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## The Record: Letters, Thursday, Jan. 16

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THE RECORD

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Fallout continues

from Bridgegate

Regarding your coverage of the Fort Lee Bridgegate scandal, and other media reports, there's no mention of how this politically constrained situation affects the ability of the professional staff of the Port Authority of New York and New Jersey to serve travelers now and to improve the region's sustainability in the future.



The George Washington Bridge.

No recognition either that, as reported in previous press articles, the "politicization" of the agency predates present state administrations, beginning in the 1990s. Looking into the future, and beyond the present disgraceful meddling in daily operations, I'm concerned that career staff may not have the freedom to innovate that they had prior to this governor's micromanaged era.

To mention just one example of many initiatives, the widely acclaimed contraflow exclusive bus lane at the Lincoln Tunnel approach started as a controversial "never-been-done-before" proposal by authority staff. For years, it was opposed by New Jersey administrations, but, after testing, it was opened and has since saved time and improved reliability for more than 500 million New Jersey-based commuter trips.

The Port Authority board and staff certainly need policy direction from governors. But they also must have the flexibility to develop and realize the best transportation operations and projects for the region.

Leon Goodman

Sudbury, Mass., Jan. 13

The writer is a former manager of the Transportation Planning Division, Port Authority of New York and New Jersey.