The Port Authority of New York and New Jersey  
Board Meeting Transcripts  
June 25, 2015

[Board Chair J. Degnan] It's just about six minutes before eleven. I think we'll go ahead and start the public session of the Board meeting since on the agenda, 11 a.m. was set as an estimated time. In that context, the Port Authority of New York and New Jersey and its subsidiaries is now called to order. Prior to today's meetings, the Committee on Governance and Ethics met in Executive Session. Earlier today, the Committee on Capital Planning, Execution, and Asset Management met in both Public and Executive Session, and the Committees on Security, Finance, and Governance and Ethics met in Executive Session. Their reports will be filed with the official minutes of today's Board meeting. The commissioners will also meet in Executive Session later today to discuss matters involving ongoing negotiations or reviews of contracts or proposals and to discuss and act upon matters related to the proposed pending, or current litigation or judicial or administrative proceedings. I've already on behalf of the Board, welcomed Commissioner Tony James to the Port Authority in connection with the committee meetings. I'll do it again in connection with the full Board meeting and look forward to working with you, Tony. Vice Chairman Rechler and Commissioner Lynford will now have remarks in recognition of both Commissioner Moerdler and Commissioner Rosado's service on the board. Scott.

[Vice-Chair S. Rechler] Thank you. So as this is Commissioner Moerdler's last meeting with us, I'd like to offer a tribute to express the appreciation of the Board of Commissioners to Jeffrey A. Moerdler whose term of office expires on July 1 for his dedicated service as a member of the Board since April 14, 2010. Since joining the Board, Commissioner Moerdler has given tirelessly of his time, talent, and experience to further the mission and goals of the Port Authority and the region it serves. As Vice Chairman of the Audit Committee, Commissioner Moerdler has ensured the effectiveness of the agency's internal controls to limit agency risk and protect agency assets. As a member of the Committee of Governance and Ethics, he has encouraged and supported the implementation of numerous governance initiatives to ensure the agency continues to meet the highest level of honesty, integrity, and responsibility, and conducts its business solely in the public interest to ensure public confidence in the agency. As Vice Chairman of the Committee on Security, Jeff has taken a keen interest and contributed to the advancement of numerous security initiatives to ensure the safety and security of the agency's facilities so that the public and commerce may have the benefit of dependable, trustworthy passage throughout the region and has taken an active role in numerous emergency preparedness drills over the course of his tenure. Commissioner Moerdler has also been instrumental in the advancement of the agency's capital program, ensuring the agency's mission to improve regional mobility of people and goods and to foster economic growth and opportunity continues through the projects that will serve the region for decades to come. The Board expresses most sincere appreciation to Jeffrey A. Moerdler for his leadership, dedication, and service to the Port Authority of New York and New Jersey and the region it serves. I personally thank you, Jeff, or always being there to support me and going above and beyond both in the boardroom and outside the boardroom for the good of this agency, for the region, and for the work that you've done throughout all of our initiatives and actions. So thank you for all your service. Would any commissioners like to make any comments?
[Comm. D. Steiner] Jeff, I want to thank you for the assistance and the good sense and good judgment you've brought to work with me on the Audit Committee. We could never have done it without you. You brought years of experience; you have an innate sense of what the right thing to do is; you're a very keen observer; you brought a lot of experience and good judgment; and I don't know what I'm going to do without you. I'm going to hire you, probably, as a consultant. [laughter] You're terrific, and I for one, will miss you very much. But I want to— meeting you through the Port Authority was a very— I welcome that in my experiences, and I look forward to continuing our friendship beyond the Port Authority.


[Board Chair J. Degnan] Thank you. Commissioner Lynford.

[Comm. J. Lynford] Before I give the tribute to Rossana, Jeff Moerdler, I've served with you on the Audit Committee as well as on the full Board, and it's been an honor and a privilege. Thank you. [Vice-Chair S. Rechler] Pat, did you want to say something also?

[Comm. P. Schuber] I want to offer my best wishes to Jeff too, and as the Vice Chair on the Security Committees has been extremely helpful to us. But I think one of the things about Jeff that many of you may not know is he's an EMT, and the result of that has actually— not necessarily maybe participated, but it's been at many of the training exercises we've done giving his own expertise with that and giving the committee the expertise of that and I'm going to miss him. We wish him well, and I know he'll be going on to other public service. Jeff, thank you very much.

[Comm. K. Lipper] May I say something? I would like to thank Jeff for his service as well. I had the privilege of working with two generations of Moerdlers. During the crisis for New York, his father was very much involved as was I, and then to have a chance to work with Jeff at the Port Authority, it's terrific when you can see service-oriented dynasties.


[Comm. R. Pocino] Jeff, I want to say thank you for your service and commitment, your insightfulness. I've served with you on several committees. You're a quality guy, and I wish you all the best.


[Vice-Chair S. Rechler] Are we done with the Jeff lovefest?

[laughter]

[Comm. D. Steiner] Want to start again?

[laughter]

[Vice-Chair S. Rechler] You will be missed, Jeff. Now let me hand to Jeff Lynford.

[Comm. J. Lynford] I'll now offer a tribute to express the appreciation of the Board of Commissioners to Commissioner Rossana Rosado for her dedicated service as a member of the
Board from June 21, 2012 through May 28, 2015. Throughout her tenure on the
Board, Commissioner Rosado has given tirelessly of her time, talent, and experience to further
the mission and the goals of the Port Authority and the region it serves to improve regional
mobility of people and goods and to foster economic growth in the region through the support
and advancement of the agency's capital program. As a member of the committee on
security, Commissioner Rosado has encouraged the advancement of initiatives that will ensure
the safety and security of the agency's facilities, the traveling public, and commerce for decades
to come. Commissioner Rosado is a member of the Committee on Governance and Ethics, has
also played an active role in the advancement of numerous governance initiatives throughout the
agency to ensure the Port Authority's conduct and its business solely in the public interest and
continues to meet the highest levels of ethical standards and conduct to ensure public trust and
confidence in the agency. The Board expresses its most sincere appreciation to Rossana
Rosado and for her dedication and commitment to the Port Authority of New York and New
Jersey and the region it serves. I would take this opportunity to make two additional
comments. Firstly, over the last three years, Rossana's significant experience and unique
insights were very valuable to me personally on many occasions. And secondly, I expect that
Rossana will continue to do extraordinary work in all public service appointments she will
undertake in the future. And in closing, therefore I say, my personal appreciation, and Rossana,
thank you very much.

[Board Chair J. Degnan] OK. Thank you Commissioners. And we'll now ask Pat to deliver the
Executive Director's report. [Exec. Dir. P. Foye] Thank you, Chairman. Before I do that, let me just echo on behalf of the
entire staff of the Port Authority the kudos and thanks that the Board expressed for the service
of Commissioners Moerdler and Rosado over a period of years. This morning I wanted to
provide brief updates to you, the Board, and the public on two topics. First, LaGuardia Airport
modernization and then the FDA/FRA safety directive with respect to PATH. Briefly, since
last month's announcement of a preferred proposer for LaGuardia modernization, we remain on
track with the time table outlined to the Board and the public at last month's Board
meeting. Commercial close expected in the fourth quarter and financial close in the first of
2016. As you heard from Tom Bosco several minutes ago, the authorization of early work at
LaGuardia will enable site work borings and other engineering critical tasks to begin that will
facilitate the future construction in a manner consistent with the recommendations of the
governor's design panel chaired by Dan Tishman. Our staff has been meeting actually starting
the day following last month's Board meeting with LaGuardia Gateway Partners on a regular
basis, establishing various working groups to coordinate and work through details of the
opposed lease arrangement. Consultations with the airline partners, both those at the current
Central Terminal Building as well as Delta and the FAA have begun. Final project agreement
terms will be brought before the Board for approval before closing. Actually, there will be
multiple presentations to the Board, and I expect multiple Board approvals. And we anticipate
that will occur in the fourth quarter of this year. As the Board was briefed last month, time and
date for closing the transaction commencing the lease and commencing construction is the first
quarter of 2016. Finally, we're continuing to work closely with the governor's design advisory
panel. We'll continue to do so. Second, let me briefly talk about the FRA safety directive. The
Federal Railroad Administration issued a safety directive to passenger railroads around the
country earlier this month directing them to take certain steps focused on over speed protection
and other matters. The FRA issued this nationwide directive following the tragic Amtrak derailment in Philadelphia just last month. Running safety and running a safe railroad for our passengers at PATH and our employees is a top priority. PATH, while it's a compact system, is classified as a commuter railroad and is regulated by the FRA. PATH's leadership led by Mike Marino has been in direct and continual dialog with the FRA to ensure that PATH is in full compliance with the measures FRA has recommended around the country. Lastly, we have been periodically conducting a series of tabletop exercises and drills in the PATH system, and we'll be doing a full-scale exercise involving fire, smoke, incident and other characteristics in the PATH system in the months ahead. Thank you, Chairman.

[Board Chair J. Degnan] I'd like to add one—sorry. My mic wasn't on— one update comment Pat's report, and you'll recall, Commissioners, earlier this year, the Board directed Pat and staff to negotiate with New Jersey Transit the resolution of rental payments on the North Bergen Park & Ride which by resolution of the Board in 2012 had been subject to the execution of an agreement had been waived. I'm pleased to tell the Board that we've reached a tentative agreement with New Jersey transit subject to approval by both the Board of Commissioners of the Port Authority in a resolution that I expect to come before them in July and by the Board of New Jersey Transit which will effectively have New Jersey Transit paying $875,000 a year for rental of the North Bergen Park and Ride facility owned by the Port Authority with a one and a half percent interest escalation each year until the expiration of the current lease which is 2018. And that will continue negotiations both with respect to the possibility of extending that lease and to the possibility of resolving other issues between us and New Jersey Transit such as cross honoring theirs and the like. I want to thank Pat and the staff for negotiating seriously and the context in which the Board asked him to do so treating New Jersey Transit as a sister transportation agency. We have, consistent with the Board's direction earlier this year, to deal with the lease payments on a prospective basis decided and will be embodied in the resolution not to charge interest for the period between the Board's resolution and the effective date of this agreement. So the Board is not being asked for any action on this today. It will before it on resolution in July, but it is, I hope, a resolution of a long-standing issue that needed to be clarified. Any questions? So we're now going to provide an opportunity for members of the public to comment on Port Authority matters. As you know, this public comment period which can be limited to thirty minutes in total provides an opportunity for members of the public to present their views directly to the Board that doesn't provide for a dialog. Members of the public wishing to discuss a specific matter with the Port Authority's staff are advised to contact our Public Affairs department and speakers are asked to comply with fixed time limit of three minutes. The first speaker signed today is Neile Weissman.

[N. Weissman] Good morning, Chairman Degnan, Director Foye, Commissioners. First, my compliments on Vital Link. If regional leadership and the best tradition of the Port Authority and compelling content, I blew up my data plan watching it twice. Today I would address remarks by Vice Chairman Rechler. As you stated, 230,000 riders pass through the Midtown Bus Terminal each day. That is projected to grow to 337,000 by 2040. Proposals to increase capacity include replacing the terminal, build a third rail tunnel, expand private ferry service. Estimate for terminal and tunnel expansion is $30 billion or $280,000 per traveler plus operating subsidies. By contrast, expanding site facilities on the GWB to host 17,000 trips per day would be 90 million or $5300 per traveler with minimal follow-on subsidy. Elements could be brought online as soon as 2020 giving the region time and reason to build out the
approaches should an existing tunnel need to be taken offline before a new one is complete, as many transportation professionals predict. Bike commute times are competitive with mass transit. Downtown Fort Lee to Times Square is 55 minutes; Wall Street, 72. And those times will improve as we continue to build that bike grid. You challenged us to imagine a transit system that would attract young professionals and correctly pointed out that millennials prefer mass transit to driving. Yes, but they prefer walking and biking even more. Per capita, they took four percent more trips by mass transit in 2009 than 2001, but 16% more walked and 27% more biked. Anecdotally, members of New York Cycle Club who deem the GWB an indispensable amenity have extraordinary representation in real estate, IT, government, entertainment, and finance. London, the second most competitive city, hosts 170,000 bike trips per day in its Central Business District and transport for London frequently cited as a model for this region is in the midst of a ten-year $1.4 billion build out of its city's bike grid including a pair of superhighways to link the outer boroughs. If the region is to move more people quickly, cheaply, sustainably, and in a matter most likely to attract the workforce requisite to maintain our competitive edge, we must incorporate cycling as a preferred mode of transportation. In June, Century Road Club Association, Closter Cycle, Fusion Cycle's New NJ, Tenafly Bicycle Workshop, and New York assembly member Deborah Glick—I'm in her district—signed on to support the complete proposal for the GWB bringing the total to 23. Thank you all.

[Board Chair J. Degnan] Thank you. [beep] Jason Bittiger if I'm saying that correctly.

[J. Bittiger] Good morning, Mr. Chairman. My name is Jason Bittiger. I'm from the law firm of Bittiger, Elias & Triolo. Several of my colleagues are here today as well, and they're on the list of speakers. They'll address the situation in more detail, but what our firm represents, Renatus a construction corporation. Renatus a is a minority business enterprise, a woman-owned business enterprise, small business enterprise, and disadvantaged business enterprise. They were terminated from two subcontracts, construction subcontracts, right outside here in recent months. Renatus satisfied the Port Authority's stated goals of awarding 12% of contracts to minority businesses and 5% of their contracts to women-owned businesses. They were also included in the Port Authority's 73% minority women owned and small business enterprise participation rate and the Port's 2014 summary report. The reason why I'm speaking to you today is more from a general policy perspective. I know that the Port Authority actually has an office of business diversity and civil rights. I understand that Tishman as the general contractor in which Renatus was performing under. They have their own affirmative action and sustainability manager or Tishman. During the brief period in which Renatus was performing its subcontract work, there were numerous issues involving civil rights, numerous issues involving hostility on the workplace. These first were brought to T. B. Penick & Sons who is their direct contractor, brought to their attention to no avail. There is no recourse that is now taken. That eventually went up to Tishman. That eventually went to the Port Authority's own Office of Business Diversity and Civil Rights. And what ended up happening for Renatus is almost a circular finger pointing type phenomenon where each organization was pointing to the other for Renatus to resolve their grievances. At this juncture, Renatus, a very small business by any measure is left now with facing the prospect of litigating against T. B. Penick & Sons, a national construction company with infinitely more resources than what Renatus has. I urge the Port Authority to look at the internal mechanisms that they have at this time in terms of having a more cost-effective procedure so that these minority business enterprises and women-owned business enterprises and disadvantaged business enterprises that are coming in, allowing the
Port Authority [beep] to meet its stated goals to not allow them to be kind of chewed up and spit out or faced with the prospect of litigating how they were wronged. Thank you very much.


[P. Triolo] Rather appropriate that I should just follow my partner who gave you an overview and a request for some policy considerations. I'm an attorney from Promise, New Jersey with the law firm of Bittiger Elias & Triolo. We represent Renatus, and my interest in speaking to you revolves around the fact that you have a very effective FOIA request system that works online. And through that system, I was able to obtain the applications for payment and proof of payment in this instance with regard to T. B. Penick. Penick was paid almost $1.3 million during the same period of time that Renatus was on the job. Renatus was paid $100,000 and 273,000 has been withheld. When you compare the applications for payment, you can see that the work that Renatus billed for is carried through in Penick's application for payment which a Port Authority is then paid Penick for that work. Now that Renatus has been terminated and we believe wrongfully, Penick is self-performing the work and retaining all of Renatus's profits. As Mr. Bittiger said, it's becoming a problem where the minority and women and small businesses are pulled in to meet a goal percentage, and then they are disposed of, and there is no means within the Port Authority in order to bring these general contractors who have infinite wealth and resources to address what they're doing and penalize them in some way so that your small women and minority contractors who are residents of the state of New York and are dutifully performing their job get a fair shake at helping to build the World Trade Center. Thank you. [Board Chair J. Degnan] Thank you. Kirk Ortega. [K. Ortega] Good morning, Commissioner. I was actually going to cede my time to the law firm of Priscilla or Bittiger, but as it turns out, I'm not able to do so. So I'm going to speak off my cuff. I've been acting as a consultant for Renatus for a number of years and in fact, I was a contractor beforehand, before I became a consultant. And I've also had the good fortune to meet up with some of your people who work for the Port Authority such as Wally Caban and some of the other people there who I have high regard for. I also have high regard for the Port Authority and what they're trying to do and what they're trying to do for minority contractors. I do think, though, that there are times when there is a bad apple that just can't be avoided. You just can't see everything. And unfortunately, some of these bad apples tend to prey on small businesses, minority business, and women-owned businesses. As an example of that, you have a young woman who is trying to get her feet into the Port Authority because this is the jewel, if you will, of New York City to get a resume out of—get work here so that you can put on your resume doing work at the Port Authority. And what I saw with Penick is that they took advantage of that. They asked for a maturity bond from them, from Renatus, when in fact they didn't even put a bond up themselves. With the clear intent of getting that bond, making life difficult for her, and then figuring out a way to remove her from this project and then going back to the maturity to then get those monies to then use to get this job and put more money in their pocket. And this is a tactic that a lot of bad general contractors use on small contractors. And understanding the Port's mission, I believe that the Port Authority is in a position to weed out these contractors make it easier for small business to succeed here. I know that small businesses do succeed here, but there are times when—I don't know how big the percentage is but the percentage of small business failed because there's no oversight to prevent this type of injustice. Thank you.
Board Chair J. Degnan] Thank you, sir. Ms. Donovan, we called on you, but you were out of the room, so if you're still interested in speaking, thank you.

[M. Donovan] Good afternoon, Commissioners. We at the Twin Towers Alliance have long believed that this would be a very different Port Authority if the people were allowed to question your policies and actions through the representatives and the legislatures. We therefore believe that any legislation that incorporates the wisdom of the governor-inspired special panel but does not quote/unquote "provide for a dialog" is no solution at all. To say that this agency respects transparency is farcical when you only let us see what you want us to see. Governor Christie used to talk about the bubble of power before he went and got himself bubble wrapped. Clear evidence that someone is wrapped inside a bubble is the failure to recognize when they are about to cross the line. By that definition, both Governor Christie and Governor Cuomo are bubble wrapped as their Christmas weekend vetoes of the New York and New Jersey accountability and transparency bills made clear. When they claim to be saving the public from the deficiencies of the legislatures historic bill, it was clear that the real problem was not what was missing from the legislation but what was in it. Anyone who has made it through the eighth grade knows that this is not how our democracy works. It was not their place to veto legislation that had been approved in two state by a claim. It is very troubling that there was relative acquiescence in the media to their naked abuse of power. The public got a fair amount of reporting on the bizarre vetoes, but where were the questions asking the two chief executives to explain such hostility for the work of more than 600 legislatures representing the people of two states. Why were they allowed to speak in vague generalities instead of addressing their specific problems with the legislature's work? If legislation passed both houses of congress without a single descending vote, who can imagine a president of the United States treating it with as much contempt as these two governors have shown? Such arrogance of power requires sustained and implacable editorializing. If supplemental legislation was needed to incorporate the panels findings, what could have been simpler? If they had objections to the legislation, they should have addressed it head on and made their case instead of willfully subverting the democratic process. To think that this agency is effectively controlled by two politicians who have so little respect for the social contract should alarm every one of us, and it should attract the attention of the U.S. attorneys in New York and New Jersey because these two guys clearly by just this one maneuver made it clear that they think they are above the law when they colluded to defeat the will of our elected representative. [beep] Who do they think they are? Thank you.


[M. Bodin] Life works in interesting ways. A week ago, last Wednesday and Thursday, I was in San Antonio with the meeting of traffic engineers. They changed in a way that I can call them the new engineers as I call the Port Authority the new Port Authority. They made one change that indicated they changed the way they think. I've been sitting on a marketing committee for 15 years. I sat there this time, and I heard them change the rules for private property. Shopping centers, developments. Up until this time, private property has had the ability to say I'm going to use whatever traffic signs I want, and there's nothing anybody can do about it. There's a realization that the signs have to be the same everywhere, that drivers don't know who owns the property. And when it got to the general meeting on Thursday morning, a couple people spoke about it, I spoke about it in support of it. It went through so fast that
everybody was amazed to how the world has changed. Margaret just proved it again. She came up here with her iPhone and she read her prepared speech from her telephone. That changed. And David, you asked the right question that permitted me to get to where I am. The research committee asked me for suggestions on what they should research, and I said moving those guard signs that have been splitting the road upstream 1500 yards to give the driver time to decide which lane to be in. Connected with that is your question about the tunnel. Most those arrows are pointing down, and it is impossible to know what lane you're going in. If those arrows pointed up, arrow per lane, you could count one, two, three, the arrow for three goes to where I want to go. I'm going to be in the third lane. What happens is the signs are cheaper because they're there. They're moving upstream so that you're over—the structure is less. Cheaper to maintain. So the question—you asked the right question today. Yes, that manual is there, and yes, they refer to are we follow the rules, but unfortunately, the rules are outdated. And the other thing I got involved in was traffic lights at railroad crossings. I go to Jersey City, and I have a light across to your area there, walking tall by regular traffic lights. You go to a railroad crossing anywhere else and they have the red flashing lights and a gate coming down. [beep] My question was why don't you use traffic lights like you do in Jersey City? And the answer is "well, we've been doing this for 60 years, and this is the way we've done it for 60 years and we're not changing." And the truth of it is, Federal Railway Administration, which you referred to earlier today, emailed me that flashing red lights mean stop [beep] take a look, and then go. They're looking for a solution for that, and the solution is regular traffic lights. When I spoke at the Railroad Committee they were not very polite to me. They don't want to change. Well, what do you think? Do you think a traffic light at a railroad crossing would work because we're all used to it everywhere else. Boston has it all over their railroad system. So does a lot of other places. This is about saving millions of dollars in signs that you're about to spend—I don't know how many millions—for signs that are not going to help David. Where do you stop and say "it's time we changed"? Yes, I know there's a time limit here. But when you're talking about the amount of money that Tom just spoke about, or Cedric did, it's one—

[Board Chair J. Degnan] We need to get to the other speakers, Murray. You know the rules and you've been—

[M. Bodin] Yeah, I know the rules, and I know there's a time limit—

[Board Chair J. Degnan] —pretty scrupulous about honoring them in the past so I'm going to ask you to—

[M. Bodin] I know there's a time to break them because they are not breaking the rules and following the rules is leading to accidents at railroad crossings. That's exactly the same thing I heard at the railroad meeting.

[Board Chair J. Degnan] Eduardo Lopez.

[E. Lopez] Good morning. My name is Eduardo Lopez, and I work for Sky Chef at JFK in-flight catering. At 7 a.m. this morning, I attended the Delta annual shareholders meeting with other members from Unite here. and I spoke directly with the CEO from Delta, Richard Anderson, about catering workers being denied the 10.10. He committed himself to look into
it. We ask the Port Authority to reconsider your decision and include the in-flight catering the 10.10 minimum wage. Thank you.

[M. Fosque] Hi, good morning Chairman and Commissioners. I'm here to speak on behalf of Make the Road New York. Make the Road New York is one of the largest participatory non-profit organizations in New York. We have 16,000 families that are members as well as small businesses. And what we do is we seek to improve the lives of immigrants and low-wage workers through survival services, education, legal services, and community organizing. And I'm here to speak today because yesterday members of Make the Road went to LaGuardia Airport to help pass out free lunches to airport workers. And whereas of course we're happy to help our fellow New Yorkers in need, we're really disturbed by the fact that so many airport workers are having trouble making basic ends meet. It's really disturbing to think that the people that are at the frontlines greeting tourists that come into our city, greeting New Yorkers who are coming home are literally living in poverty and that profitable airlines are having their profits subsidized by low wages to workers who must rely on food stamps. About half of the subcontracted workers at LaGuardia are relying on food stamps meaning that they can't afford to put food on the tables for themselves and their families. We understand that $2 billion has been earmarked for renovations at LaGuardia, and of course anyone and travels to LaGuardia Airport knows that renovations are necessary. But we feel that doing superficial renovations while not doing something to raise the standard for the workers at the airport would be grossly out of line with our values as New Yorkers. To make improvements, cosmetic changes and improvements to the airport while not addressing the fact that the workers there are living in poverty would just be unacceptable. So we ask that any plan to improve LaGuardia Airport include a plan to raise wages and the standard of living for the workers at the airlines. Thank you.

[Board Chair J. Degnan] Thank you. Curtis Latta.

[applause]

[C. Latta] Hello, I'm Curtis Latta. I work at LaGuardia Airport for Aviation Safeguards. I make 10.10 thanks to y'all, but it's not enough. I'm just speaking on behalf of me, that I would like to live, survive in this city on my own, not really relying on other people in public and the government too. I also have coworkers that have families and they always complaining about they don't make enough to feed they families. And I barely eat three meals a day. So I just want you to face it and hear my story. Thank you. [applause]


[C. Palanco] Good morning to all. My name is Cleotilde Palanco. I work at JFK Forum Cleaning in Terminal 5. I am here representing all workers in the airport who are fighting with 32BJ and their allies. So we are here today because we would like to ask for you to comply with the promises made last year to the workers. So the promise was that they would include a benefit package for the workers. 10.10 is still not enough. We need regular wage increase and a benefit package for us and our families. So—sorry. So after the 10.10, most of us lost whatever health benefits we had because we no longer qualified. Spanish] [speaking So we have been forced to buy or obtain the Obamacare which he considers is a big lie because it doesn't cover anything. The only thing it has covered [beep] from multiple studies that he has
had to have done is one. So we're here to continue to advocate to raise the standards at the airport wages and benefits for all. Thank you.

[Board Chair J. Degnan] Thank you. [applause]

[Rasna Sethi] Good morning, my name is Rasna Sethi, and I'm one of the policy, advocacy, and organizing associates with the New York City Coalition Against Hunger. I want to thank the Port Authority for providing the testify today. The New York City Coalition Against Hunger works to meet the immediate food needs of low-income Americans while fighting for policies to ensure long-term economic and food self-sufficiency for all Americans. We have partnered with 32BJ, New York United, and Make the Road New York over the last couple of days to serve workers contracted by the Port Authority of LaGuardia Airport. As the worker's wages remain stagnant at 10.10 an hour, an amount that is nearly impossible to survive in New York City, information and pre-screenings were provided on site for those eligible for the Supplemental Nutrition Assistance Program, SNAP, formerly known as food stamps, and other public benefits. While there our staff members were able to screen and assist over 100 people to access SNAP. Of course, half of those people we spoke with were eligible for benefits and virtually all of them were full-time workers. Even those not eligible were eager to attain information about free summer meals for their children and information about soup kitchens and food pantries that supplement their meager salaries. In connecting these workers with SNAP benefits, we were frankly shocked by how many of them were either receiving SNAP already or weren't but were eligible. Just by having difficult jobs in one of the busiest airports, most people assume that when working 40 hours per week that they would be earning enough to qualify to not have to receive this assistance. It is crucial that all New Yorkers earn a living wage and yet so many, including the workers at the airport, don't. The recently released self-sufficiency report found that a two-adult household with a combined income of $42,577 would—they would need that income in order to survive basic living in Queens where the airport's located. This means that two workers earning an annual salary of 10.10 an hour or $42,012 would just be able to get by, and that's just unjust. Someone who works in New York full time should not have to struggle to choose between being able to live comfortably, having adequate health insurance, and being able to eat healthy, nutritious food. As long as there is a need, we'll be there to provide people with the benefits that they're eligible for. However, we look forward to a day when people who work difficult, full-time jobs can provide for their families without relying on government assistance and public benefits. Thank you.

[Board Chair J. Degnan] Thank you. [applause]

[Gertrudess Lopez] Good morning to all. My name is Gertrudess Lopez, and I work at Newark Airport. I've been working in Newark Airport for the last ten years, subcontracting for United in an overnight shift. As time passes, all we get is an increase in workload and the money's not substantial. So we have a time to start every day, but we never know what time we get to go home because if we are told that we need to work overtime, it is mandatory. We were promised a benefit package that we deserve as airport workers, and I'm here on behalf of my coworkers. I'm here to advocate for that. So on behalf of all my coworkers, I'd like to thank you, the Port
DaQuan Allen. DaQuan Allen.

I work for Prompt Flight cleaning United Air airline planes. I make 10.10 per hour with no benefits, no healthcare, no vacation, and unfortunately, no respect at times. I can't live comfortably on this salary, so my question to you today is what is the Port going to do about this? And I know it's an old saying that goes— and it's been said a million times, but it never gets old. Actions speak louder than words. So on behalf of my airport brothers and sisters we ask you to inform us through your actions and not just your words. Thank you. [applause]

Verlin Hernandez.

Thank you. Good afternoon. My name is Verlin Hernandez, and I work in Newark Airport in Terminal C. I work for a company named Lisbon in the overnight shift, making $9 and hour. As I leave my job every morning, I feel a lot of pain and aches in my body because the work that we do is very hard. I have to clean eleven bathrooms and all the public areas. I do my job with dignity because I need to support a family here as well as my mother and my grandmother in the Dominican Republic. My coworkers and I are very well-aware that 10.10, it's not enough to deal with all the financial difficulties that we face today. She wants to ask why hasn't the Port Authority complied with the benefit package that was promised? Would you like us to keep living in poverty? [beep] Or is it that you don't care? How could it be that living in the 21st century, we are being treated like we were in the last century.

I'm going to have to ask that you close on this translation at that remark.

I have to ask you to close, I'm sorry. Would you translate that please, and then we'll ask the next speaker to speak. She said that she doesn't think that any of you will be able to survive making 10.10 an hour. And ask yourselves if you will be able to pay rent, utilities, medical bills, help your families on 10.10 an hour. So, you know, she's just advocating for her and her coworkers for the need to raise these standards.

OK, thank you very much.

Thank you. [applause]

James Osei-Kofi.

Good morning, everyone. My name is James Osei-Kofi, and I worship with Bethesda Healing Center in Brooklyn where Bishop Rose is the senior pastor. This morning, I'm here to just stand with the airport workers, and I'm sure you've heard a lot of their concerns. And I also want to believe that this setting is not just a public show and that we mean
business and there is transparency and there's accountability and that you are hearing these men and women not just with your ears, but are you listening to them with your hearts, that you are listening to them with your conscience clear, that these are people who work for you. They make you look good. They do what you cannot do the same way that you do what they cannot do. So they are all part of the wealth-creating process. And as the Bible says, "a laborer deserves his wages" and "do not muzzle the oxen that treads the wheat." And we have heard a lot, their concerns, their struggles, and as a pastor representing the faith community, we are in touch with them constantly. We know how they struggle. We know how they weep their complaints. and so I'm here primarily to lend my voice to what has been said already, that if there's anything that you need to do, please do not hesitate to do what you've got to do. And I remember last year in February or March, there was a hearing somewhere in Union Square that I personally testified and then five months later in September, we heard that something was going to happen. And as of now, at a time of agreeing to press nothing concrete has happened. So I want find out what is going on, what is not going on, and that if you need to do anything, please do it now for there is need for it. On this note, thank you, and God bless you for all that you're doing. [applause]

[Board Chair J. Degnan] thank you. Margerie Medina. Margerie Medina. We'll go on to Michael Carey. [applause]

[M. Carey] Thank you and good day. Mr. Foye and Commission, we have been doing this dance for months now, and you've heard the real and very tangible fears and concerns of my colleagues, lack of ability to provide for their families. But I want to divert just a little bit and to advocate for you to put a pressure on your tenants at the airport to give us this protection because it doesn't matter what you'll give us. If you give us $10 tomorrow more or $10 next month. Once we don't have protection in a form of our choice 32BJ, it's going to be redundant. I'm advocating and asking you please to put the pressure on your tenants to give us that unit of our choice that we deserve. My name is Michael Carey, and I'm a security officer at JFK Airport. Thank you. [applause]

[Board Chair J. Degnan] Thank you. That concludes the public comment session. I will now request that our Assistant Director of Tunnels, Bridges, and Terminals Department for Capital Construction programs, Michael Valletta provide an update on the status of the Goethals Bridge modernization program.

[audience member] Chairman Degnan, Richard Hughes is here and did not speak.

[Board Chair J. Degnan] Richard Hughes was called earlier in the session. He wasn't here. >> Well, that happens sometimes.

[Board Chair J. Degnan] And we're moving on at this point.

[audience member] We are here month after month, year after year, and you have showed such disrespect to somebody who travelled here to speak and had a problem on the train.

[Board Chair J. Degnan] That's your interpretation, ma'am. We're moving on at this point.

[audience member] Shame on you!
M. Valletta] Good morning, Commissioners. I'm happy to be here today to give you an update on the Goethals Bridge Replacement Project. As you may recall, in April 2013, the Board authorized a $1.5 billion project to replace the Goethals Bridge and to award a Public-Private Partnership contract to NYNJ Link Developer. The developer is comprised of the following entities. The equity member is Macquarie Infrastructure and Real Assets Incorporated. They're a global leader in infrastructure investment. And Kiewit Development, one of the largest construction firms in the world. The lead contractor is Kiewit, Weeks, and Massman, a joint venture. The engineering is led by Parson's Transportation Group of New York, and the lead maintenance entity is Macquarie Infrastructure and Real Assets. This is the first time in 80-plus years that we are constructed a new long-span bridge. It is also the first cable stayed structure for the Port Authority and our region. And yet another first, this is their first true surface transportation P3 in the northeast. The public/private partnership is a 40-year agreement between the private sector entity and the Port Authority whereby the developer will design, build, finance, and maintain the bridge. The P3 arrangement is fundamentally different than the traditional design bid build that the Port Authority typically uses. Under the P3 arrangement, the developer and his partners will be responsible for design and construction including all necessary quality assurance and quality control protocols. The Port Authority, through our program director's office, provides design verification, construction audit, and in coordination with the Port Authority's engineering department review for code compliance, materials verification testing, and issuance of permit for use. In addition, the P3 transfers substantial risk for potential construction overruns and long-term course of maintenance during the maintenance period to the developer. The Port Authority will bear the long-term cost and maintenance after hand back will be 35 years after the bridge opening. Once the bridge opens, the Port Authority will continue to operate the new bridge and maintain control of the asset and revenue stream, yet we are able to leverage the expertise from the private sector to cost-efficiently construct and maintain the bridge. So as partnership aligns the interest of the Port Authority and developer in designing and implementing a project as efficiently as possible. Finally, the Port Authority has ensured that no payments on the construction of the bridge will be made until majority of the construction is completed. Now I'll review some of the benefits the new bridge will provide. First opened up to traffic in 1928, the existing Goethals Bridge serves more than 28 million vehicles per year. However it is functionally obsolete. With only four narrow lanes, no shoulders or a pedestrian walkway, this bridge is no longer fit for the demands of the region. The existing bridge's ten-foot-wide lanes are substandard compared to the current standard of twelve-foot-wide lanes. As a result, trucks and wider vehicles are slowed and congestion increases. The lack of roadway shoulders with only two lanes of traffic in each direction impedes access during emergencies and the bridge is at capacity during peak periods. Meanwhile, the replacement bridge will address the design deficiencies that make the bridge functionally obsolete, provide safer operating conditions and reduce accidents on the bridge, enhance structural integrity and reduce life cycle costs, provide additional width for future transit and will feature small bridge technology systems such as lane motion, roadway weather information that collect environmental data such as wind speed, visibility, and pavement temperature. The bottom right image shows a dual span cable stayed bridge design that was selected as it is the most economical solution providing our signature bridge. The new bridge will be located directly south of the existing bridge. The existing bridge will be taken down once the replacement bridge is completed. I'm pleased to be able to share with you the construction process on both the New York and New Jersey sides thus
far. This slide will give you a sense of the overall progress to date. The top photos are on the Staten Island side, and the bottom photo's on the New Jersey side. The red rectangles represent the construction area of the new bridge which is approximately 1.4 miles long. First of all, the demolition of existing structures in the new right of way was completed in 2014, including all necessary asbestos and lead abatement prior to demolition. Also, trailer facilities for the project office and developers' teams were installed in 2014. The bridge is a dual-span structure comprised of eastbound and westbound spans. The columns, visible in the bottom photos, are for the eastbound span which is on the project's critical path. The new eastbound bridge tower can be seen by the two large cranes at the water's edge in the bottom right-hand photo. On the Staten Island side, we first needed to install construction access road and a temporary bridge across Old Place Creek. Since significant construction activities are in wetlands, the construction access road was completed in 2014. In the top left photo, the construction for the eastbound bridge tower on the Staten Island side can be seen by the crane at the water's edge. These photos offer a more detailed view of the progress of the tower construction. The photo on the let is of the foundation to support the bridge tower above. There are six nine-foot diameter drill shafts supporting the foundation for each tower. Concrete placement for each of those tower foundations took approximately 30 hours to pour 1900 cubic yards of concrete. The eastbound tower foundations in New York and New Jersey are complete. The center and right photos show the placement of the tower reinforcing above the foundations prior to the concrete pours. Approximately 10% of the eastbound tower and 15% of the eastbound New York tower and 15% of the eastbound New Jersey tower have been poured to date. Lastly, the westbound tower shafts have been poured in both New York and New Jersey. This slide shows a typical reinforcing bar cage being lowered into a drill shaft supporting the columns prior to pouring of concrete in the shaft. Approximately 75% of the New Jersey approach and 45% of the New York approach eastbound drill shafts have been installed to date. Once the drill shafts were poured, column construction activities commenced. This slide shows the column construction for the eastbound bridge in New Jersey on the left and New York on the right. The black wrapping that you see in the New Jersey photo are thermal blankets to maintain constant temperature for proper curing of the concrete. The yellow enclosure in the New York photo on the right is typical formwork for the columns. As you've seen, the program team is making great strides with the project which is currently on schedule and within budget. Construction is currently over 30% complete, and overall construction completion will be staged from 2016 through 2018 such that service commencement will occur by the end of 2016 when the new eastbound span will be open to traffic. This span will temporarily be converted into two 12-foot lanes in each direction of travel while the existing bridge will be taken out of service. Substantial completion will occur by the end of 2017 when both spans of the new bridge will fully open to traffic and project completion will occur by the end of 2018 when all construction activities on the new bridge including punch list items have been completed and the existing bridge is demolished. It is estimated that the Goethals Bridge replacement project will create 2,250 direct jobs, pay a total of $224 million in wages, and generate $872 million in total economic activity for the region. And thank you Commissioners.

[Board Chair J. Degnan] Thanks, Mike, for that comprehensive report. Do any commissioners have any questions? On time and within budget, two words I don't hear combined around here all that often. Thank you very much. Thank you.
Our next order of business is a quarterly update by Nicole Crifo on the activities of the special panel implementation office. As you will recall, the Special Panel implementation Office was established by the Board in February for the purpose of coordinating the implementation of the six core recommendations outlined in the report of the bi-state special panel on the future of the Port Authority. Nicole.

[N. Crifo] Good afternoon, Commissioners. I'm happy to present the first quarterly update of the special panel implementation office. We now have 86 Port Authority employees participating in this effort. They're broken up into nine teams.

[Board Chair J. Degnan] In addition to their other responsibilities, right?

[N. Crifo] I was just going to say it's important to note they're not getting any additional compensation for the efforts nor have they given up any duties in their day jobs. You wouldn't know it by the enthusiasm and commitment they demonstrate. Of particular note are nine members at large who volunteered to participate. The others were invited. They were among more than 50 people who responded to an open solicitation of Port Authority employees. They submitted personal statements that expressed why they wanted to join the effort and were then selected by their teammates. This sort of all hands on deck spirit among Port Authority staff is one of the most exciting parts of this project. I'm going to give you a brief summary of each team that they submitted. The table you'll see is the dashboard. A green light means on time; a purple light means they've completed the task. So at your next quarterly update, you'll see purple lights. And these will be on the website. I realize that's a lot of text for people to see, so you can go back later. First the ethics and transparency team has completed its first task, so you will see purple on deliverable 1.4 next time you see this. That deliverable was providing input on the role of the new Chief Ethics and Compliance Officer. The team continues to work on its other deliverables, benchmarking other public sector websites to see how we can enhance the amount and the utility of information on the Port Authority's website. They're updating research on leading practices and keeping an eye on proposed Port Authority reform legislation in order to develop recommendations regarding the Port Authority's open meeting policy. And they're conducting benchmarking surveys on methods used to enhance awareness and comprehension of our codes of conduct. The Board Calendar and Metrics team is engaged in a holistic examination of the information that the Board receives and relies upon to guide and monitor the achievement of the Port Authority's core transportation mission. The team's overall goals include improving communication, accountability, and transparency. They're currently conducting internal and external research to inform their four deliverables, proposing a 12-month agenda for the Board and its committees modeled on that offered by promontory creating a dashboard for reporting to the Board on key performance metrics that align with our core transportation mission, recommending options for streamlining Board documents and leveraging technology to improve the flow of information to the Board and to the public and proposing procedural guidelines and criteria for evaluating the alignment of proposed Port Authority activities with the agency's mission. The Asset Review Metric, or ARM, capital plan team is reviewing the ARM tool that was developed by promontory to analyze its utility within the agency's current capital prioritization methods such as our state of good repair rating. The team is also evaluating those methods to determine their strengths and weaknesses and benchmarking with other agencies so we may enhance our procedures and employ best practices when we review projects and develop future iterations of our capital plan. The team's
work also includes recommendations on the deployment of the unallocated regional development funds and advancing efforts to promote awareness of our capital plan, a great example of which is the capital dashboard that Mike Massiah presented to you recently. It's now live on the Port Authority website. As they await the results of the New York Airport Master Plan and Design Competition, the aviation team has been actively engaged in working on its first deliverable. To bring the concept of a master plan design-like competition to all Port Authority-operated airports, scopes of work have been developed and are being vetted and we hope to have consultants on board and working by the end of the summer. All of these efforts will result in exciting plans for our airports. The team is also advancing efforts to secure an expert or team of experts to help the Port Authority transition these plans into a reality. A request for proposals for a strategic vision implementation study is nearly finished, and we hope to issue it to pre-qualified teams in the third quarter of this year.

[Board Chair J. Degnan] That's in connection with Terminal A in Newark Airport or is that—

[N. Crifo] That's overall for the airport system.

[Board Chair J. Degnan] OK. [N. Crifo] But the Terminal A vision process is on the horizon. The team continues to dedicate energy to a review and analysis of the history of airport revenue and capital expenditures as well as an evaluation of staffing resources necessary to continue to deliver the work of the aviation department. Finally, the team is developing its first draft of a policy priority strategy to advance key policies and regulations. The Trans-Hudson team's objective is to continue efforts to reinstate the Port Authority's regional leadership role in Trans-Hudson transportation and revitalize core assets. The team has begun its support of a 12-month visioning process with internal and external stakeholders to create a strategy for Trans-Hudson capacity that will focus across all modes on the network. The team attended our May 7 Vital Link Trans-Hudson Summit and is now working to continue the regional conversation that began that day. They will prepare a comprehensive assessment of the existing conditions and issues for the interstate transportation network and will also support the work of the Board's PABT working group and that of the Planning, Engineering, and Tunnels, Bridges, and Terminals departments on the Port Authority's Bus Master Plan and the need for a new Bus Terminal. The team's efforts will culminate with a roadmap of next steps to guide Port Authority decisions and actions with its partners in advancing Trans-Hudson plans for services, operations, systems infrastructure, and facilities. The Port Commerce team's plan consists of ten projects that include a demand capacity study, development of a public awareness campaign, educating the general public about the Port and our council on Port performance, creating a strategic approach to pursuing international business, developing a water borne freight distribution system proposal for the region, advancing a state of good repair birth analysis for the entire Port, completing sustainability and resiliency planning and project delivery, developing a Port truck service center concept for medium- and long-haul truckers, and summarizing the work done today on alternatives for the Brooklyn piers. The PATH has met with key staff to begin a detailed review of PATH's baseline operations, labor structure, and governance, as well as current and projected ridership capacity as it strives to identify more efficient operating models for the system. The team is developing identifying characteristics of PATH to enable an apples-to-apples comparison with other transit facilities, ridership, demographics, fare structure, labor structure, et cetera. They've identified several benchmark agencies throughout the region and the world. The team is committed to
think outside the box, or the fare box, in its efforts to increase revenue opportunities including public/private partnership prospects. They've met with financial staff to understand PATH's current finances both operating and capital expenditures and how these needs fit into the agency's overall financial structure. The team intends to investigate several sources of revenue and continues to consider how to introduce a paradigm shift where public and private partners contribute to the PATH system given the quick and efficient mode of transit it provides and the transit-oriented development it drives. The Real Estate Divestiture team has begun meeting with all wide departments to discuss current property uses and potential opportunities. The team is evaluating Port Authority real estate assets taking into consideration location, zoning regulations, encumbrances, et cetera, in order to make recommendations about which properties are candidates for potential disposition. The team will also recommend metrics to evaluate future real estate activities for the Port Authority. And finally, the finance team is advancing their deliverables working closely with treasury and the office of the CFO to develop a plan of finance and consider ways to maximize the agency's portfolio return. The team is also researching innovative funding sources that the Port Authority has not yet tapped into and simultaneously scanning the capital projects that could be eligible for this financing. So that's it. We look forward to next updating you on our progress in September with hopefully more purple lights.

[Board Chair J. Degnan] Thank you, comprehensive report, and thanks to all of the staff of the Port Authority who have either been instructed or volunteered. Do any commissioners have any questions or comments? Commissioner Steiner?

[Comm. D. Steiner] I just wonder in the future if we could— excuse me—if we could get that written report and we wouldn't have to sit here and listen to it. I'd rather read it at my convenience.

[Board Chair J. Degnan] We can certainly circulate the report in advance of the meetings. We made a commitment that we will on a quarterly basis update the commissioner on these critical initiatives. So we'll probably do both and try to condense the presentation for you a little bit.

[Comm. D. Steiner] Yes, I would appreciate that. That'd make our life a lot easier. [Board Chair J. Degnan] Thank you, Nicole. We have several more items in 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 on behalf of the Committee of Operations and submit an item that would authorize $585,000 for additional consultant services necessary to complete the environmental impact statement for the cross harbor freight movement program which would result in a total program cost of $10,485,000. Prior to making a motion on the item, I'd ask the corporate secretary to name any commissioner recusals. [K. Eastman] Commissioner Moerdler is recused.

[Board Chair J. Degnan] OK. Do any commissioners have any comments or questions about this item?

[Comm. D. Steiner] I move approval. >> Second.

[Board Chair J. Degnan] Do we now have a roll call from that?
(Board Meeting 06/25/15)

[K. Eastman] Chairman Degnan.
[Board Chair J. Degnan] Yes.
[K. Eastman] Vice Chairman Rechler.
[Vice-Chair S. Rechler] Yes.
[K. Eastman] Commissioner Lipper.
[Comm. K. Lipper] Yes.
[Comm. J. Lynford] Yes.
[Comm. P. Sheuber] Yes.
[K. Eastman] Commissioner Steiner.
[Comm. D. Steiner] Yes.

[Board Chair J. Degnan] As the votes are in order, the items are approved. I'll now ask Vice Chairman Rechler, Chair of the Committee on Capital Planning, Execution, and Asset Management to provide his report.

[Vice-Chair S. Rechler] Thank you. I'll now report on certain items under the preview of the committee. The first item authorizes a $26.3 million project to complete the rehabilitation of the underground water piping system at Port Newark. The project is expected to support total 170 job years, 11 million in wages, and $42 million in regional economic activity during construction. Prior to making the motion, I'd like to ask the secretary if there's any recusals on this matter.
[K. Eastman] Commissioner Moerdler is recused.

[Vice-Chair S. Rechler] OK. Do any commissioners have any comments on this matter? If not, I request a motion. >> So move.


[Vice-Chair S. Rechler] OK, now I ask the secretary to call her roll call vote.

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.

[Vice-Chair S. Rechler] Yes.


[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.


[Comm. J. Lynford] Yes.


[Comm. P. Schuber] Yes.

[K. Eastman] Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Vice-Chair S. Rechler] OK, the votes are in order, the item is approved. The next item authorizes a private to replace three concrete median barrier systems located within the Trans-Manhattan Expressway approaches to the George Washington Bridge, and this led to a project
cost of $28.4 million. Prior to making this motion, I'd like to ask that the corporate secretary
know of any recusals.

[K. Eastman] There are no recusals.

[Vice-Chair S. Rechler] OK. Do any commissioners have any comments?

[Comm. D. Steiner] Yes, Mr. Chairman. We just heard we're going through this situation. We
have to repair columns where we have—I think we're not going to be able to get the money
easily if ever from the people who are supposed to pay for it. So I say is let's learn from our
experience. I think we ought to take this issue and sit down with all the people who are now
negotiating air rights particularly around our thing. We're going to be having columns over all
our stuff, and I think as part of that learn from that past that we insist there be a reserve of cash
put aside to maintain things like the columns in the future and slabs that could chip and
everything. Let's take care of ourselves. Let's not worry about suing later on. Let's have the
money there on the line. And I for one, unless it's included, will not vote for any of those.

[Vice-Chair S. Rechler] Thank you. Any other comments or questions? OK, motion to move?
Second?

[Board Chair J. Degnan] Second.

[Vice-Chair S. Rechler] OK. Ask the secretary to read the roll call.

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.

[Vice-Chair S. Rechler] Yes.


[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.


[Comm. J. Lynford] Yes.


[Comm. P. Schuber] Yes.

[K. Eastman] Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Vice-Chair S. Rechler] OK. We have the votes in order, so the item is approved. The next item, which was discussed in public session, the committee earlier today authorized their project to upgrade and replace existing intelligent transportation system signs and field devices located on the New Jersey and New York access roads for the George Washington Bridge, an estimated total project cost of $65.1 million. Prior to making this motion, I'd like to ask the corporate secretary knows any recusals?

[K. Eastman] No, no recusals.

[Vice-Chair Scott Rechler] No recusals. Do I have any comments from any commissioners? Commissioner Steiner. Any comments?

[Comm. D. Steiner] Yeah, of course I have a comment.

[Vice-Chair S. Rechler] I was only—

[Comm. D. Steiner] You know, I'm an old guy, and I've been through a lot of stuff and I've learned a lot, and I hope to pass this on to people. I made the point this morning that in jobs like this with critical time period, we ought to include a bonus for early completion of portions of the work. I think we ought to think of doing that and all places that we expect. Let's not wait until the end. They get a certain portion, let's pay them. There's nothing like giving a big cash incentive, and I would suggest to you inclusion of this in those types of programs would certainly expedite our jobs and get them done soon.

[Vice-Chair S. Rechler] I appreciate that point. Cedric concurred. So I think that would be something to be considered. Any other comments?

[Board Chair J. Degnan] Move it.


[Vice-Chair S. Rechler] OK. Can I have—

[K. Eastman] Chairman Degnan.

[Board Chair J. Degnan] Yes.

[K. Eastman] Vice Chairman Rechler.
[Vice-Chair S. Rechler] Yes.


[K. Eastman] Commissioner Lipper.

[Comm. K. Lipper] Yes.


[Comm. J. Lynford] Yes.


[Comm. P. Schuber] Yes.

[K. Eastman] Commissioner Steiner.

[Comm. D. Steiner] Yes.

[Vice-Chair S. Rechler] OK, as the votes are in order, the item is approved. Last item which was also discussed today in the public session, the committee earlier today authorized the implementation of early action and program delivery oversight and support work for the new LaGuardia Airport redevelopment program at an estimated total amount of $110.9 million including construction services and other agreements implement the program. The item also authorizes the Executive Director to submit an application to the Federal Aviation Administration to recover these costs via airport passenger facility charges. I'll ask the secretary for any recusals.

[K. Eastman] Yes. Commissioners Moerdler Schuber, and Steiner are recused.

[Vice-Chair S. Rechler] OK. Does anyone have any comments, any commissioners? OK, with that do I have a motion? >> Approved.


[Vice-Chair S. Rechler] OK. May I have a roll call?
Chairman Degnan. Yes.

Vice Chairman Rechler. Yes.

Commissioner James. Yes.

Commissioner Laufenberg. Yes.

Commissioner Lipper. Yes.

Commissioner Lynford. Yes.


Thank you. Commissioner Pocino. Yes.

Commissioner Schuber. Recused.

Commissioner Steiner. Recused.

OK. The motion is passed.

There be no further business. I move to adjourn the meeting. Motion? Second? All in favor? Aye. Opposed? The meeting is now adjourned.

The meeting is now adjourned.