

Appendix E:

Comments Received during the Public Review Period and Agency Responses



Summary of Comments Received on the FY 2024-2027 Transportation Improvement Program, Air Quality Conformity Determination and FY 2024-2033 Statewide Transportation Improvement Program

August 31, 2023

The NJTPA held a 30-day public comment period from July 24 through August 22, 2023, on the FY 2024-2027 Transportation Improvement Program (TIP), corresponding Air Quality Conformity Determination and the FY 2024-2033 Statewide Transportation Improvement Program (STIP), as required by federal law.

The draft documents were posted to the NJTPA's website prior to the start of the public comment period and printed copies were also mailed to the state-designated main libraries in each county in the NJTPA region. The draft documents were also distributed electronically to the NJTPA's Board of Trustees, Board alternates, members of the Regional Transportation Advisory Committee, the federally recognized Tribal Nations and any other parties who so requested.

The NJTPA placed legal notices in newspapers to advertise the public comment period, promoted the comment period on social media and distributed the documents and information about how people could comment to its electronic mailing list. Comments could be submitted via e-mail, by calling the NJTPA during business hours or during a virtual public meeting held Thursday, August 3. A public workshop on the draft Air Quality Conformity Determination was also held on August 3.

Thirty-three people participated in the virtual public meeting, which included a general presentation by NJTPA staff. The public was invited to ask questions and provide input. Five residents provided feedback during the meeting. In addition, the NJTPA received 489 written comments.

This document contains summaries of comments received during the 30-day public comment period and responses. The full text of written comments is available at the [NJTPA website](http://www.njtpa.org).

The NJTPA thanks all commenters for their ongoing interest, engagement and participation in the regional planning process.

Written Comments

General Comments

Commenter: Richard Jones

Summary: Would like to know why there are no street safety projects, complete streets projects, or pedestrian and cyclist improvement projects for Bergen County. Notes these projects are consistent with the NJTPA's Long Range Transportation Plan and Active Transportation Plan. Requested a pedestrian and cyclist safety improvement for crossing I-95 at Degraw Ave in Leonia, noting it is a heavily used road for bike commuters in need of safety improvements.

NJTPA Response: Local complete streets, safety, and pedestrian and cyclist improvement projects are typically included in the TIP under NJDOT program line items (e.g., Bicycle & Pedestrian Facilities/Accommodations, Highway Safety Improvement Program Planning, Local County Aid, Local Municipal Aid, Local Safety/High Risk Rural Roads Program, Safe Routes to School Program, Safe Streets to Transit Program, Transportation Alternatives Program, Transit Village Program, and Transportation Alternatives Program) and may not be listed specifically in the document. Safety and pedestrian/cyclist improvements are also incorporated into local bridge and road projects where applicable. Detailed reports of federally funded local projects in the current TIP can be found in the NJTPA Online Transportation Information System ([NOTIS](#)).

In addition, the NJTPA Board of Trustees approved funding for several [Transportation Alternatives projects in Bergen County \(and many other locations in the region\) in May 2023](#). Additional information about locally led programs sponsored by the NJTPA can be found on its website at [Local Programs Overview | NJTPA | North Jersey Transportation Planning Authority](#). Information on NJDOT state and federally funded local programs is available at [Local Aid & Economic Development Overview - Doing Business \(state.nj.us\)](#).

Commenter: Nicole Sanderson

Summary: Happy to see pedestrian safety and ADA improvements, as well as one bicycle improvement, mentioned in the STIP for Essex County. Hopes that separated bicycle lanes will be included in all the bridge replacements and upgrades. Said that people need alternatives to driving because cars bring unacceptable levels of risk to pedestrians. New Jersey should focus on being more transit oriented. Would like to see walkability, transit and cycling prioritized over cars (excluding commercial, utility and emergency vehicles) in new road projects.

NJTPA Response: The NJTPA's long range transportation plan, *Plan 2050: Transportation. People. Opportunity.*, emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements, including in its planning goals,

the Walking and Biking section of Chapter 5, the Active Transportation background paper, and elsewhere throughout the plan.

The NJTPA continued advancing goals to improve non-motorized travel options through the Regional Active Transportation Plan, which was completed in June 2023 and is available at njtpa.org/activetransportation. It provides a blueprint to create a safe, comfortable, and connected network for active transportation users. It also supports interrelated goals of promoting equity, enhancing intermodal connections to public transit, increasing economic opportunity through environmentally friendly transportation options, and improving public health outcomes.

The NJTPA prioritizes active transportation improvements through a growing variety of programs, including working directly with municipalities through the Complete Streets Technical Assistance program and through the Complete Streets Demonstration Library, which offers communities materials and resources to test temporary multimodal safety interventions such as painted curb extensions or temporary bike lanes. In addition, there are many infrastructure improvements for bicycles and pedestrians that have been made through the agency's Local Programs.

Commenter: Tri-State Transportation Campaign (TSTC), Corey Hannigan, Active Transportation Manager

Summary: TSTC thanked the NJTPA Board for programming the Route 21, Newark Riverfront Pedestrian and Bicycle Access and several bicycle and pedestrian projects into the TIP, as well as including a cantilevered shared bicycle/pedestrian path on the Schalk's Crossing Road Bridge. TSTC also offered comments on the following:

- Asked the Board to add more bike/ped construction projects (such as DB# 11406 or any construction-ready projects identified in TMA Safe Routes to School Plans) or increase funding for ongoing bicycle and pedestrian projects, to better align with *Plan 2050* allocations.
- Requesting a significant portion of the new Carbon Reduction Program (DB# N2309) and eligible highway funds be used to fund construction, planning and design of on and off-road bicycle and pedestrian facilities. Bicycle and pedestrian facilities offer the best return on investment for offering zero-emission transportation options.
- Opposing any road expansion or widening projects, noting that FY 2025-2027 road expansion projects are forecast to be 1.2 percent of total spending, which exceeds the 1 percent limit outlined in *Plan 2050*. Also questioned how Route 206, Valley Road to Brown Avenue (DB# 780A) will be bicycle/pedestrian compatible when the road is being widened from two lanes to four, with signals being replaced by jughandles.

- Said there should have been more than one public meeting, the recording should have been posted online and broken links on NOTIS need to be corrected to make it easier for the public to participate in the comment process.

NJTPA Response: Thank you for your comments. The NOTIS links have been restored. Regarding the Carbon Reduction Funds, earlier this year \$27.3 million was added to the FY 2022-2025 TIP. These funds were programed to advance The Greenway project in Essex and Hudson counties, which will convert an approximately nine-mile former rail right of way into a recreation and alternative transportation corridor. This funding will help establish a new level of connectivity between the eight communities (Jersey City, Secaucus, Kearny, Newark, Belleville, Bloomfield, Glen Ridge and Montclair), creating a linear network of new green spaces and a shared use path that would enable seamless walking and biking connections. Additionally, NJTPA staff are working with NJDOT on the development of the state’s Carbon Reduction Strategy that will guide future investments.

NJDOT Response: Thank you for your comments. The Transportation Alternatives Program provides federal funding for projects such as bicycle and pedestrian improvements. In addition, NJDOT funds bicycle and pedestrian projects through the Bicycle and Pedestrian Facilities/ Accommodations program.

Commenter: West Windsor Bicycle and Pedestrian Alliance, Anne Clifton, President

Summary: The Alliance supports the inclusion of the cantilevered bicycle/pedestrian shared sidewalk along both the east and west sides of Schalk’s Crossing Road. The group opposes the widening of Route 1, noting commuting patterns have changed since the pandemic, and instead suggests a 2.7-mile bicycle and pedestrian path along the Dinky line route between the Princeton Junction and Princeton train stations. If the Route 1 widening project advances, the group requests the addition of a multiuse path on both sides, particularly to connect the planned Dinky Line Trail to the Plainsboro path network.

NJTPA Response: Thank you for your comments. We have shared your suggestion about the pedestrian path connecting the Princeton Junction and Princeton train stations with the Delaware Valley Regional Planning Commission, which is the metropolitan planning organization for Mercer County.

NJDOT Response: Thank you for your comments. In addition, there is an established process for an outside agency, official or resident to request transportation issues be considered for problem statement submission. A letter should be sent to NJDOT Community Relations: attention Megan Fackler. The location and explanation of the issue should be included in the letter. This does not guarantee that a problem will result in a new transportation improvement. An agency, official or resident can also contact their local MPO to initiate this process.

Commenter: James Lee

Summary: Mr. Lee applauded the NJTPA's adoption of reaching a goal of zero fatalities and serious injuries by 2050 and said he hopes the state moves towards a statewide goal of zero road deaths overall. He also offered comments on the following:

- Requested more PM 2.5 air quality monitoring sites, at least one in each county and at sites adjacent to every heavily traveled roadway including at the Holland Tunnel approach/139/NJ Turnpike Extension, the Keasbey Interchange, the Lincoln Tunnel approach, Newark Airport, and Ports of Elizabeth/Newark/Bayonne.
- Opposed all road widening projects saying they are not the most efficient or safe solution to increase capacity and improve safety. He questioned how highway expansion proposals would avoid future congestion and said these projects worsen air quality, including PM 2.5.
- Said bus lanes could better relieve congestion and improve safety. Said investing in the bus network would also provide a reduction in operational costs for NJ TRANSIT given the same hours, drivers, and equipment. He said riders would benefit from improved reliability, frequency, and travel times.
- Said the bike and walk network is fragmented even in heavily traveled urban areas. He said lane widths should be adjusted for non-highway bridges to create space for bike lanes. He said protected bike lanes should be included in bridge and county road projects.
- Advocated for all projects that support freight rail and discourage warehouse sprawl, which is creating more truck traffic amid growth of online commerce. Called for exploring a regional inland port, which could serve the purpose of improving rail-served freight and decreasing inefficient truck traffic.

NJTPA Response: The NJTPA supports the state's Toward Zero Deaths goal, which is outlined in the New Jersey Strategic Highway Safety Plan.

Regarding air quality, in the NJTPA region, the PM 2.5 maintenance area consists of nine counties. The federal Environmental Protection Agency (USEPA) has designated the New Jersey Department of Environmental Protection (NJDEP) to monitor the pollutants in the state. NJDEP, in coordination with USEPA, has established monitoring stations throughout the state. We will convey your concerns to NJDEP about the need for additional PM 2.5 monitoring stations. Based on existing monitoring, over the past 10 years the NJTPA region has successfully met USEPA's National Ambient Air Quality Standards for PM 2.5. It is anticipated that when the next Statewide Implementation Plan is approved, the nine-county maintenance area will be reclassified as an attainment area in 2033.

NJ TRANSIT Response: Regarding the bus rapid transit (BRT) comments, NJ TRANSIT has conducted or participated in several studies of potential BRT improvements in the region, which have included recommendations for dedicated bus lanes where feasible, or other BRT-supportive improvements.

NJDOT Response: Thank you for your comments. Please note that all federally funded projects are designed within federally mandated design standards.

Comments on the Northern Valley Greenway

482 comments were received advocating for further development and funding of the Northern Valley Greenway in Bergen County. The Northern Valley Greenway is a concept for an 8-mile-long linear park running through six municipalities in the county: Tenafly, Cresskill, Demarest, Closter, Norwood and Northvale. It would be built on an existing unused section of CSX Transportation's Northern Branch Corridor rail line north of Englewood. Nearly all the comments supported including the greenway in the TIP. One comment, included below the summary of comments in support of the project, was opposed to the project. The commenters in support of adding the greenway to the TIP are listed in Appendix A.

Among the points raised:

- The Greenway offers the following benefits:
 - Utilizes the unused and problematic rail line managed by CSX.
 - Encourages non-polluting transportation, improve safety, and encourage recreation.
 - Improves options to reach other transportation hubs.
 - A connection for over a dozen communities to reach destinations and parks in Bergen County.
- The greenway should be extended to run parallel to the forthcoming Hudson-Bergen light rail extension, so residents can have a safe and flat biking option from Tonelle Avenue all the way up to Tenafly.
- It would improve the quality of life and provide health benefits and social opportunities for people of all ages.
- The project would fit well with the downtown renovation underway in Tenafly and spur economic development in neighboring and adjacent towns. It might be the High Line of Northern New Jersey.
- NJTPA should build on the work already done, including NJDOT's feasibility study, and line up the additional resources required to make this a reality.

- The project could save the right-of-way for possible future rail or bus rapid transit if that becomes financially viable.
- Current on-road walking and bicycling routes such as Piermont Road and Knickerbocker Road are congested and increasingly hazardous, particularly for children. Sidewalks routes to schools such as Piermont Road are often fragmented or in disrepair.
- The project could connect to and realize the success of walk-bike trails in New York.

Commenter: Jason Paskowitz

Summary: Opposed to the Northern Valley Greenway. Said there are a substantial number of cyclists who disregard traffic laws and create unsafe, crowded roads. Is concerned the greenway would attract more cyclists from outside the immediate area and further burden already crowded roads.

NJTPA Response: The NJTPA's long range transportation plan, *Plan 2050: Transportation. People. Opportunity.*, emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements. *Plan 2050* supports exploring development and possible funding of the Northern Valley Greenway. Inclusion in and/or full consistency with the long-range plan is required for a project to be eligible for future federal funding. The NJTPA supports local planning efforts for trails and other local projects through its local funding and technical support programs.

The TIP, however, includes projects that are in the engineering, design and construction phases of work. The Northern Valley Greenway project has not yet advanced to these stages, and thus it is too early in the project development process for it to be included in the TIP at this time. In addition, projects cannot be added to the TIP until they have designated and committed federal funding. If federal funding is awarded for the Northern Valley Greenway project, it can be added to the TIP through the TIP amendment process.

NJDOT Response: In 2018-2019, NJDOT Bureau of Safety, Bicycle and Pedestrian Programs provided technical planning assistance to the Northern Valley Greenway Committee. The outcome of that effort was a study evaluating the physical conditions of the 7.4-mile right-of-way (through GIS and limited field observation), identifying opportunities and constraints, and assessing potential planning-level design alternatives (cross-sections) for the greenway. The process included a Stakeholder Workshop and a Public Information Center as outreach events. The study cannot be accurately characterized as a "concept" or a "plan." At the time it was conducted, the study was the first time many stakeholders and the public were learning about the NVG initiative and the right-of-way. The study provided a good introduction and the two outreach events were productive, but our scope was designed to keep things at an

introductory/evaluation level. Developing a concept or plan with true consensus would be a next step for the NVG Committee.

Comments on I-80 Rockfall

Commenter: Hardwick Township

Summary: Hardwick Township submitted a resolution (#2023-51) as part of its public comments, including links to source material, regarding NJDOT's projects in the vicinity of the Delaware Water Gap: the \$82.4 million I-80 Westbound Rockfall Mitigation Project (DB #09545) and the \$92.2 million I-80 Eastbound Retaining Wall Replacement Project (DB#22360). The township states these projects do not mitigate well-known existing design safety hazards.

In addition, the township requested that NJTPA do the following:

- Establish a committee, study group or another forum to assist with conflict resolution for the issues explained in the resolution.
- Encourage a full independent Environmental Impact Statement (EIS) that considers impacts of the I-80 Westbound Rockfall Mitigation Project and the I-80 Eastbound Retaining Wall Project as a two-phase single project.
- Assist NJDOT to initiate a Transportation Problem Statement to study all the safety, mobility and congestion issues I80 Exit 4 to the Delaware Water Gap Bridge.

Commenter: Knowlton Township

Summary: The Knowlton Township Committee planned to submit comments by way of resolution; however, its meeting was postponed until after the end of the public comment period. Therefore, the township will submit a resolution after it is considered at the governing body's August 24, 2023, meeting.

Further, the township requests that the NJTPA, and board member NJDOT, respond to requests made in comments submitted by Hardwick Township (above).

NJTPA Response: These specific project-related issues are to be addressed in the project development process led by the project sponsor (NJDOT in this case). The NJTPA does not initiate or undertake its own independent project development or public outreach processes for projects sponsored by member agencies. It should be noted that there is no funding allocated in the constrained years of the TIP for the I-80 Westbound Rockfall Mitigation project, as project development and environmental review are ongoing, with an Environmental Assessment process that will provide opportunities for public involvement currently underway.

NJDOT Response:

- As outlined in the Rt. 80 WB Rockfall Mitigation Public Involvement Action Plan (PIAP), extensive outreach has been conducted, and will continue to be conducted, with numerous stakeholders, including Warren County Commissioners, Warren County Planning Department, Knowlton and Hardwick Township. The project's PIAP can be found on the project's website at the following link: [80 Rockfall PIAP.pdf \(state.nj.us\)](#)
- For the Rt. 80 WB Rockfall Mitigation Project, the Department is finalizing Technical Environmental Studies in support of an Environmental Assessment. These documents are currently scheduled for completion during the summer of 2024. For the Rt. 80 EB Retaining Wall Replacement Project, the Department is currently completing environmental coordination and evaluations in support of categorical exclusion document (CED) for this retaining wall reconstruction project.
- Studies completed for the project, such as a Concept Development Report and Alternatives Analysis can be found on the project website at: [I-80 Rockfall Mitigation Project Home - In the Works \(state.nj.us\)](#). As the project progresses through design phases, additional studies will be included on the project website when approved.

Comments from the Public Meeting on August 3, 2023

Commenter: Richard Jones

Summary: Reiterated previously submitted written comments. See the General Comments section for comments and responses.

Commenter: Stephen Dunn

Summary: Thanked the NJTPA for improving funding for the Rahway Valley Rails-to-Trails project. Asked that more money be spent on active transportation (biking and walking infrastructure and greenway development) and public transit. He noted that it is difficult for cyclists in Union County to travel as there are no protected bicycle lanes. Asked if the NJTPA is involved in advancing Target Zero legislation the New Jersey Legislature is considering. Also asked if the NJTPA could help ensure updates to the Manual on Uniform Traffic Control Devices (MUTCD) improve safety for cyclists and pedestrians.

NJTPA Response: *Plan 2050* emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements, including in its planning goals, the

Walking and Biking section of Chapter 5, the Active Transportation background paper, and elsewhere throughout the plan.

The NJTPA continued advancing goals to improve non-motorized travel options through the regional active transportation plan, completed in June 2023. This plan (to be published on the NJTPA website shortly) provides a blueprint to create a safe, comfortable, and connected network for active transportation users. It also supports interrelated goals of promoting equity, enhancing intermodal connections to public transit, increasing economic opportunity through environmentally friendly transportation options, and improving public health outcomes.

As a federally funded agency, the NJTPA is not permitted to lobby, and therefore is not directly involved in supporting legislation. Staff are available to answer questions local officials and lawmakers may have and provide data. However, the NJTPA does fund programs that aim to help the state reach its Toward Zero Deaths goal. This includes working directly with municipalities through the Complete Streets Technical Assistance program and through the Complete Streets Demonstration Library, which offers communities materials and resources to test temporary multimodal safety interventions such as painted curb extensions or temporary bike lanes. The NJTPA, in partnership with the New Jersey Department of Transportation, also funds Local Safety Program projects, which include bicycle and pedestrian improvements aimed to make intersections and corridors safer. This includes \$188 million, [approved by the NJTPA Board in March](#), included in this TIP. Union County was awarded \$10.7 million to improve 14 intersections in Berkeley Heights, Linden, New Providence, Roselle and Summit.

Commenter: Paul Onish

Summary: Said at many intersections with dedicated left-turn arrows, turning movements are only allowed in one direction at a time, when traffic travelling in both directions could be making turns at the same time. Asked that traffic signals be coordinated to allow for this. He said left-turn queues should also be longer, particularly in areas where there is heavy truck traffic. Said he hopes NJDOT and municipalities can address this by elongating turn lanes and coordinating signals on roads such as Route 1, Route 130 and other county roads.

NJTPA Response: Thank you for your comments. The NJTPA, as a planning agency, does not have jurisdiction over the design of county and state roads. These concerns will be conveyed to member agencies for their consideration in their intersection designs.

NJDOT Response: There is an established process for an outside agency, official or resident to request transportation issues be considered for problem statement submission. A letter should be sent to NJDOT Community Relations: attention Megan Fackler. The location and explanation of the issue should be included in the letter. This does not guarantee that a problem will result in a new transportation improvement. An agency, official or resident can also contact their local MPO to initiate this process.

Commenter: Sue Mack

Summary: Thank you for including the Route 440 Pedestrian Bridge project in the TIP. There have been five fatalities on Route 440, so this project is needed to improve safety. Noted the project is in the concept development phase and many people do not understand the role the NJTPA plays in making these projects happen.

NJTPA Response: Thank you. We are happy to see the project is progressing.

Commenter: Andy Weiss

Summary: Said that NJ TRANSIT needs more funding, at least \$2 billion. Asked that the Hudson-Bergen Light Rail be expanded into Bergen County, noting residents have been waiting 20 years for this and it should be a priority project.

NJ TRANSIT Response: NJ TRANSIT will continue to work with the Federal Transit Administration to develop a strategy to advance the environmental review of a proposed extension of the Hudson-Bergen Light Rail system to Englewood on the Northern Branch corridor.

Appendix A: Northern Valley Greenway Commenters

37th District legislators	Amerasia	Becky Callahan	Carmel Pratt
Aaron Ram	Ammu Kirtane	Belinda D'Souza	Carol Schulter
Abraham Dean	Amy Gijsbers van Wijk	Bernard Saavedra	Carolina (Heron) Armenti
Adam Rubinstein	Amy lafrate	Berni Lynn Koch	Caroline Krueger
Adam Jacobson	Amy Miller	Beth Rutigliano	Carolyn Mandaro
Adina Finkelstein	Ana Paula Moura	Betsy Longendorfer	Carolyn Rocco
Adrian Burke	Anat Dekel	Bonnie Bayardi	Cassandra Roth
Adrian Miller	Andras Revesz	Borough of Closter	Catherine Carpenter
Adrian Radulescu	Andrew Eisen	Borough of Demarest	Catherine Troia-Slutzky
Ajay J. Kirtane	Andrew Rosenthal	Borough of Tenafly	Catherine Taura
Ammu Kirtane	Andrew Salzman	Bradley Simmons	Cathy Herkert
Alan Moskowitz	Angie Alberti	Brent Whitson	Cecilia Chan
Alana Cooley	Angeline Sheridan	Brian and Kimberly Boyle	Celia Hansen
Albert Rocco	Annette Bauer	Brian Falkenstern	CF Yang
Alec Melman	Annie Veron	Brian Lanius	Chad Coleman and Jolie Lau
Alexander Frankel	Annitsa Philliou	Brian Lawrence	Charlotte O'Sullivan
Alexander Philliou	Antonio Sini	Brian O'Boyle	Chris Munonye
Alexandra Dimant	Ariela Herzog	Bruce Bentley	Chris Prevost
Alexis Goebel	Ashley Fitzpatrick	Bryan Kutner	Christine Fabiano
Allen Sirolly	Avinoam Efraim	Bryce Neuman	Christine Simms
Allison Chertoff	Barak Friedman	Burt Simpson	Chung H Lee
Allison (Haber) Torres	Barbara DiTrolio	Caleb Iosso	Claire Tunick
Ally Cicek Gungor	Barbara Dorf	Carlos Molina	Claudine McGinnity
Alona Wartofsky	Basak Malone		

Clifton Lewis	Deborah L. Ungerleider	Elizabeth D. Ames, M.D.	Harold Zayas
Craig Roy	Deb Reale	Elizabeth Kopec Rastogi	Heidi Vehmas
Cynthia K. Cole	Debra D'Elia	Ellen Lutvak	Howard Davis
Cynthia Macvicker	Dee Josephson	Ellen Rader Smith	Igal Stolpner
Dani Volerich	Deirdre Kessler	Elysa Todd	Inga Roberts
Daniel Abrams	Delly Yaker	Elyse Meltzer	Ira Belenson
Daniel James Russell	Dennis Dran	Emerson Yang	Iris Sharon
Daniel Jaye	Diane Conti	Emilia An	Ivy Dash
Danielle and Michael Scheuring	Diane Nissen	Emily Hodge	Jacob Kazam
Danny Levy	Dimitri Liakhovitski	Emily Yang	Jahnavi Kirtane
Darren Fiulleteau	Divaya Bhutani	Eric Jordan	James Carney
Darrin Litsky	Dominick Calabrese	Eric Gabriel Lehman	James H. Garvin, Jr
Daryl Solomon	Donald L. Schlenger	Ethan Abraham	Ria G. Hawks
David Reynolds	Dorothy Quincy	Francisco Villavicencio	James Kim
David Goldstein	Dror Baron	Frank Cumiskey	Jim Zisfein
David Jacobson	Duncan Patton	Funda Tezol	Jamie Corsair
David Kim	Edmond Jay	Gary August	January Tutino
David Perlmutter	Eddie Arsis	Gary Roth	January Bourk
Dave Ross	Edward Sternbach	Gary Toriello	Jared Mosery
David S. Laurence	Shepard Grinker	Gena Barous-Dongaris	Jason Lampe
David Silverman	Edward Witkowski Jr.	George Paschalis	Jason Manteiga
David Yum	Efrat Harari	Glen Coleman	Jason Paskowitz
Dean Orfas		Graham Weinstein	Jason Stein
Debbie Kanelstein		Guy La Vignera	Jason Zemlicka
Deborah Falla			Javier de Miguel
			Jayne Jordan-Levy

Jean Joseph	Joe Herman	Joshua Bernheim	Kenny Horowitz
Jeffrey Bolte	Joe Spivack	Josiah Hobson	Kevin Morelli
Jeffery Brand	Johanna Klics	Joyce Santos Benitez	Kevin Chithran
Jeffrey Clark	John Deitsch	J.P. Partland	Kevin Schnee
Jeff Erdfarb	John Meyers	Juan Pineros	Kevin Wilson
Jeff Joan	John Szulecki	Judith Green	Kimberley Myles
Jeffrey Shaari	John Wood	Julie Balay	Kristyn Verderese
Jenna Koch	John Zawislak	Juliana Roma D'Elia	Joe Verderese
Jennifer Barba	Jon Zechmeister	June McMorrow	Leigh Barker
Jen Cordover	Jonathan Blair	Kara Yako	Lilly (last name not provided)
Jenny Mustazza	Jonathan Geis	Karen and Lawrence Garguilo	Lisa Carbaugh
Jeremy Frisch	Jonathan Haruni	Karen Simon	Lisa H. Bernholz-Balsam
Jesse Levin	Jonathan Guthart	Karen Volpitto	Lisa Nevs
Jessie Boyer	Jonathan Spoelstra	Karin Rosenthal	Lisa Neville
Jessy Palamattam	Jonathan Torres	Kathleen Lohrer	Lisa Ridgwell
Jill Malesardi	Jonathan Zipper	Kathy Beem	Lora Vazacopoulos
Jim Clark	Jooyeon Kim	Kathy Friedman	Lori Starer
Jimmy Chen	Jordan Brink	Katie Carney	Louisa Roberts
Jimmy Heffernan	Joyce Benitez	Katie Loggie	Sean Goodlet
Joan Cooper	Jorge Benitez	Kayo Der Sarkissian	Lourdes Armada
Joanna Sawicki	Jose Rivera	Kelly Reilly	Lourdes E. Blanco
Joao Luiz A. Galvao	Joseph De Palma	Brendan Reilly	Luis Falla
Jocelyn Schwarz	Joseph LaRosa	Kenneth Schnee	Maia Canlas
Jodi Sardanis	Joe Lertola		Manish Patel
Joseph Michael Conti	Joseph Oh		

Mara Miller	Matthew Rotjan	Monica Bermudez	Orly Chen
Marc Legman	Mauro Ortiz	Myles Diamond	Pamela Mukhatiyar
Marc Mazzie	Lucia Ortiz	Nancy Uwadione	Pam Youssef
Marc Veilleux	Evelin Ortiz	Nancy Warner	Patches Magarro
Marcela Bermudez	Meen Chung	Nari Lee	Pat Maher
Marcela Caycedo	Megan Gachette	Nariné Mamalian	Patricia Rindge
Marcia Schulman	Megan Genet	Natalia Eltisheva	Paul Gruenwald
Margaret Vyff	Samuel Lieberman	Nazira Ozgen	Paul Lacotta
Maria Nicolaou	Melina Rozenbaum	Nazli Kosova Urkun	Paul Vellucci
Maria Russo	Melinda Kutzing	Neal Epstein	Paula Tate
Maria A. Pardalis	Melissa Jun	Mike Pescatore	Pauline Woods-Bannan
Maria Costa	Michael Depardieu	Nazli Kosova	Peter Bellin
Marilyn Maney	Michael Formisano	Neile W. Weissman	Peter Marsilio
Marina Ratner	Michael Kirschner	Nicole McGuire	Peter Wellings
Marion Udwin	Mia Katalina	Nicole DeMercurio	Phil Maljevic
Mark Guralnick	Michael Poolin	Nicole Rivera	Phyllis McCormick
Mark Meyers	Michael Kleiman	Nicole Stellke	Poonam Velagapudi
Mark Pilcher	Michal Kleiman	Nick Delaportas	Prentiss Darden
Marshall Katzman	Mike Coven	Nina Song	Rachna Randev
Sally Lewis	Michael Esposito	Nisha Gandhi	Randy Grossman
Martha Koven	Mike Glynn	Noelle Tutunjian	Ranna Michelle G. Ponce
Mary Beth and Lenny Cottrell	Michael Pescatore	Nora Omar	Ravi Yellelli
Mary Ellen Shea	Miriam Stiefel	Norell Hadzimichalis	Ray and Jillian Josephs
Matthew Levy	Mitch Rubenstein	Roy Sokoloski	Reidun Sullivan
	Mohamed El Hioum	Joseph E. McGuire	

Rich Brookler	Sameer Aghera	Stella Kyprianou	Trisha Lerner
Richard Brookler	Samuel Levy	Stephan Petryczka	Une Song
Richard Fleury	Sandra Bleckman	Stephanie Gannon	Uri Herzog
Robbie Katz	Sara Piersons	Steven Geller	Valerie Wallace
Robert Fisher	Sarah Cowen	Steven Lazarus	Vanessa Marquez
Robert Jones	Sarah Kaplan	Steve Jackson	Victor Alvarez
Robert Carrizzo	Sarah Wilcox-Adelman	Susan Carney	Victor Kamara
Robert G. Wright	Saumil Mukhatiyar	Susan Burleson	Victoria Booth
Robert Glick	Holly Schepisi	Susan Mary Leyden	Vincent Cantarella
Robert Greenberg	Serena Chai	Susan Rodetis	Vinni Sabnani
Robert Holzer	Sergio Almécija	Suzan Onal	Vito Fabiano
Robert Johnston	Seth Minsk	Suzanne Conti	Vivian Holzer
Robert Lopez	Shane McMorrow	Tamara Schwartz	Wendy Nigro
Roberta Hoag	Shari Alexander	Tammy Greenberg	Wil Cruz
Roberto Feliciano, Jr.	Sharif Mowlabocus	Taso Pardalis	Will Schwartz
Ron Frey	Sharon Hurwich	Terri Tiedemann	William Lam
Rosemarie Ash	Sharon Nevins	Theophanis Kyprianou	William McKeon
Rosie Weissbart	Sharon (Lenor) Scharf	Thomas C. Bauer	Yamila Gutierrez
Roslyn Powell	Sheila Fischer	Thomas O'Donnell	Yelena Meytes
Roy Udwin	Shawn Carpenter	Thomas Tully	Yigal Lipzin
Sally Diaz	Silvia Kerslake	Timothy Matteson	Yoel Shargian
Sally Lewis	Sima Mithani	Todd Adelman	Zankhana Raval
Saloney Chandra	Siobhán Agnello	Tom O'Connor	Zoe Sheridan
Sam Blumenstyk		Trevor Landau	