

**THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

**MINUTES OF SPECIAL BOARD MEETING**

**Thursday, January 25, 2001**

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**MINUTES of a Special Meeting of The Port Authority of New York and New Jersey held Thursday, January 25, 2001, at One World Trade Center, City, County and State of New York.**

**PRESENT:**

**NEW JERSEY**

Hon. Lewis M. Eisenberg, Chairman  
Hon. Kathleen A. Donovan  
Hon. William J. Martini  
Hon. Alan G. Philibosian  
Hon. Anthony J. Sartor  
Hon. James Weinstein

Robert E. Boyle, Executive Director  
Daniel D. Bergstein, Secretary

Kayla M. Bergeron, Director, Media Relations  
Bruce D. Bohlen, Treasurer  
John D. Brill, Director, Audit  
Gregory G. Burnham, Chief Technology Officer  
Ernesto L. Butcher, Chief Operating Officer  
Anthony G. Cracchiolo, Director, Priority Capital Programs  
William R. DeCota, Director, Aviation  
Michael DePallo, Director/General Manager, PATH  
Karen E. Eastman, Special Assistant to the Executive Director  
Michael Glassner, Executive Assistant to the Chairman  
Alan Hicks, Public Information Officer, Media Relations  
Edward Jackson, Director, Financial Services Department  
Howard Kadin, Attorney, Law  
Louis J. LaCapra, Chief of Staff  
Richard M. Larrabee, Director, Port Commerce  
Francis J. Lombardi, Chief Engineer  
Charles F. McClafferty, Chief Financial Officer  
Allen M. Morrison, Supervisor, Media Relations  
Fred V. Morrone, Director, Public Safety  
Mark Muriello, Assistant Director, Tunnels, Bridges and Terminals  
James O'Sullivan, Office of the Inspector General  
Catherine F. Pavelec, Executive Assistant to the Secretary  
Kenneth P. Philmus, Director, Tunnels, Bridges & Terminals  
William Radinson, Assistant to Chief Operating Officer  
Alan L. Reiss, Director, World Trade  
Cruz C. Russell, Director, Office of Policy and Planning  
Paul D. Segalini, Director, Human Resources  
Ronald H. Shiftan, Deputy Executive Director  
Douglas L. Smith, Director, Office of Forecasting and Capital Planning  
Timothy G. Stickelman, Attorney, Law  
Gregory J. Trevor, Senior Public Information Officer, Media Relations  
Christopher O. Ward, Chief of Corporate Planning and External Affairs  
Hugh H. Welsh, Deputy General Counsel  
Robert D. Williams, Assistant to the Deputy Executive Director  
Peter Yerkes, Press Secretary  
Margaret R. Zoch, Comptroller

**NEW YORK**

Hon. Charles A. Gargano, Vice-Chairman  
Hon. Michael J. Chasanoff  
Hon. Peter S. Kalikow  
Hon. David S. Mack  
Hon. Bradford J. Race, Jr.  
Hon. Anastasia M. Song

Guests

John Donnelly, Office of the Governor, New Jersey State

Maura Gallucci, Empire State Development Corporation, New York State

Carolyn Laney, Program Manager, Public Authorities, New York State

The Secretary reported that the meeting was duly called in accordance with the By-Laws.

The public meeting was called to order by the Chairman at 5:10 p.m. and ended at 5:12 p.m. The Board met in executive session prior to the public meeting (Vice-Chairman Gargano was present during executive session).

## **TOLL INCREASE FOR VEHICULAR CROSSINGS – REPORT**

There is a critical need to address traffic congestion in the New York-New Jersey region, and a need to maintain and renew the Port Authority's bridge and tunnel infrastructure of its Interstate Transportation Network (Network). Rates have been proposed which are intended to encourage motorists to travel during off-peak hours, provide incentives to use mass transit and the E-ZPass<sup>SM</sup> electronic toll collection system, and provide funds, when combined with other Port Authority revenues, to carry out a projected capital program pertaining to the Network and other facilities.

Further, despite substantial efforts both to reduce expenditures at Port Authority facilities and to maximize revenues from non-bridge and tunnel operations, an upward adjustment of tolls is needed to maintain the Network and limit financial support to the Network from other revenue sources. The net annual operating deficit for the Network is now projected to be about \$64 million in 2000, and \$90 million in 2001. By 2005, without a revenue enhancement for the Network, the net annual operating deficit would exceed \$236 million. Moreover, the Network is an aging system with many facilities now being pressed to their capacity during peak commuting hours, so that the system faces dual pressures of maintenance and the essential need for major rehabilitation and improvements to continue safe, reliable operations.

Following careful review of the proposed adjustment in the rates of tolls charged for use of the Port Authority's vehicular crossings presented to the Board on December 14, 2000 and following review of the testimony and comment received from public officials, private citizens and interested organizations at the public hearings held on January 16<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup> and for the public hearing record on the proposed toll adjustment, it is now recommended that a toll increase, modified from that proposed in December, be implemented. At the same time, Port Authority Trans-Hudson Corporation's Board of Directors is also considering a change in the fare structure for PATH.

## **TOLL INCREASE FOR VEHICULAR CROSSINGS – RESOLUTION**

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Chasanoff, Eisenberg, Kalikow, Mack, Martini, Philibosian, Race, Sartor, Song and Weinstein voting in favor; Commissioner Donovan voting against:

**RESOLVED**, that the resolution of the Board of Commissioners establishing tolls for use of Port Authority vehicular crossings, adopted on March 22, 1991, be and the same is hereby amended, to read as follows:

**“RESOLVED**, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles shall be classified as follows:

Class 1: Two-axle vehicles with single rear wheels including passenger automobiles, mini vans, ambulances, hearses, taxis, passenger vehicles for hire, cargo vans, passenger vans with capacity for less than 10 passengers, light trucks, and recreation vehicles unless they form parts of combinations included in Class 7.

Class 2: Vehicles with two axles and dual rear wheels, except buses, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.

Class 3: Vehicles or combinations of vehicles with three axles, except buses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.

Class 4: Vehicles or combinations of vehicles with four axles, except buses, unless they form parts of combinations included in Classes 5, 6 and 7.

Class 5: Vehicles or combinations of vehicles with five axles unless they form parts of combinations included in Classes 6 and 7.

Class 6: Vehicles or combinations of vehicles with six axles.

Class 7: Any Class 1 or Class 11 vehicle with trailer (the combination having three or more axles), recreation vehicles with three or more single-wheel axles.

Class 8: Buses, minibuses and vans having two axles with capacity for 10 or more passengers.

Class 9: Buses, minibuses and vans having three or more axles with capacity for 10 or more passengers.

Class 11: Motorcycles, with or without side-cars, unless such motorcycles form parts or combinations included in Class 7, and it is further;

**RESOLVED**, that effective March 25, 2001 at 3AM, the tolls set forth in the Schedule attached as an Addendum to this Resolution shall be charged per eastbound trip, no tolls to be collected for westbound passage for the use of vehicular crossings; and it is further

**RESOLVED**, that a discount from the cash toll shall be available for E-ZPass<sup>SM</sup> users which will vary depending on the facility, the time of day, and the day of week traveled, including holidays. For all vehicle classes the "peak period" is weekdays from 6AM to 9AM and 4PM to 7PM, and weekends from 12 Noon to 8PM. The "off peak period" is all other times, except the "overnight period" for classes 2, 3, 4, 5 and 6 which is from 12 Midnight to 6AM on weekdays. On the following holidays the off-peak rate will be in effect for all classes of vehicles: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; and it is further

**RESOLVED**, that effective March 25, 2001 at 3AM, the All Bridges Plan, a discount program available to E-ZPass<sup>SM</sup> customers is rescinded and that the Staten Island Bridges Plan is continued in the form proposed in the Schedule attached as an Addendum to this Resolution; and it is further,

**RESOLVED**, that the Executive Director, at his discretion, be and he hereby is authorized to adjust the peak period, off-peak period and overnight period for tolls for E-ZPass<sup>SM</sup> users, with a report of such adjustment to be filed with the Board no less than ten days before it is to become effective; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, at his discretion, to modify the Traffic Rules and Regulations for vehicular crossings, including vehicular length, width, height, and size limitations, speed limits, stopping, standing and parking regulations, with a report on any such modifications to be filed with the Board no less than ten days before they are to become effective; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, at his discretion, to modify the Hazardous Material Transport Regulations for vehicular crossings, with a report on any such modifications to be filed with the Board no less than ten days before they are to become effective."

and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized to take all action necessary or appropriate to implement the provisions of this resolution; and it is further

**RESOLVED**, that all other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on March 22, 1991 are to remain unchanged.

**Addendum**

Effective March 25, 2001

Class	Time of Day/Plan	Port Authority Crossings		
		G. Washington Bridge	Holland & Lincoln Tunnels	Outerbridge, Goethals & Bayonne
Vehicles in Class 1	E-ZPass Off-Peak Period:	\$ 4.00	\$ 4.00	\$ 4.00
	E-ZPass Peak Period:	\$ 5.00	\$ 5.00	\$ 5.00
	Cash:	\$ 6.00	\$ 6.00	\$ 6.00
	Staten Island Bridges Plan:	Not Applicable		\$ 2.50
Vehicles in Class 2	E-ZPass Off-Peak Period:	\$ 10.00		
	E-ZPass Weekday Overnight:	\$ 7.00		
	E-ZPass Peak Period:	\$ 12.00		
	Cash:	\$ 12.00		
Vehicles in Class 3	E-ZPass Off-Peak Period:	\$ 15.00		
	E-ZPass Weekday Overnight:	\$ 10.50		
	E-ZPass Peak Period:	\$ 18.00		
	Cash:	\$ 18.00		
Vehicles in Class 4	E-ZPass Off-Peak Period:	\$ 20.00		
	E-ZPass Weekday Overnight:	\$ 14.00		
	E-ZPass Peak Period:	\$ 24.00		
	Cash:	\$ 24.00		
Vehicles in Class 5	E-ZPass Off-Peak Period:	\$ 25.00		
	E-ZPass Weekday Overnight:	\$ 17.50		
	E-ZPass Peak Period:	\$ 30.00		
	Cash:	\$ 30.00		
Vehicles in Class 6	E-ZPass Off-Peak Period:	\$30.00	Additional Axles: \$ 5.00	
	E-ZPass Weekday Overnight:	\$21.00	Additional Axles: \$ 3.50	
	E-ZPass Peak Period:	\$36.00	Additional Axles: \$ 6.00	
	Cash:	\$36.00	Additional Axles: \$ 6.00	
Vehicles in Class 7	<i>Crossings:</i>	<b>G. Washington Bridge</b>	<b>Holland &amp; Lincoln Tunnels</b>	<b>Outerbridge, Goethals &amp; Bayonne</b>
	E-ZPass Off-Peak Period:	\$ 12.00	\$ 12.00	\$ 12.00
	E-ZPass Peak Period:	\$ 15.00	\$ 15.00	\$ 15.00
	Cash:	\$ 18.00	\$ 18.00	\$ 18.00
	<b>Additional Axles (All Plans):</b>	\$ 3.00	\$ 3.00	\$ 3.00
Vehicles in Class 8	E-ZPass Off-Peak Period:	\$2.70		
	E-ZPass Peak Period:	\$2.70		
	Cash:	\$3.00		
Vehicles in Class 9	E-ZPass Off-Peak Period:	\$2.70		
	E-ZPass Peak Period:	\$2.70		
	Cash:	\$3.00		
Vehicles in Class 11	E-ZPass Off-Peak Period:	\$3.00		
	E-ZPass Peak Period:	\$4.00		
	Cash:	\$5.00		

	Car Pool Plan	\$1.00
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Whereupon, the meeting was adjourned.

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Secretary