

(Board Meeting 10/22/15)

The Port Authority of New York and New Jersey
Board Meeting Transcripts
October 22, 2015

[Board Chair J. Degnan] Good afternoon. The board meeting of the Port Authority of New York and New Jersey and its subsidiaries has now called to order. Earlier today, the committees on Finance and Capital Planning, Execution and Asset Management met jointly in executive session. Their reports will be filed with the official minutes of today's board meeting. The commission has also met in executive session earlier today, to discuss matters involving ongoing negotiations or reviews of contracts or proposals, matters involving public safety or law enforcement and matters related to proposed, pending or current litigation or judicial or administrative proceedings. I'm going to now ask the Commissioner Bagger, who's Chair of the board's committee on Finance, to provide an overview of the third quarter financial results of the Port Authority. Rich?

[Comm. R. Bagger] Right. Thank you, Chairman Degnan. In order to provide the public and all of the Port Authority stakeholders with timely information on the Port Authority's finances, at the beginning of this year, the Port Authority began publicly reporting on its operational and financial results for each quarter and posting unaudited financial statements on a quarterly basis on the Port Authority website. I'm pleased to report that third quarter 2015 unaudited, consolidated financial statements including operational results are being posted today, to the Port Authorities website. The Port Authority's financial condition remains strong as evidenced by an increase in net position for the nine months ending September 30th, 2015, of \$632 million in net revenues. This increase was driven by an 8.5% increase in revenues compared to last year. Activity across all of our facilities is up this year compared to last year. For tolls and bridges, vehicular traffic is up 1.4 percent. For PATH Ridership is up 3.1%. For aviation passengers up 4.1% and port commerce, measured by containers up 11.1% compared to this time last year. In addition, as a result of all this, we're seeing increased revenues and also rental revenues are increasing as tenants have moved into the World Trade Center. Despite these increased activity levels, operating expenses for the nine-month period are essentially flat compared to last year. Port Authority continues to have the strong liquidity and has made capital investments of \$2.1 billion in its facilities this year, to date. The unaudited, condensed financial statements for the nine months ended September 30th, 2015, can be found today under financial information in the Corporate Information section of the Port Authority website, www.panynj.gov, in addition, a press release with this information will be issued this afternoon. That concludes our report, Mr. Chairman.

[Board Chair J. Degnan] Thank you, commissioner. I'm now going to request that our executive director Pat Foye provide his report.

[Exe. Dir. P. Foye] Thank you, chairman. Members of the public, colleagues, commissioners. First, I want to acknowledge someone who was with us today, Peter Osborne. Peter is the newly appointed division administrator for the Federal Highway Administration, New York office. Prior to his appointment, Peter helped oversee the California High Speed Rail Project for the Federal Railroad Administration, and worked as the lead geotechnical engineer for FHWA on the

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Boston Central Artery/Tunnel Project. Peter is no stranger to big projects, and given the major infrastructure projects we at the Port Authority and others in the region are working on and developing, we welcome him and his expertise to the region. FHWA has been an important and great partner to the Port Authority in a number of important projects. For instance, the \$460 million Goethals TIFIA loan from US DoT, and the Cross Harbor Tier 1 EIS, and we look forward to continuing our work together. Welcome, Peter. Second, I want to take a moment to acknowledge the contributions of someone who's not with us here today, Darrell Buchbinder. Last week, Darrell retired following a career of over 36 years at this agency. Darrell was just the sixth general counsel in the 95-year history of the Port Authority. Having been a lawyer myself in a prior life, and having worked with many over the course of my career, I can say definitively that Darrell was one of the most able able that I've ever worked. His advice, counsel and contributions to this agency, which are frankly reflected in every Port Authority asset and department, will be sorely missed. I wish Darrell, soon to be a grandfather for the first time in his family, the best in retirement and his future pursuits. Next, I wanted to give a brief update on continued progress on the redevelopment and modernization of LaGuardia Airport. Since the selection of LaGuardia Gateway Partners as preferred proposer for the development of Terminal B by this board in May, and Governor Cuomo and his airport advisory panels presentation of a comprehensive vision for the modernization of the entire airport in late July, the Port Authority has been working closely with LaGuardia Gateway Partners, the preferred proposer and Delta Airlines, the lessee of adjoining Terminal C and D. This effort has included meetings and input from other airline tenants at Terminal B such as American, Jet Blue, United, Air Canada and others, who've also made significant investments in their operations here in New York in the region. The working teams have been making great progress and reviewing the design of key common infrastructure components such as roadways, parking and utilities, to minimize passenger disruption from future construction. And to ensure that all work is thoughtfully designed and coordinated to not preclude and to enable a long-term redevelopment of the airport, consistent with the recommendations of the governor's advisory panel. Today, the board is being asked to consider authorizing funding for LaGuardia Gateway Partners in the amount of \$19 million for some modest but technically important design modifications to Terminal B, to not preclude the long-term recommendations of the governor's advisory panel. Things such as a future air-train or an on-airport people mover. We're also asking the board to consider \$5 million in authorization for professional planning services to be contracted by LaGuardia Gateway Partners, to ensure the seamless coordination of the Terminal B effort with all other broader future redevelopment efforts at the entire airport. This will help ensure the common infrastructure components at the airport like roadways, utilities and air-site taxiways are all thoughtfully coordinated and planned, with a focus on what is best for the overall airport and best for the 27 million passengers that use the airport every year. Lastly, we're seeking authorization for the hiring of management support by a joint venture comprised of STV and a subsidiary of AECOM, Tishman Construction Corporation. The STV joint venture was hired by the Port Authority in October 2013, through a competitive RFP for airport wide construction management services. And has been serving in that role on an as-needed basis since then. Today's authorization will augment the construction management services by providing oversight of all the construction activities at the airport. The Port Authority, over the last two years, has built a new parking garage structure, is in the process of completing a new electric substation to meet demand at the, future demand at the airport. And of course, we have the Terminal B project on the near-term horizon. Delta Airlines has made significant investments of

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[K. Eastman] Steiner and Schuber.

[Board Chair J. Degnan] Okay. Just want the record to be clear. Will you proceed with the roll call then?

[K. Eastman] Chairman Degnan

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman] Commissioner Fascitelli.

[Comm. M. Fascitelli] Yes.

[K. Eastman] Commissioner James.

[Comm. T. James] Yes.

[K. Eastman] Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman] Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Schuber.

[Comm. P. Schuber] If I may, I just want to explain my recusal on this 'cause I think it's important. As you know, in many of these bids now, numerous partners are part of these bidding

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processes. One of the bidders, one of the participants in this particular bid originally is Wells Fargo. I don't have stock in Wells Fargo, and I don't bank with Wells Fargo but my stockbroker is Wells Fargo, for my very modest amount of money. However, let me put it this way, I think that given New Jersey's rules with regard to the appearance of conflict, I do not believe that it's proper for me to vote on this so I'm not going to. I'm sorry about that because it's an important project which I'd like to weigh in on at some point in time. However, because of that, I'm not going to do so, so I will recuse myself on this vote.

[K. Eastman] Thank you. Commissioner Steiner.

[Comm. D. Steiner] Yes, I refuse to.

[K. Eastman] Thank you.

[Board Chair J. Degnan] So the motion then passes with two recusals, and unanimous otherwise. We're now going to provide an opportunity for members of the public to comment on Port Authority matters. This public comment period, which we're going to try to limit this morning to about 45 minutes in total, provides an opportunity for members of the public to present their views directly to the board but doesn't provide an opportunity for a dialogue. Members of the public who wish to discuss a specific matter with the Port Authority staff are advised to contact our Public Affairs department and speakers are asked to comply with a fixed time limit of two minutes because of the number of speakers we've got. We're going to start this though with, and we welcome Assemblyman Gordon Johnson from New Jersey's 37th District.

[Board Chair J. Degnan] Assemblyman.

[G. Johnson] I can talk fast.

[Board Chair J. Degnan] I'll let you in on a secret assembly move, we don't always enforce those two minute rules for elected officials who are speaking for the public.

[G. Johnson] Thank you, sir, you're too kind. And thank you, members for allowing, allowing us to be here at the podium this afternoon. I have with me today is Miss Katherine Hamlet. Miss Hamlet's son, name is Tim, a loving, active young man who unfortunately took his life by jumping from the George Washington Bridge in May 2015 at the age of 20. As you're all aware, the rate of suicides at the George Washington Bridge is on the rise and needs to be addressed as soon as possible as it, actually, immediately. I commend the Port Authority Police Department for their hard work, dedication and diligence in responding to, and more times than not, preventing this tragedy. I am pleased to learn, to have learned that the Port Authority has partnered with Care Plus New Jersey, a Bergen County Mental Health Clinic to provide signage with information and assistance to individuals contemplating suicide. The installation of 42 signs along the upper and lower levels of the bridge is a step towards preventing individuals from taking that final action. I believe the most important part of the suicide prevention program is a 9 foot safety fence to be installed during the bridges rehabilitation project. According to news outlets, this project is not scheduled to be completed until 2022. Although I applaud the Port Authority for including the fence in the bridges rehabilitation project, I have a problem and I take exception with the time, the timeline for the installation of this fence. I believe I read in the paper, you had 14 suicides this year with people jumping from the bridge.

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[Hamlet] Sixteen, I think it's sixteen.

[Board Chair J. Degnan] Go ahead. Finish. Please finish.

[G. Johnson] Okay. It's corrected. - It's 16. - Sixteen. As reported by The Bergen Record, a review of 19 research papers by the Harvard School of Public Health found that barriers have been largely effective in stopping or dramatically reducing suicide death. In order to reduce the numbers, I urge the Port Authority to expedite the installation of the safety fence either as a temporary structure or make it part of the, permanent part of the rehabilitation project. In addition to bringing this important issue to your attention, I'd also like to address the item on your agenda that is near and dear to my constituents in the 37 District. The construction of the new Port Authority Bus Terminal. Construction of the new bus terminal is essential to our regency economic future and the 110, 000 commuters that use it daily. It is crucial that the new bus terminal include both an expanded capacity needed to meet projected increases in future ridership and provide for construction of additional bus staging facilities. From one of my senior colleagues, I've brought a letter stating this, I urge the Board of Commissioners of Port Authority of New York and New Jersey to approve the recommendation of the Port Authority bus terminal working group and move ahead on the construction of the new terminal facility. And in closing, and before I close, I'd like to lend my support and give a shout out to my union members here, who are fighting for a decent wage. Calm down. We're not allowed time here, calm down. Okay, 32 BJ SEIU, Unite Here, we stand with you in New Jersey, at least the New Jersey Legislature stands with you. So we are behind you in the effort and I know the Port Authority is working on this issue. Mr. Foye reported that he's working on it. So I'm sure there will be some type of resolution and some compromise of resolution that you'll be satisfied. or at least you could start with. So thank you for your activity here and your dedication. And, members, thank you for allowing me to speak a little over time but I'm done.

[Board Chair J. Degnan] Thank you, assemblyman. Is Assemblyman Moya here, Francesco Moya? If not, we'll proceed to New York State Senator James Sanders. Sam Melaku from Unite Here.

[S. Melaku] Hello, my name is Sam Melaku, I work in Au Bon Pain Philadelphia International Airport. I've been working for there three, more than three years and I support my family but I don't have enough, that much money. So I send money for each month, 300, more than, so support back home Ethiopia. So that's why we're doing and my... the tried to Au Bon Pain organize union. We're doing a rally, we're doing our delegation and then no one respecting us and don't give us any kind of answer, they don't give us any answer. We've been doing this last year, 2014, we never gave any kind of, any answers, so we've been doing all the time but nobody give, they don't give respecting us and they don't take any kind of paper, whatever we give it to them. So we need answer for it, it's more than a year. We keeping doing again and again but they don't respect in this our paper or our answer, questions. So this is, I want you guys understanding and doing something, answer for us, please. [Board Chair J. Degnan] Thank you.

[S. Melaku] Thank you.

[Board Chair J. Degnan] Eduardo Lopez.

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[E. Lopez] Hello, my name is Eduardo Lopez. I have worked as an equipment assembly builder at JFK for 3.5 years. I'm a proud member of Unite Here Local 100. It is disappointing to me that Au Bon Pain and other companies have gotten for free on labor peace policy. Why does Au Bon Pain get to escape while other companies follow it? Companies that don't follow the Port Authority policies shouldn't be allowed to do business here. I want to thank the staff of Port Authority for talking to us about this issue and trying to fix it. And also, I also want to thank Mr. Foye, the executive director for his comments and working with us on these issues. Thank you.

[Board Chair J. Degnan] Thank you. Jean Homer Lauture?

[J.H. Lauture] Hello, my name is Jean Homer Lauture. I'm a member of Unite Here Local 100, the union for concessions workers and in-flight catering workers at the JFK, LaGuardia and Newark. I'm here with some sadness, addressing the board because one of our members Antoine Harvey, who was a regular speaker here, fighting to raise standards at these airports, has passed away at the age of 32. Antoine, myself and my co-workers have organized thousands of workers at these airports. This organizing has happened peacefully, thanks to the Port Authority's labor peace policy. But some companies, including Au Bon Pain think that they can just submit a letter, saying that no union seeks to organize their employees, instead of complying with the policy. My coworkers and my union do seek to organize Au Bon Pain and we shouldn't give them a free pass. And I'm really glad to have the opportunity to meet our brothers and sisters from Philadelphia who also work at Au Bon Pain. But it is appalling to hear that they go through what they go through in the Philadelphia. It's disappointing to hear about their labor unrest and what's happening at their airport. I know the Port Authority is talking to our union about how to fix these problems and I appreciate that. Thank you, Mr. Foye, for looking into this matter. We are looking forward to working this with the Port Authority. Thank you.

[Board Chair J. Degnan] Thank you. Murray Bodin. Murray.

[M. Bodin] It's hard to say which is the most important. But I think the most important part I'd like to talk about today, the buses that you're using to bring commuters in. Somebody made me aware of, last week, that you're using a very fancy bus because you think it's going to have commuters feel good about using it. Megabus and BoltBus ride low floor buses very successfully in fact, extremely successfully. The bus you're using is a heavy, over the road bus, not necessary for this area. New York City uses low floor buses in many places. It would change the dynamics of the bus terminals that you're designing. With computers, you can tell which bus to go to a different area, no longer do all the busses have to come to one area, it can be programmed to go different places. So by using a low floor... And if you put two doors in it, you'll cut the dwell time in half. It means that that bus will be in that parking space half the time because people can get in the front, get out the back. New York City uses, that super thing where you pay your fare before you get on a bus, some combination of that could be used. Excuse me. Pat, the other thing you mentioned last week that I didn't understand, and I heard on a radio, was about commuters from New Jersey coming here. There could be... With your permission, if I may finish.

[Board Chair J. Degnan] You got a minute.

[M. Bodin] If you had a facility there where the number 7 train line could be extended, part of the people who use the subway system could transfer, at some point, in New Jersey, directly to

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the New York City's transit system without an extra transfer. Bringing maybe 20, 30% or 10% or whatever you bring out of those people directly onto the subway, reduces the size of the terminal or the thinking about the terminal that you'd have to do. I go to all of New Jersey transit meetings and I have for years and there needs to be a different dialogue, a new dialogue, considering, one, the size of a buses that you're all using.

[Board Chair J. Degnan] And it's up, Murray. Please, sum up, okay?

[M. Bodin] Thank you, thank you for your consideration.

[Board Chair J. Degnan] Neile Weissman.

[N. Weissman] Good afternoon, Chairman Degnan, Director Foye, commissioners. Today I would address the economic impact of creating a linear park on the George Washington Bridge. You have a draft of my full remarks also on completegeorge.org. A linear park is one that is substantially longer than it is wide, very simply. The highline attracts 3 million visitors a year, Brooklyn Bridge 2.6 million. The recently opened High Bridge is drawing visitors to dozens of amenities in the Bronx and Upper Manhattan. A linear park for which we have economic data is Walkway over the Hudson. A 1.2 mile long, 24 foot wide decommissioned railway bridge connecting Poughkeepsie to the highlands and which attracts half a million visitors a year. In 2009 and in 2012, Comeau and Associates, a consulting firm, Saratoga Springs performed before and after studies including a survey of Walkway visitors. They found that the annual incremental growth of visitors to the region was 240,000, or 48% of total. Effectively, the Walkway doubled the number of tourists to Ulster and Dutchess. Daily average spending was \$64.36, new annual spending total 15 million with multipliers, 24 million. New jobs created, 290, with multipliers, 383. So I asked them to look at the George Washington Bridge, imagine the impact on what a linear park on the George Washington Bridge would do, based on 675,000 total users in 2013 and a base annual growth rate of 5%. Comeau projected the bump from tourism to be 25% or 289,000 new visitors per year. Daily average spending \$94.26, new annual spending 27 million, with multipliers, 42 million. New jobs, 5/11, with multipliers, 675 new jobs per year. Current and planned versions of the GWB will not realize this potential, whereas a design that creates discrete paths for pedestrians, runners and cyclist and maintains views of Manhattan and the Palisades will.

[Board Chair J. Degnan] Thanks, Neile.

[N. Weissman] Thank you all.

[Board Chair J. Degnan] Now Margaret Donovan.

[M. Donovan] Good afternoon, commissioners. The last board meeting was certainly impressive but please do not lose sight of the fact that what you delivered in September was what the public has deserved all along. If only the prior board had conducted themselves in the open instead of as tools for hidden agendas, we would have a very different World Trade Center today and the agency would never have blown through the billions in public funds that would now be available for the bus terminal and other pressing transportation needs. My concern is that there is still an insidious bias towards secrecy. The agency's by-laws have long required that the commissioners meeting shall be open to the public consistent with the open meetings laws of the two states. Yet,

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as I have pointed out many times before, your process deviates drastically from the two laws, from the two states laws. Why should it? The by-laws recognize that closed-door meetings are required in certain limited circumstances where public consideration would clearly endanger the public interest. But I am confident that a tally of how much time has been spent in the last 15 years behind closed doors would show how liberally the concept of limited circumstances has been applied. And it should be obvious that it resulted in some outcomes that were very clearly not in the public interest. And every one of them was incubated and hatched in executive session, where the public's common sense had no chance to prevail or even be heard. The blanket interpretation of the legitimate grounds for secrecy will remain troubling. Undermining the public interest by invoking the public interest is deluded. You may be willing to air your differences over the bus terminal but we all know that there are taboo subjects that will remain taboo solely because they could be destabilizing or merely embarrassing. As unfortunate as those possibilities may be, neither is justification for deceiving the public, which is what you do when you deprive those who have the clearest claim to oversight of their right to exercise it. No matter how good your intentions that it's certainly not in the public interest. Thank you. [Board Chair J. Degnan] Richard Hughes. Mr. Hughes is not here?

[Unknown] No, he's here. - He's here.

[Board Chair J. Degnan] Okay, sorry.

[Inaudible]

[R. Hughes] I'm down to two minutes? Yes, I apologize but with the number of speakers today, that's what we're doing. First of all, I want to congratulate you on last month's board meeting. It was a revelation, the ethics code that was adopted is definitely a step in the right direction. I think as Margaret Donovan pointed out, there needs to be more work in the area of transparency and open meetings. But, congratulations. And all of you, I've never seen this before in all the years I've been coming here. All of you, everybody pitched in, everybody spoke at the last board meeting. I think if we'd had a board like you, 10, 12 years ago, a lot of the mistakes that were made would not have been made and the billions that were misspent are misallocated or are wasted, we'd have for a Port Authority Bus Terminal and other projects. Which brings me to the bus terminal. There was a great deal of, we kind of ended the last meeting with a lot of talk of urgency about getting to the bus terminal and doing something about it. And all of that is laudable, but at the risk of being a permanent contrarian, I would say, slow down for a minute. That's a very, very important project. There was some dissent, I think Mr. Cohen spoke up about. Let's take a look at this and really know what we're doing. That's an incredibly valuable piece of real estate you have there, at 8th Avenue and 42nd Street. And one of the most valuable, last really valuable pieces of real estate in Manhattan. And I think you need to think about how you can get some revenue from that site. If you're going to put a new bus terminal in there, then there certainly should be a real office or residential or mixed development there that can make use of that site and bring revenue to the agency for other projects which you definitely need money for. And I would also like to mention Mr. Rechler's idea about possibly bringing people to the Jersey side and not to the Manhattan side. You've got the PATH trains right there, why not bring those buses to your train service which is always losing money. There's no reason you should bring them to the MTA when you've got your own train service. Why not bring them on the Jersey side

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to Hoboken, to Journal Square, whatever and then bring those, those trains into the city and get some revenue from that as well.

[Board Chair J. Degnan] Thank you Mr. Hughes. Alright, Janna Chernetz. Janna Chernetz. Okay.

[J. Chernetz] Hi, good afternoon, chairman members. My name is Janna Chernetz, I'm the Senior New Jersey Policy Analyst for Tri-State Transportation Campaign, non-profit, non-partisan transportation policy advocacy organization. In March, there were 20 concepts mentioned for the Port Authority Bus Terminal, which were narrowed down to five. In September, the five was narrowed down to one. As the Port Authority is looking to improve transparency and public accountability, I would request that those concepts, in detail, the studies behind those be made public via the website. They were put, there were, there was a PowerPoint Presentation which the concepts were outlined but the studies that were behind that, I think it would be important for the public to know how those conclusions came to be. And especially what the other 15 concepts were, that made it to the chopping block. In terms of the design competition, Tri-State believes that this is a good idea for soliciting creative and innovative designs but should be fiscally manageable and not pie-in-the-sky, as if money were not an object. This needs to, this is where we're working under a very tight timeframe here and we need to balance the creativity with, with the fiscal prudence of the project. And, finally, there was something that was not mentioned in the resolution and you should consider having funding mechanisms and revenue streams included in the design competition to see if there might be some creative ways to generate revenue. As the state, the federal, you know, with the federal government, and agencies find that they're physically constrained. I think a project of this magnitude, so that you're able to sustain the project, that there be some sort of funding mechanism included in that design competition. I know right now the resolution just says, it would be subject to the capital programming process but I think we would be losing out if that wasn't included in the competition. So thank you very much.

[Board Chair J. Degnan] Thank you. Christine Berthet.

[C. Berthet] Thank you, chairman and commissioner. I have nothing to do with Au Bon Pain, so. My name is Christine Berthet, I'm speaking today in my capacity as a member of Check Peds, a pedestrian safety advocacy on the west side and not as a representative of the community board. We applaud the focus and urgency this board is bringing to the issue of cross-Hudson transportation. But in keeping with the spirit of openness, this board has demonstrated an extensive community, and commuter consultation must take place before the board consider a final vote for a project of this magnitude that will provide transportation for the next 100 years. We need to do it right. For example, we are appalled at the idea of condemning two blocks in the heart of Hell's Kitchen South, on our main retail corridor into ramps and pedestrian passageways. This would require the eviction of affordable housing tenants, a church, a food pantry, a nursery school, a farm, two affordable food supermarket and number of other retail stores which are essential character of the down neighborhood. So Robert Moses' technique of raising our neighborhood is not acceptable any longer. You can and must do better than that. Second concern is that the project focused on a terminal, presume that a 1950 technology for a much smaller volume is still an adequate answer to a 21st century need for volume of passengers that is in order of magnitude larger. And, Mr. Lipper, we'll appreciate if in Wall Street firm had replace

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their 1950 computer system architecture with a similar new one, all the traders would still be on the floor of the Stock Exchange and there would be no volume or liquidity.

[Timer bleeps] So instead of just a new building, we need to take a step back and think about commuters, what they want, where they want to go and design a new system which is integrated with other projects. This will take time, but we cannot wait. Thankfully, last month's presentation included shorter term projects that do not require new building and can give you breathing room. I'm sorry, may I?

[Board Chair J. Degnan] Yeah, please, if you could sum up,

[C. Berthet] that would be helpful. Centralized control of PABT operation in the single entity and apply GPS based control, that can be done right away. Increased bus lane only on the Lincoln Tunnel. Relocate long distance operation, and start evaluating bus parking in New Jersey. It would be a very good use of the \$600 million and the allocated funds in your capital budget. Thank you.

[Board Chair J. Degnan] Thank you. Patrick McNerney.

[P. McNerney] Good afternoon. My name is Patrick McNerney. I'm the current president of the Port Authority Detectives Endowment Association, the union for the Port Authority detectives. I also proudly serve as chairman of the Port Authority Employees Labor Consortium. To you union presidents and business representatives of all your union employees for the Port Authority. If I can steal some from Mr. Foye, congratulations to Mr. Darrell Buchbinder on his retirement and completion of 36 years of commendable service. Mr. Buchbinder did state in this goodbye letter to the Port Authority employees the following: "It is neither the Port Authority's physical facilities nor its financial structure that ensured its continued success. Rather, it is your strength and dedication to public service that is the driving force behind the Port Authority." And we couldn't agree with that more. But if that strength and dedication is going to be supported or responded, then it will eventually erode. The erosion of the Port Authority employee is well underway. Unionized employees working under contracts that have expired over 10 years. Unionized employees with no hourly increase in close to 10 years. Unionized employees being asked by family, friends and neighbors to explain Bridgegate and other unflattering incidents in the media. PA employees are the foundation of this agency. We have chosen the PA. We've chosen to make it our career. We implore you to fix this foundation. Get people to the table who can negotiate. Get people who can make decisions and respect your workers. Help us to help you guys make the Port Authority again, great again. And more importantly, help us to better serve the public. - Thank you.

[Board Chair J. Degnan] Thank you. Reverend Ronald Tuff. Leotilda Polanco. Pastor James Kofi. Pastor Kofi, you're next, after that.

[C. Palanco] [speaking in foreign language] Good afternoon, my name is Cleotildo Palanco, I work in Terminal 5 of JFK. [speaking in foreign language] In name of all the airport workers, I come here to make an urgent call. [speaking in foreign language] I ask you to make good on the promises that you guys made in 2014. [speaking in foreign language] The silence that you have maintained over more than a year is a disrespect to the working class of the airports. [speaking in

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foreign language] Because of that, airport workers have come together to think through a different way to organize and come together and fight. [speaking in foreign language] We will come together to pressure, not just the Port Authority, but also the state of New York and this nation, to do what is right.

[Board Chair J. Degnan] Thank you. Pastor Kofi.

[cheers and applause] Pastor Kofi, please.

[J. Kofi] Yeah. Good afternoon, my name is James Osei-Kofi, I'm a member of Bethesda Healing Center in Brooklyn, and my senior pastor is called Bishop Doctor Annette Lazarus-Rose. This afternoon I'm here to really commend you for the position that you hold and the work that you're doing and that you have been given the secular power to improve the lifestyles of these men and women who make you look good. And also, to also remind you that last year we were here to do this public hearing and we were given the assurance that we're going to do something for them. And at a time of speaking right now, nothing has really happened. And so I want to take this opportunity to remind you that, as a scripture in the Book of Luke, talking about the rich man and the poor man. Now, those of you who go to church or even if you don't go to church, you have heard about that. Both of them died. One went to the bosom of Abraham and the other went to hell. Now the question is, what did the rich man do or what did he not do in order to land him where he was? He went to where he was because he failed to do much more than he did for the poor man. Which means that with the power and the authority that you have, there is much more that you can do for these men and women who work so hard to make you look good, but who are earning so little, to make ends meet. So today, or this afternoon, I'm here to stand and to tell you that we stand with you. There are many voiceless faces who are not here, who are with you, who are praying with you, who are standing with you and that very soon, will begin to see something positive happening. On this note, we are waiting to hear and see something concrete done for these men and women. - Thank you.

[Board Chair J. Degnan] Thank you. Reverend Wallace. Is Reverend Wallace here? Damason Mejia here?

[D. Mejia] Good afternoon, member of committee. [speaking foreign language] My name is Damason Mejia. I have for a year working for a company that is a contractor of a major airline. I don't want to mention the name because of the confidentiality that I had to... I do cabin cleaning and security at the same time for the price of one. 10.10 cent to you. Because we do security, we are supposed to be the last stand between anyone that tried to do any act of criminal violence against a person on property traveling on flight provided by the airliner. We are poor people, poor pay and we can be become an easy prey for anyone who intend to do anything against the airline. Do you think that there is a good reason for you to consider other kind of way for airport worker? I've been reading the book by Henry David Thoreau and I would like to read this paragraph for you, I say that you, member of the committee, that you "be man first, human being and soldier afterwards. It is truly enough said that a corporation has no conscience. But a corporation of conscientious men is a corporation with a conscience. The law never made men be just by means of their respect for it, even the well-disposed are daily made the agents of injustice. Be a committee of contentious men are not a committee without conscience. We've

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been coming here for 13 months, we don't see intention of the committee to do something that you promised. The justice delayed is no justice at all. Frustration is what I feel.

[Board Chair J. Degnan] Ramanda Crawford. Ramanda Crawford? Michael Blackwell. Michael Blackwell? [M. Blackwell] I'm Reverend Michael Blackwell, Agents of Change ministry and I represent the pastors conference of Newark in vicinity which encompasses about 45 to 100 different churches. I came to support the SEIU and the workers today. After looking at the last 12 months and seeing the inactivity or what seems to be the inactivity of the commissioners, I wanted to quote simply from the words of Frederick Douglass when he said, "Power concedes nothing without a demand." And I wanted to tell the commissioners today and all of you that are in powers, in the places that can make a difference here, that by the attendance of all these workers and the representation of the churches that you see here today, this is the demand being made. It is time to make this a priority and it is time to do it now. I want to leave you with one thought. Every Saturday, we have what's called a food bank and we feed what most people think are homeless and destitute people. But I'm almost embarrassed to tell you that on many occasions, in that same line, getting food free because the wages that they have are not enough to make their ends meet, are airport workers. I'm embarrassed by it and I know you would be embarrassed by it. Give these workers a wage that will allow them to take care of their families, to take care of their children and to live wholesome lives. That's my request. That's my stand. I stand with them, full force, me and another 100 churches. Thank you

[Board Chair J. Degnan] Shane Charles. Is Shane Charles here? Juan Jimenez.

[J. Jimenez] [speaking in foreign language]

Good afternoon, authorities of the airports. My name is Juan Jimenez and I work in JFK in Terminal 5. [speaking in foreign language] Thank you for giving me the opportunity to be here in front of you today. [speaking in foreign language] I've been working at JFK for 14 years now. [speaking in foreign language] The story of low wages, poverty, is getting old now. [speaking in foreign language] We want to say that we need \$15, we need wages of 15. We're not making this up. [speaking in foreign language] Basically just so that a family is able to live with basic dignity. [speaking in foreign language] And we need the union 32 BJ. All of us who are here know why. [speaking in foreign language] The right to have that, that our laws in the constitution provides, is being denied to us. - Thank you.

[Board Chair J. Degnan] Thank you. Nancy Vasquez. Is Nancy Vasquez here?

[N. Vasquez] Good afternoon, the Port Authority of New York and New Jersey. My name is Nancy Vasquez and I'm a skycap for 23 years for United Airlines, a rental company for United Airlines. Now, I could come here and tell you that I get paid 2013 cents an hour all 23 years that I've been there. And yes, it's a tip-based job. But after 9/11 and airlines merge and now you charge for luggage, a new kiosk system, people are not as forthcoming. I can tell you that I lost my place, that I lost my car, that I got robbed at gunpoint, that I take the bus with people at 5 o'clock in the morning morning that are talking about a new Nike store that they're opening in downtown Newark and how they can't wait to get paid to spend their money in this Nike store. So I say, oh, employees are consumers, what's the problem here? Why can't our wages go up? I can stay here and tell you that \$15 an hour for a family of four is \$24,000, still under the poverty

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level. I can stay here and tell you so many things but I'm just another face of everyone here who's suffering. I'm just another face of somebody who meets people in the front line at the airport, because I'm the skycap. I'm the first one they see. I'm the one who checks them in, gives them their boarding pass and makes them feel comfortable so they can continue flying the airlines. This is the reason, we're the reasons why it's going up. How much? Four percent? Thank you. But we're the reasons. We're looking for a raise so we can make a living wage. What I am going to tell you is that 13 months ago, we came here with the same meeting. We were given a promise. Yes, you hear my voice because you hear my heart, you hear my pain because I go through it every day. So what I want you guys to know is that justice delayed is justice denied. Thank you.

[supporters cheering] CROWD: [chanting] Shame on you! Shame on you!

[Board Chair J. Degnan] We're going to proceed with the meeting at this point. Cedrick Fulton, who's our director of tunnels, bridges and terminals will provide an update on the status of efforts undertaken with regard to the Port Authority Bus Terminal replacement concepts. Following the presentation, the board will consider a resolution concerning next steps to support planning for the replacement of a bus terminal. Cedrick.

[C. Fulton] Good afternoon, commissioners. I don't think I'll be as exciting as that but hopefully I can quickly give you an overview of where we've been. That's really my intent here, to just sort of go through process. You've seen a lot of what I'm gonna talk about. But I guess I would start off by saying that I've lived at bus terminal basically since 1998, I ran the place for about 6 years. And so, we've been thinking about these issues for a long time. For example, when we were talking about building the tower in the north wing, that's when we started thinking about a bus parking and staging facility. What came out of that was that if we had a facility on the New York side we knew we could improve throughput, we knew that we can improve operations, we knew we could find some functional improvements. That was a lesson learned, going all the way back to then. Subsequently, we did some work on looking at the actual structure itself, we did a slab review and we also looked at the mechanical systems. In both of those efforts, the key was, is this a rehabilitation conversation or is this a replacement conversation? And our conclusions lead us to believe that this is really a replacement conversation and we needed to get through that to help us understand where we are right now. And so effectively, what it did, it brought us to today. And so we had a master planning effort which we commissioned at the beginning of 2013. And so, what this timeline does here is it represents the work that Andy and his team have done over that period of time. And it's a great team. I mean, we have some key professionals, Kohn Pedersen Fox, Parsons Brinckerhoff, Thornton-Tomaseffi, Walker Paving, BJ associates. It's been a really good team. The key here was to try to come up with a beginning plan that would be flexible so that we can build upon that as time went along. The process included information gathering, establishing goals and objectives, and having visioning sessions. The team has done a lot of work, as you've seen the work that they've done. There's been many bus terminal alternatives that have been advanced, many of them focus exclusively on what's the best transportation solutions, some of them also focus on what are the best financing opportunities. We also wanted to look at opportunities that involve some of the other demand and transportation solutions that could help facilitate the question of what size could the ultimate, a

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bus terminal could be as we work towards the future. We've also had some preliminary discussions with some of our sister agencies and right now, what we're poised to do is to begin a conversation as a function of a peer review. So this slide right here just essentially lays out the framework. We wanted to design a facility that provides superior customer service and makes sure that it can deal with the future demand. You've heard the numbers, they are significant. And that would also facilitate efficient bus operations, given the nature that network efficiency is very important. We also wanted to create a facility to fit into the city fabric and was very, very conscious of what the impacts were on the neighborhood. We also wanted to look towards a program that would be mindful of revenue generation and economic development. And we also wanted to look towards a planning strategy that could be advanced in logical stages while maintaining daily bus operations, it's hugely important. So you've seen the five concepts, before they were spoken of earlier. We had five, we reduced them down to three. Two and four were essentially variations of one, it didn't really add to the conversation. One of the things that we wanted to make sure is that in all of these concepts included like four basic elements. A commuter passenger terminal, how we would deal with inter-city commuters, a ramp system and a staging and storage facility. Common features include passenger halls and connections to subways and was mindful again of urban transportation design. And we were really focused on where do people go after they leave the terminal. That was part of the thinking as well. So here's Concept 1 again, you've seen it. It's the largest, it meets 2040 demand, everything happens on one site. But it does require an interim facility, and it has the lowest development opportunity on that site. Initially, the planning construct saw it as about 15 years to be able to produce this project. Concept 3, it's positioned at 9th Avenue. It will handle all of the commuter demand, as we approach 2040, we would like to find an offsite facility for inter-city. It provides for plenty of development opportunities. And what we've come to understand, it does require a connection from the 9th Avenue towards 8th Avenue and towards the subway. And then Concept 5 is really the smallest footprint in Manhattan itself but it really begins to look at other opportunities for moving people such as ferries, such as George Washington Bridge bus station, such as bus rapid transit facilities in New Jersey, it really expanded the envelope of how we would think about solving for this solution. Concept 5 Concept Summary This slide is just basically a summary of what I've gone through, comparing the various concepts. And so this is it right here. So the team has done an amazing amount of work since they commenced the master planning. And the next step from the master planning team's perspective was we were going to be suggest a peer review exercise thinking that it would be good to engage others and talk about the work that we've done thus far. Similarly, we would be looking to involve community group stakeholders and we'd like to also, especially customers, in a community to understand some of their perspectives. We would be looking for planning authorization so that we could then move forward with some more work. In my mind, this was always the beginning and never the end. And it's been an amazing beginning but as has been discussed, two pieces of work that I think would be very helpful to the effort: one is to have a design competition that will allow us to better understand the concepts that are on the table from a design perspective. And the second is to fully take a look at all the other possibilities that have been talked about, bus design, computer technology, connected vehicles, all of those things are an important part of this consideration. I agree with everyone, this is an amazingly complicated proposition that we're talking about but it's extraordinarily important. So at that point, Commissioner, that concludes my brief overview and Andy is here with me and we both are available if there are any questions.

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[Board Chair J. Degnan] Before we proceed to discuss the resolution, if there are any are there any questions that the Commissioners have for either Cedrick or Andy Lynn? Most of us have heard this presentation before and have had a chance to ask our questions and interact. So, Cedrick, thanks for bringing us up to speed. If no one has any questions at this point...

[Comm. T. Hamilton] Mr. Chairman, I—

[Board Chair J. Degnan] Yes.

[Comm. T. Hamilton] I'd just like to know, Cedrick, in addition to developing funding strategies, I think it's very important to understand the operating costs of different plans as you could afford and revenue opportunities they each offer.

[C. Fulton] As an operator, I'm very focused on that.

[Comm. D. Steiner] Mr. Chairman.

[Board Chair J. Degnan] Yes. David.

[Comm. D. Steiner] As many of you know, I voiced my objections at the last meeting to where the plan was going, and I must commend the committee that worked on it for incorporating my suggestions. We're now going to have an international competition. We're going to proceed with what we have in the hopes that maybe somebody else will come up with another idea. I think we're on the right path and I commend the committee for doing their job and I urge a plus vote on this issue.

[Board Chair J. Degnan] Thank you, Commissioner. There is an item on the Board's calendar that would advance a process to determine a preferred alternative for the replacement of the 65-year-old Port Authority bus terminal. This item is the inferred therein sets several of... of several of the recommendations of the working group formed by the board for this purpose along with the input from the Port Authority staff. The item also includes certain amendments of the working group, the recommendations discussed last month in order to reflect input from the board. Specifically this resolution directs the executive director to conduct an international design competition soliciting conceptual designs for a new bus terminal on the site recommended by the working group which is one block west of the current structure between 9th and 11th avenues. One of the amended recommendations is that participants in the proposed design competition would be encouraged to suggest alternative sites for a different Port Authority bus terminal should their analysis determine that the proposed site west of 9th Avenue is not optimal. This resolution also directs the executive director to issue a request for proposals for an outside consultant to perform a trans-Hudson commuting capacity study of available strategies for meeting and managing anticipated increases in trans-Hudson commuter demand over the next 30 years. As a result of board input the capacity study would be expanded to include analyses of the following: existing and anticipated patterns and preferences of bus commuter traffic after arrival in Manhattan. Strategies to reduce bus congestion in neighborhood streets adjacent to the proposed new bus terminal and in the Lincoln Tunnel and its approaches. And the cost and benefits of alternative strategies for meeting and managing anticipated commuter demand including the construction of a new bus terminal. These studies are to be scheduled and administered in a manner that would enable the board to select a preferred design concept no

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later than its September 2016 meeting. The resolution also reflects the board's strong endorsement of the recommendation that staff solicit public and stakeholder input on this ongoing process including close consultation with the city of New York and all the planning agencies that would need to be involved in finalizing any project of this type. Prior to making a motion in this item I'd ask the corporate secretary to note any commissioner recusals on the matter.

[K. Eastman] There are no recusals.

[Board Chair J. Degnan] Do any of the Commissioners have any comments or questions about the item that has... Let me take first a motion on it and then we'll have a discussion.

[Commissioner] I'd like a motion on this.

[Board Chair J. Degnan] Second?

[Commissioner] Second.

[Board Chair J. Degnan] Motions were made and seconded, so now I open the floor to discussion or questions by the commission, Commissioner Lipper.

[Comm. K. Lipper] I think that this is a giant step forward for one of the most important transportation projects in the country and certainly within our region. It's something that the board has focused on very heavily for 2 years. And this is a giant step but only the beginning. We have to work with the community, we have to work with the City as a partner and many other agencies to make this happen. Secondly, I'd like to say that our International competition should include in each design that's submitted the cost of construction, the estimated cost of operation and the revenue opportunities. On the last point, it should include conceptually, the potential construction above the new terminal and on the side of the old terminal of real estate, residential, and office towers to help finance. I believe that if we do it this way we could realize perhaps two-thirds of the costs over the long term of building the bus terminal itself. So I think that this is a tremendous positive for the region. It will create thousands of jobs in New York City, it will create access to the rail and the new Hudson Yards, it will create a huge development opportunity for a whole new area of commercial residential development. And most of all, it will give the commuters who have been suffering for a long time in an antiquated facility an opportunity to come to work with dignity in a shorter time and to be better able to carry out the job as part of our workforce here in New York. Thank you.

[Board Chair J. Degnan] Thank you, the Chair recognizes the Vice Chairman.

[V. Chair S. Rechler] Thank you, first, I just want to thank the Chair and note that I appreciate the process. I think it was a deliberative process, thoughtful, and a responsible approach to actually result in a more comprehensive resolution and way forward to ensure that we produce the best product that the bus terminal and commute for those coming through the Hudson to New York. So I appreciate that and I hope actually the rest of the process is as deliberative and constructive as this was. Also, with Cedrick on the team, I just want to reiterate some of the points here in terms of as your approach is, you know, make sure that we maintain a sense of open-mindedness, flexibility and really seek 21st century solutions because, you know, we don't

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necessarily know what the future holds but we have to try to figure that out before we build something that's going to be there for the next 50 years or plus, that period of time. And also, again, to really focus on alternatives in terms of minimizing congestion of buses coming into Manhattan without negatively impacting the commuter experience. You know, I believe there's got to be many ways that we can do it. I think we have to be creative and we should tap as many resources as we can to seek that creativity. And then finally, as things change, whether that's new tunnels being built or whatever that might be, make sure that we maintain the flexibility to take a step back and re-evaluate where we are in terms of what our plan was and what our plan should be, based on those new set of facts and circumstances. So good luck and let's have some fun moving this forward.

[Board Chair J. Degnan] Thank you. Commission Schuber.

[Comm. P. Schuber] Look, obviously, I'm going to support this resolution. And... But I want to make a couple of remarks about it in advance of that. First of all, Mr. Chairman, I want to thank you. I know you've worked tirelessly on this to craft the appropriate resolution that can bring consensus to the board on what I think is an extremely important issue. And I thank you for the work that you've put into this to make this happen. But I think this is something I think that I'm hoping in the end that the project itself as it evolves will receive the support of the entire board. And, you know, I've served here now, I guess this is my fourth year on the board and we've covered a lot of different projects and in many cases those projects are extremely complicated, that have impact economically, that it's often hard to quantify with regard to the influence or impact it has on the individual consumer of the products and services that the port provides, and provides very professionally, by the way. But here, this one is a project that has a direct influence and a direct impact on individuals on a regular basis. I come from this from two perspectives, personally, myself and I am going to tell Ken Lipper this is not a conflict on my part but my dad commuted through the Port Authority but terminal all the days of his life. And I can remember going to meet him at the top of Queen Anne Road in Teaneck when I was a kid to bring him home. In the morning, he'd go out happy, by the time he came home in the evening, he would be extremely drained. And I think that was part of the commuting process and you could see how it could wear him down. And I think that this is a project that has the opportunity to at least make that commuting experience for the individual consumer of our services and of our infrastructure a little bit better and a little bit more modern which is what I think they deserve. What we're doing here today... And I should add as another conflict, I guess, as I worked in the bus terminal two summers, selling bus tickets. But having said that...

[Board Chair J. Degnan] I am sensing recusal.

[Comm. P. Schuber] Yeah. It's the sense that this is... What's important about this resolution is that it has brought about at least consensus on the board to move it ahead. And that means we're moving the process ahead furthermore to make this thing a reality in the future. And I think that's extremely important because it's again, while it's economic development and it's an important piece of real estate, and there's ways we can maximize revenue on this. This is actually going to have an important positive impact on individual consumers of our services and of our buildings. And I think for that alone it deserves our support. So with that, Mr. Chairman, again, I want to thank you and all the members of our committee, the members of the board too who have each

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indicated their own opinion with regard to that we've tried to incorporate here. I appreciate it very, very much and my vote on this obviously is going to be yes.

[Board Chair J. Degnan] Thank you. Any other questions or comments? Before we conclude, I just want to make a couple of remarks. Within a matter of a couple of days of my joining this board, I rode the bus from New Jersey into the Port Authority bus terminal, someplace I hadn't been for many years and saw that firsthand just that one day what a commuter goes through every day and I can understand Pat's father's chagrin when he got off the bus on the way home. I want to thank and applaud Pat Foye and Scott Rechler for joining with me at that time and the rest of my colleagues on the commission in diverting \$90 million immediately into a "improve the commute" program at the Port Authority bus terminal. I want to commend Cedrick and Diane Ehler and all the other people on our staff who have implemented that on a timely basis and dramatically improved both the appearance of an aging, outmoded, archaic terminal, and increased the flow of the traffic through that tunnel to the point where it's not a satisfactory commuting experience but it's better today than it was just a year ago. We've taken an important first step today. We still have a lot of work to do. We're going to have to find the money for this project, for other projects that are being presented to the Port Authority, potentially the Gateway Tunnels project, the LaGuardia improvements Terminal-A in Newark, and a whole bunch of capital projects that are now being reviewed by the board in the context of the capital plan. But today couldn't have happened without active cooperation by our partners in New York and my colleagues in New Jersey, and I am delighted to be here today to share in the announcement of this step forward. So at this point, I'd ask the Corporate Secretary to take a roll.

[K. Eastman] There's no recusals on this matter.

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler

[V. Chair Rechler] Yes

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman] Commissioner Fascitelli

[Comm. M. Fascitelli] Yes.

[K. Eastman] Commissioner James.

[Comm. T. James] Yes.

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[K. Eastman] Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman] Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman] Commissioner Steiner.

[Comm. D. Steiner] Yes, yes, yes.

[Board Chair J. Degnan] Happily the votes are in order, the item is approved. Vice Chairman Rechler is now going to discuss an item for the board's consideration concerning... Oh, no, I did that already, we did that already. Thank you. [clapping] Alright. Whoever that was, thank you. We have several items on today's agenda for which the respective committee Chair will be asked to provide a brief report prior to the matter being considered by the board. I'll start with on behalf of the Committee on Operations, I'll now submit an item that authorizes a lease supplement with global container terminal for the final design and construction on the Port Authority's behalf of an Intermodal Container Transfer Facility at the Greenville Yard Port Authority Marine Terminal in Port Jersey. Under this supplement the Port Authority will provide a capital improvement allowance of up to \$56 million from the approximately \$149 million in funds authorized by the board in September 2014 for the construction of the facility as part of the Greenville Yard re-development program. Prior to making a motion I ask the Corporate Secretary if there are any recusals.

[K. Eastman] No, there are no recusals.

[Board Chair J. Degnan] Any commissioners have any comments on this matter? If not, I'll request the motion. The motion, second. I now ask Karen to call the roll. –

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.

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[V. Chair S. Rechler] Yes.

[K. Eastman]Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman]Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman]Commissioner Fascitelli

[Comm. M. Fascitelli] Yes.

[K. Eastman]Commissioner James. - Commissioner James?

[Comm. T. James] Yes.

[K. Eastman]Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman]Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman]Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman]Commissioner Pocino.

[Comm. R. Pocino]Yes.

[K. Eastman]Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman]Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Board Chair J. Degnan] The next item... Alright, that matter is then approved. The next item authorizes a lease with cargo airport services, USA for its use in occupancy of building 151 as a multi-tenant cargo facility at JFK International Airport for a term of approximately 4 years and an aggregate rental of \$22.7 million. Are there any recusals?

[K. Eastman] No recusals.

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[Board Chair J. Degnan]Any Commissioners have any comments or questions about the matter?
- Is there a motion? - Motion. - Second? - Second. Alright.

Karen, would you call the roll, please?

[K. Eastman]Chairman Degnan.

[Board Chair J. Degnan]Yes

[K. Eastman]Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman]Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman]Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman]Commissioner Fascitelli.

[Comm. M. Fascitelli] Yes

[K. Eastman]Commissioner James.

[Comm. T. James] Yes.

[K. Eastman]Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman]Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman] Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman]Commissioner Pocino.

[Comm. R. Pocino]Yes.

[K. Eastman]Commissioner Schuber.

[Comm. P. Schuber] Yes

[K. Eastman]Commissioner Steiner.

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[Comm. D. Steiner] Yes.

[Board Chair J. Degnan] Votes are in order, the item is approved. The next item authorizes a lease supplement with British Airways for its continued use and occupancy of Terminal 7 at JFK for a term of 7 years with a mutual option to extend the term for an additional 3 years. Over the initial 7 year extension the lease is expected to generate approximately \$257 million in rent. Under the terms of the supplement British Airways would be required to make a minimum capital investment of \$43 million in improvements of the terminal. British Airways would also design and install an inline baggage system screening, a screening system rather, in Terminal 7 as part of the grant program with the US Department of Homeland Security's Transportation Security Administration. Are there any recusals?

[K. Eastman] No, there aren't. Any questions or comments? The motion? - The second? - Second. Karen, take the roll, please? -

[K. Eastman]Chairman Degnan.

[Board Chair J. Degnan]Yes.

[K. Eastman]Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman]Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman]Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman]Commissioner Fascitelli

[Comm. M. Fascitelli] Yes.

[K. Eastman]Commissioner James.

[Comm. T. James] Yes.

[K. Eastman]Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman]Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman]Commissioner Lynford.

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[Comm. J. Lynford] Yes.

[K. Eastman]Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman]Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman]Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Board Chair J. Degnan] Votes are in order, the item is approved. There's one more item on the agenda. I'm now going to ask... I have to call you back. Vice Chairman Rechler is Chair of the Committee on Capital Planning Execution and Asset Management and the World Trade Center Redevelopment Subcommittee to provide its report.

[V. Chair S. Rechler] Thank you, Chairman. I have few items real quickly. So as Chairman of the Capital Planning Execution and Asset Management I'll now report on certain items under the purview of the committee. The Commission's received a presentation in their board packages and the first item which we posted on the Port Authority's internet site following today's meeting. The item authorized a project for the rehabilitation of runway 4R-22L and associated taxiways and certain other improvements to enhance safety and reduce delays at John F. Kennedy International Airport at a total estimated project cost of \$125.6 million. Prior to making this motion I'd like to ask Corporate Secretary, is there any recusals? -

[K. Eastman] No recusals. -

[V. Chair S. Rechler] Okay. Is there any question, any comments or questions? - Can I have a motion? - Yes, I move. - Second? - Second. May I have the roll call? -

[K. Eastman]Chairman Degnan.

[Board Chair J. Degnan]Yes.

[K. Eastman]Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman]Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman]Commissioner Cohen.

[Comm. S. Cohen] Yes.

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[K. Eastman]Commissioner Fascitelli.

[Comm. M. Fascitelli] Yes

[K. Eastman]Commissioner James.

[Comm. T. James] Yes.

[K. Eastman]Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman]Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman]Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman]Commissioner Pocino.

[Comm. R. Pocino]Yes.

[K. Eastman]Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman]Commissioner Steiner.

[Comm. D. Steiner] Yes.

[V. Chair S. Rechler] Okay. We have now passed. The next item authorizes permanent and temporary easements for the New Jersey Department of Transportation to construct, operate, maintain and repair certain roadway on real property owned by the Port Authority Trans-Hudson Corporation in Kearny, New Jersey New Jersey as part of New Jersey Department of Transportation with Penn bridge project. In exchange for these easements, the New Jersey Department of Transportation will pay a sum of \$66,100. Prior to making this motion, I ask if there's any recusals? -

[K. Eastman] No recusals.

[Board Chair J. Degnan]Okay. Any question or any comments? Can I have a motion? - Yes, sir. - Okay. May I have a roll call vote? -

[K. Eastman]Chairman Degnan.

[Board Chair J. Degnan] Yes.

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[K. Eastman]Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman]Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman]Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman]Commissioner Fascitelli

[Comm. M. Fascitelli] Yes.

[K. Eastman]Commissioner James.

[Comm. T. James] Yes.

[K. Eastman]Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes. –

[K. Eastman]Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman]Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman]Commissioner Pocino.

[Comm. R. Pocino]Yes.

[K. Eastman]Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman]Commissioner Steiner.

[Comm. D. Steiner] Yes.

[V. Chair S. Rechler] Okay. The motions are passed. Now moving on to the World Trade Center Redevelopment Subcommittee, on their report on an item that authorizes lease amendment for the use of office space by the Port Authority at 100 Broadway, effective January 1, 2016. The space is required to support activities associated with development of the World Trade Center site. Under the terms of the amendment, the Port Authority will lease two floors, one of which

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would be leased for 2 years and the other for a 1 year term at a rental of approximately \$2.8 million. In addition a third floor currently under lease would be surrendered. Prior to making this motion, may I ask, is there any recusals? -

[K. Eastman] No recusals. -

[V. Chair S. Rechler] Okay. Do any Commissioners have any comments or questions? Can I have a motion? Second? Okay. May I have a roll call vote? -

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.

[V. Chair S. Rechler] Yes.

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Cohen.

[Comm. S. Cohen] Yes.

[K. Eastman] Commissioner Fascitelli.

[Comm. M. Fascitelli] Yes.

[K. Eastman] Commissioner James.

[Comm. T. James] Yes.

[K. Eastman] Commissioner Laufenberg.

[Comm. G. Laufenberg] Yes.

[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.

[K. Eastman] Commissioner Lynford.

[Comm. J. Lynford] Yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

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[K. Eastman] Commissioner Schuber.

[Comm. P. Schuber] Yes.

[K. Eastman] Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Board Chair J. Degnan] That is approved. There will be no further business. I move to adjourn the meeting, is there a second? - Second. - Do anyone oppose? If not, the meeting is now adjourned. Thank you.

[Comm. D. Steiner] Mr. Chairman...

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY
