the Council. Thank you very much for your time. I'm the President of the Southern New Jersey Development Council. We are

a regional organization representing the 8 Southern counties of the state, primarily in economic development. We see projects come through our office every day. Early on, we saw the Giordano project maybe two months ago and as we reviewed it, we look for two things, primarily two things. One is the impact on the economy and the other, of course, is job creation. For those reasons, we liked it right away. But as we learned more and more about the project, we saw that there are built in oversights by agencies. On the state level, the county level, the municipal level that gives you more of a comfort level when you're looking at a project and of course, when you're supporting a project, you know that there are agencies that have regulations built in that the developer has to meet and this one certainly has plenty. Just with the DEP. Need I say more about that? So, we were quite comfortable in offering our support, but as I listened to the presentations this evening, I learned even more about the project. Certainly, from the attorney and the traffic engineer and the other gentleman, also from your own representative from the Alaimo Association. That was an extensive list of items that needed answers or some mitigation somewhere along the way, and I was doubly impressed and now would like to double my support and the organization support of the Giordano recycling facility. So, I do thank you for taking the time to listen to my speech about the support of the project, but I also have a personal observation. If you would permit me just one more minute, I've been to my share of these public hearings, and I understand those who oppose the project have very serious concerns. What I don't understand is the accusations and the condemnation that's flung towards the Giordano family and their team. And I would hope that we can find a better way to work with one another, talk with one another, listen to one another and come to a conclusion that leaves everyone maybe not 100% happy, but close to it. So, thank you very much for your time.

Mr. Charles Hassler/Salem: How are you doing tonight? I wasn't going to talk, but since I decided too, I will do so quickly. You know, I've heard about the traffic. I'm a lifetime resident of Salem City. Everybody knows in the county, this isn't about traffic control. You know, if the municipalities have a problem with traffic and their ordinances ought to say they 80 ton truck down Mill Street or whatever. That's where we start in my opinion. I say the job here is decide can we take the waste or can't we? That's the job of this board. The way I see it, maybe not. But that's it's not about traffic control, store traffic or anything else that you know. I understand it all. But that's not the job that I see that we should be talking about here tonight. I just have one more thing that lady talked about that had a lot of business for sale. I would like to talk to you afterwards to get those businesses because I would call them tomorrow. It's not as easy as that to bring them up. Thank you for your time and thanks for your time of doing this. It's not an easy position you're in, and I appreciate that.

Chairperson McKelvey/Alloway: OK, looks like we'll close the public comment. That brings us...

Mr. Mike Cooke/Salem: The gentleman that spoke about not being ready tonight. This here is my first meeting, and I heard a lot of comments that may be true may not be true. There was some contradictions on actual testimony, and my gut tells me that there's too many unanswered questions, so making a decision tonight. And I'm not saying I'm against

it. I have a master's degree in environmental protection. I'm a strong proponent of recycling, but I just don't know that we're ready for that decision tonight. And if we're basing the decision on most of the information. You know, we had testimony from somebody county. Economic development people that support it, did they support it in Vineland? Did they support it in Pittsgrove? I didn't even know there were other applications. Why did it not get approved? Are there other sites? So, I just think there's a few more things, unless there's more information that the public's not aware of, that you're making the decisions on. But if it's everything that was said tonight, there's a lot of unanswered questions. Thank you.

Chairperson McKelvey/Alloway: OK. Going to move on, that brings us to we have a decision to make and my feelings right now. OK.

Mr. Davis: I'm sorry but could I have just 5 minutes?

Chairperson McKelvey/Alloway: That's fine.

Mr. Davis: I'm going to echo what many members of the public said tonight, which is. Thank you. You are all entitled to time and 1/2 for the three nights that you put into this application process and diligently listening to all the testimony that we provided, but also from what was stated by members of the public. What I ask you to do is. To stick to the criteria that is outlined in Mr. McKelvie's memo. And I go three to the standards. The first is that the proposed facility will provide for the proper management of solid waste and can be shown to be a complementary component of the coordinated strategy for solid waste management. A lot of things were said here tonight. No one that spoke other than Brad Giordano has experience in solid waste management. Who has done it with his family for multiple generations in the city of Vineland. Who has been recognized by the Department of Environmental Protection for running a safe and efficient operation at his existing Vineland facility. Who has partnered with institutes of Higher Education to work on recycling activities that that family wants to bring to the city of Salem, he has negotiated with the Salem County Improvement Authority. Any action you take today, first of all is a recommendation. It's not an approval in and of itself. It still has to go to the county Board of Commissioners, but secondly, it's also subject to an agreement with the Salem County Improvement Authority, which runs the landfill, the solid waste facility here in the county. It's been indicated that residual waste can go to the Salem County facility, but if there's no capacity or the county doesn't want it, it can be taken elsewhere. There is an economic opportunity there for the county if the county wants it, but they don't have to. It's entirely up to them to do so. It will be subject to an agreement with the County Improvement Authority. Much was said tonight about go to this other site, go to the DuPont site. What's before you is this site, not any other site. It's whether or not this site, this developer, this operator satisfies the criteria, not any other site. That's not the standard that you've set forth in your plan. Secondly, the proposed facility will not have a negative effect on existing public efforts and legal responsibilities of Salem County to manage solid waste. That's clearly the case here. The facility services that are going to be provided do not impinge upon what the county does. It's complementary to it and it's going to be done pursuant to an agreement with the County Improvement Authority 3rd and this is probably the most important factor that you're facing this evening. The facility shall not have a negative effect on public or



environmental health, safety or welfare. It doesn't say hurting businesses, by the way. Which was said tonight that's not included in the standard. It's a negative effect on public or environmental health, safety or welfare has to be reasonable in term if you're to determine whether or not there is that negative effect, we submit, it is not present here and we demonstrated that with the testimony that we've provided here tonight, your decision has to be based on competent expert testimony. There's three experts that testified this evening. Their civil engineer, our traffic engineer, and your own engineer, Mr. McKelvie. And we submit that that's what your decision must be based upon because those individuals have the background and experience when it comes to site development. When it comes to traffic impacts and how it's going to impact the county and the Solid Waste Advisory Council. To the extent you deem it appropriate, you can impose conditions. We've talked about what some of those conditions are and during one of the breaks I talked to Brad about whether or not we could restrict our traffic movements to state highways and only using local roads where absolutely necessary, to access the site on the immediate local roads, if that's a recommendation you want to make. We can adhere to that. It will add some additional travel time, but when you're balancing this particular development against the impact to the public, we understand the traffic has been an overwhelming concern that has been raised. We've offered other mitigating measures in terms of providing signage. We prescribed a truck route that we will adhere to. Your hopeful recommendation can include that, and that can be incorporated into a favorable approval by the county Board of Commissioners as well. It's not an option. I don't know what's going on Gershal Road. I know what's going on with respect to this development and what we have to adhere to. If it's memorialized by a writing and you say it has to be done, and that's what you recommend to the county Board of Commissioners and they agree with you, then that is what will have to be done with respect to this development and how traffic is going to be circulated?

Number 4 The applicant has demonstrated the necessary competence, knowledge, resources and experience to operate the proposed facility in accordance with all laws, regulations and the solid waste management plan. We have to. This isn't even an option. his facility ultimately is going to be reviewed, regulated by the New Jersey Department of Environmental Protection. Next to the California Coastal Commission and the Cape Cod Commission. It is very likely one of the most highly regulatory environmental agencies in the country. are primarily concerned with environmental impacts. There are clear regulations that have to be adhered to with respect to how this facility will operate. It is not an option. It must be done. If it's not done, then a violation will issue by DEP and in order to comply.

#5 the proposed facility has proposed a proven technology or innovative technology shown to be feasible and appropriate for managing the solid waste proposal to be accepted at the facility, and Mr. Giordano testified to this squarely. Again, he, his father and his brothers are the only people in this room who have the expertise and the background, with respect to the operation of this type of facility. They demonstrated the ability to do so at their existing Vineland location without incident, done so very well and they want to bring that same level of confidence here. Finally, I want to reference traffic again this site in the city of Salem is located in the M1 Zoning district Manufacturing zoning district, very highly intensive zone. There are a variety of uses that you can engage in on this property. Food processing can take place on this site. I'm not limited by 5 minutes. Rubber products are small and synthetic processing tool, dye and pattern making and similar small machine shops. Wood products, laundry, dry cleaning and dyeing plants. A

trucking terminal is a permitted use on this property, said at the beginning. We also heard it from Mr. Mosley. Every land use has impacts. Traffic and otherwise. With respect to this proposed development, at least you as the county have the ability to impose conditions. These other uses I just recited from, they just have to go to the Salem City Planning Board for site plan review. Your review is rather limited, but with respect to a facility like this, you have the opportunity to do something that is not only environmentally sensitive by recycling products, but it's also a use at the city of Salem desperately wants and needs. Council members, you heard that from citizens. The city of Salem needs economic redevelopment. This project will bring that economic redevelopment to the Community. It's not the be all end all, but it's a start. Thank you for your time tonight. I ask you to carefully consider your ability to impose recommendations to the Board of Commissioners that balances the obligation that you have, and it's a weighty one for the need for this type of a facility and how you can mitigate against public impacts. Thank you very much.

Mr. Michael Aimino, Esq: Next on the list is final comments from SWAC.

Chairperson McKelvey/Alloway: Now it's up to you guys, the SWAC. Do you have any comments before your vote? When I vote I want to tell people why I'm voting the way I'm voting. I don't know if any of you feel that way.

Mr. Pat Bomba/Carneys Point: From the earlier comments of people in the audience, I had two concerns: One was whether there was a requirement for air sampling and testing. I think that should be included. And the second concern was students leaving Salem High school. There should be a requirement to provide a crossing guard or traffic coordinator.

Chairperson McKelvey/Alloway. Thank you. Is there anyone else from the SWAC with comments?

Ms. Melissa Thompson/Pennsville: I think we should take additional time to consider if Giordano could consider other locations that might be more appropriate.

Mr. Michael Amino, Esq: The Council is not charged with determining whether or not another location would be more appropriate. The application is for this location. And the Council is charged to look at this site, whether this site meets the criteria. As your very name suggests, the Solid Waste Advisory Council, your decision is advisory. And just so the audience is aware as well, you're going to advise one way or the other whether you're going to recommend this facility, it goes to the county commissioners who are going to conduct the public hearing, and the final decision is made by the county commissioners. The decision is yours. Apply the criteria. It's your ability to review the situation and make that determination. I would suggest to you that it's based upon this location and this application.

Chairperson McKelvey/Alloway: And as he said, this is for the public. The county commissioners will hold a public hearing. This is not the last time you have a voice.

Ms. Anjeanette Scott/Penns Grove: Good evening everyone. I wasn't going to speak, but I listened to a lot of the comments and concerns and questions about traffic and concerns about the kids, concerns about a rec center, concerns about a supermarket. You know, as we Salem is like Penns Grove. We're all in need. And like the young man said you'll go home tonight. Nice home in a nice environment. Yes, you may hear trucks. Yes, you may hear pumping the brakes, but we're home and hear gunshots. We're home, you know, and kids screaming. You know, there's parents don't have jobs. You know, there's only two buses in the morning that run from Salem area to Philadelphia. And two buses that run in the afternoon that's not taking people to work Pureland. There's a lot of warehouses that got built and are still empty. Time is changing. The president is cutting funding. A lot of you sitting in this audience like the young man said, ee said 25 years from now, a lot of us are not going to be here. I have 20 grandchildren and with my 20 grandchildren I'm one of the ones that do work in the community. And these kids are hurting and they're wanting and a lot of people that are complaining. How many people are stepping up to the plate without looking for a paycheck to come back and give back to the community to help the community? To do volunteer work to help to help find businesses? Salem can't produce a supermarket. Pennsville can't produce a supermarket. A supermarket has to want to come into the area to do business here. So, we can't just go and buy food market. If we had the money to go buy supermarket, we would've. Thank you for having opportunity. Hopefully not just helping Salem but everybody else. May this be the first step and maybe they turn around and give back to help them to be able to produce. Who knows? Maybe down the road you guys might want to put a supermarket there. Maybe you might want do something with the children or something. Or even the seniors. I really appreciate that. I really appreciate it if you would. A lot of them didn't want cannabis. All the towns, they didn't want cannabis but cannabis is here. They're dropping anywhere from 25,000 or more to each community. Nobody's talking about that, though? You know how many people are sitting inside cannabis places? Alot of them, that said that they would never touch one, but they're inside of cannabis places. Day and time is changing, all I'm just asking is that everybody sees a different picture here. And see that this is to help the city. The mayor and council and residents and screaming and asking for help. And you guys have a plan here to help. And I hope that you stick to the script. Do what you say you want to do, and I hope that this is not a decision that hurts us.

Mr. Doug Hogate/Elsinboro: This is a big decision to make, I understand this. Don't tell me about what the City of Salem needs. I'm a retired police officer from the city of Salem. I was on the road for 28 years. I've seen people get shot. I've seen poverty, but don't tell me what I don't know. I've seen fugitives. Don't tell me what I have said, but I have responsibility for Elsinboro Township and answering questions residents have. And don't think that because I live in Elsinboro that I live on a manicured lawn. I know what Salem City is all about. I worked there, on the road. I've seen more than probably most of you, so please cut me a little slack when you want to sit there and judge me because I live in Elsinboro Township. I went to Salem High School. I lived in Salem and, again 28 years, at 129 W Broadway. There are. There are a lot of questions still. You guys did put together a really good proposal, but we do have questions. That's all I have to say.

Chaiperson MvKelvey/Alloway: Anybody else? Thank you.

Mr. Ben Angeli/Salem: I don't live in Salem City, although my wife swears that I do because I spend a lot of time here. work in Salem City and I think our mayor and our Council people made a lot of very good points. We need development. We need something on that piece of land. There's not a whole lot you're going be able to put there. OK, we need to bring business into the city. This is an opportunity for us to do this. I don't envy the rest of you that live around here. These are your neighbors. I know what they're saying to you. If you vote the wrong way, you may lose some friends. I'm not going lose any friends tonight. I don't think. You're laughing, but you might right, depending on which way you vote. All I can tell you is that I love working in Salem City. I have found the people in Salem County to be the best people. I live in Camden County. So you can explain, maybe that explains why I feel that way, right? I think it all comes down to those five criteria. OK. That's where it is. If we look at those five criteria and if they've met the purpose of the five criteria, the points than I don't see any other way that you can vote other than to vote yes on this project.

Chairman McKelvey/Alloway: Anybody else? OK. I don't know if this is proper or not. I have some concerns, just that I've had, because of being involved for 14 years with government. When the DEP showed up at the first meeting with three officials beating the drum for Giordano to do this. And bring in waste from up to 200 mile or 200 mile radius to sort here in the city of Salem. Because of my experience with the DEP I found that to be concerning to me that the state Environmental Protection Agency thinks it's a good idea to bring waste from a 200-mile radius into Salem County. When I would think if I didn't know better that the DEP would be trying to protect our environment and keep waste out. Maybe I'm not thinking correctly, but I guess I don't understand that. Why is it OK to bring waste from one of the most populated areas in the in the nation and we're going to say let's take a 200 mile radius and we'll welcome the waste from there. I just found that I was baffled by that at the first meeting. So then this been heavy on my heart this this whole time because I want the city of Salem to prosper. I want them to to have jobs. I want them to train people so that they're not in poverty. I want that but. Then, like the thing with DEP, then I mentioned this to a customer. I was working and I said something about. This piece of property and they said what? Do you realize that if you bring garbage across a dock or a port, that you're not going to get any clean freight on that doc or that port? And other people have told me oh, no, no, no. That's not true. Well, I am told that that is true and I think Mid-Atlantic's concern is it's a real concern. Barbers Basin, they have real concerns. And we're not talking about them in what they want you to vote on. So, the maritime thing is a concern. If you want to take the Salem River and develop it in some way, maybe Doug wants to open a restaurant, a waterfront restaurant on the Salem River. You can't. Or the Delaware River cause Delaware controls it. Who's going to want to come to your restaurant? If it's next to a dock that is receiving and shipping waste. Wet waste or any kind of waste. I'm just saying, is that do we have to be concerned about that. Do we have to be concerned about the maritime part of it? Because that seems to be a part that we haven't heard much about. So, for me to vote, I would say the maritime, the maritime thing is a control thing there that I can't say that that's how it can be done safety. The maritime part, the truck part. You're going to have that. I lived in Alloway with tomato trucks, backed up in front of our House, tomatoes all over the road, heading to Heinz in Salem. We had truck traffic. We had plants. I talked. Steve Sweeney came and tried to get us to do shared services to save money and I raised

my hand and I, as all the mayors from the county were there. I said what, what about what about your regulations that drove out all the industries from our county? Mannington Mills is leaving. Anchor Hocking's gone. All these, all these big businesses that the state regulated and pushed them out. You know, we blame it on things, but business has to have a reason to run. And if the state of New Jersey is unfriendly to business, the best thing you got going for you is Mr. Giordano, and I'm not saying he's a bad guy. I think he knows his business. He does business well. But you got, Salem City was flourishing. The problem is not going to be solved by one business coming to the city. That's not going to solve the city's problems. The city has a problem. And you ain't going to want to hear it, but I'm going to tell you what it is. You got a problem with sin. That city needs Jesus Christ. Hey, hey, hey. Look, I'm not saying you're bad people. When we have a problem. We all do. I'm just saying we all do. I'm sorry, that's an opinion. I listen to all yours opinion. I'm sorry. Alright, my vote is. The maritime thing I think we got to have some issues with maritime thing. I'm very concerned. That's all I'm saying. OK guys, you got. Do we want to go?

Mr. Davis: On behalf of the applicant, we won't use the port.

Chairperson McKelvey/Alloway: No maritime.

Mr. Davis: If that is your recommendation?

Mr. Michael Aimino, Esq: We will add those conditions, and then you will vote. My suggestion to everybody is that we follow Robert's rules of order. And I know this can be difficult at times. Even if you're not in favor of it, the motion should be in the affirmative. So, it would be a motion to recommend that Giordano's be included in the solid waste management plan with whatever conditions. If you're making the motion and you're against it, you can say I'm making the motion in favor. But I'm against, and I'm going to vote no. Or you can say I'm making a motion, and I intend to vote yes. So you make the motion. You add what conditions. But if you want to discuss and get a consensus on what everybody thinks the conditions should be, then you can discuss it. And then we're going to a motion and a second and we're going to vote.

Mr. Bomba/Carneys Point: I would like to motion that we remove the maritime stipulation.

Mr. Michael Amino, Esq. The applicant has indicated that they will not use the port. Does the Council have any other conditions that you would like to mention? You have two truck routes that have been produced. Do you want to include them as part of your conditions or do you want to include that the applicant has suggested only using state roads? So right now we have a motion to recommend with no maritime. The truck routes that have been produced. And there was the letter that indicates that they wouldn't take Salem County waste. Are there any other conditions.

Mr. Bomba/Carneys Point: I asked about the testing and sampling and testing.

Mr. Michael Aimino, Esq. Sampling would be done by the NJDEP.

Mr. Bomba/Carneys Point: I propose that they require a safety coordinator or crossing guard at the school crossing.

Mr. Michael Aimino, Esq: Their recommendation, or the two conditions are a traffic safety/crossing guard at the intersection school crossing air quality testing in accordance with NJDEP. Are there any other conditions that the SWAC wants to consider? We would now need a motion.

- (M) P. Bomba, Carneys Point
- (S) B. Angeli, Salem

Mr. Michael Aimino: So, for purposes of the record, there's been a motion to recommend that it be included in the solid waste management plan for a traffic guard at the intersection, air quality testing, the routes that have been provided, and no maritime use at the Port.

Executive Direction Acton/Salem County Improvement Authority: That motion was made by Carneys Point and seconded by Carneys Point.

A question was shouted from the crowd asking if that meant NO barges.

Mr. Michael Aimino, Esq.: Yes. No barges. No use of the Port. Mr. Chairman, we have had a motion and a second. We now need a roll call vote.

<b>Advisory Solid Waste Council Member</b>	<b>Yes</b>	<b>No</b>	<b>Abstain</b>	<b>Absent</b>
Alloway (Chairman McKelvey)		X		
Carneys Point (Bomba)	X			
Elmer (Nolan)	X			
Elsinboro (Hogate)		X		
Lower Alloways Creek (Bradway)	X			
Mannington (Eber)				X
Oldmans (Holmes)	X			
Penns Grove (A. Scott)	X			
Pennsville (Thompson)		X		
Pilesgrove (Crevino)		X		
Pittsgrove (Hughes)		X		
Quinton (Hannagan)				X
Salem (Angeli)	X			
Upper Pittsgrove (Meschi)		X		
Woodstown (Stemberger)	X			
<b>TOTAL</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>2</b>

Thank you.

Mr. Michael Aimino, Esq.: So, the vote 7 (Yes) 6 (No) to recommend inclusion in the plan. A meeting will be set to memorialize the action. There will be a resolution which will be sent

to the Commissioners. The Commissioners will set up a public hearing on the application. Thank you.

Chairperson McKelvey/Alloway: Do we have a motion to close the meeting? Yes, and a second.

(M) T. Holmes, Oldmans  
(S) J. Crevino, Pilesgrove

Motion carries by voice 13-0.

Meeting Adjourned. Simultaneously, someone in the crowd asked for verification of the votes.

Executive Director Acton of the Salem County Improvement Authority announced the votes by municipality:

Alloway – NO; Carneys Point – YES; Elmer – YES; Elsinboro – NO; LAC – YES;  
Oldmans – YES; Penns Grove – YES; Pennsville – NO; Pilesgrove – NO;  
Pittsgrove – NO; Salem – YES; Upper Pittsgrove – NO; Woodstown - YES