THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MINUTES
Thursday, November 6, 2008

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MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, November 6, 2008 at 115 Broadway, City, County and State of New York

PRESENT:

NEW JERSEY

Hon. Anthony R. Coscia, Chairman
Hon. Raymond M. Pocino
Hon. David S. Steiner

NEW YORK

Hon. Bruce A. Blakeman
Hon. Michael J. Chasanoff
Hon. Fred P. Hochberg
Hon. H. Sidney Holmes III
Hon. David S. Mack

Christopher O. Ward, Executive Director
Darrell B. Buchbinder, General Counsel
Karen E. Eastman, Secretary

A. Paul Blanco, Chief Financial Officer
Steven J. Coleman, Assistant Director, Media Relations, Public Affairs
Michael B. Francois, Chief, Real Estate & Development
Donald F. Free, Assistant Director, World Trade Center Redevelopment, Development
Glenn P. Guzi, Senior External Affairs Representative, Government and Community Affairs
Linda C. Handel, Assistant Secretary
Mark D. Hoffer, Special Advisor to the Executive Director
Christina M. Lado, Director, Government and Community Affairs
Susan Bass Levin, Deputy Executive Director
Francis J. Lombardi, Chief Engineer
Candace McAdams, Director, Media Relations, Public Affairs
James E. McCoy, Manager, Board Management Support, Office of the Secretary
Anne Marie C. Mulligan, Treasurer
Steven P. Plate, Director, World Trade Center Construction
Jessica Schultz, Senior Government Community Affairs Manager, Government and Community Affairs
Stephen H. Sigmund, Chief, Public and Government Affairs
Timothy G. Stickelman, Assistant General Counsel
David B. Tweedy, Chief, Capital Programs

Guest:
Sonia Frontera, Authorities Unit, Office of the Governor of New Jersey
The public meeting was called to order by Chairman Coscia at 12:32 p.m. and ended at 12:49 p.m. The Board met in executive session prior to the public session. Vice-Chairman Silverman was present for the executive session.

**Action on Minutes**

The Secretary submitted for approval Minutes of the meetings of October 2, 2008 and October 8, 2008. She reported that copies of these Minutes were sent to all of the Commissioners and to the Governors of New York and New Jersey. She reported further that the time for action by the Governors of New York and New Jersey has expired.

Whereupon, the Board of Commissioners unanimously approved the Minutes.

**Report of World Trade Center Redevelopment Subcommittee**

The World Trade Center Redevelopment Subcommittee reported, for information, on matters discussed in public session at its meeting on November 6, 2008, which included discussion of a reimbursement agreement for certain vehicle parking work under Towers 3 and 4; agreements for professional real estate advisory and other consulting services in connection with the World Trade Center (WTC) redevelopment; agreements in connection with the development of the WTC Vehicular Security Center, the WTC Eastside Tour Bus Parking Facility and track-level foundations within the West Basement; as well as an agreement in connection with the restaging of certain Route 9A work adjacent to the WTC site to accommodate WTC redevelopment, and the report was received.

**Staff Reports**

The Executive Director provided an update on World Trade Center Community Enhancement Efforts.

An update was provided by staff on the construction activities at the World Trade Center site.
DOWNTOWN RESTORATION PROGRAM – WORLD TRADE CENTER VEHICULAR SECURITY CENTER – INCREASE IN AUTHORIZATION TO PROVIDE ADDITIONAL PLANNING AND EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES

It was recommended that the Board authorize: (1) an increase, in an estimated amount of $6 million, in planning work, including additional preliminary engineering to incorporate value engineering recommendations and necessary analysis and design for long-lead procurement of steel, to advance the final design of the World Trade Center (WTC) Vehicular Security Center (VSC); and (2) the Executive Director to increase, by $4 million, the compensation under the existing agreement with Liberty Security Partners (LSP) for expert professional services in connection with the project to construct the WTC VSC, resulting in a total authorization amount of $26 million for the agreement. This total authorized amount for the agreement with LSP is inclusive of an additional $2.3 million being requested under separate actions being advanced concurrently for additional architectural and engineering design services by LSP for the WTC Eastside Tour Bus Parking Facility and early-action final design services for track-level foundations for the West Bathtub Vehicular Access and Performing Arts Center at the WTC site.

The project has been referred to previously as the WTC VSC and Tour Bus Parking Facility, and planning was authorized previously under the title, “WTC Vehicular Security Center and Tour Bus Parking Facility, Phases I and II.” However, for this and future authorizations, these initiatives will be handled separately, because they will be considered as two distinct projects (the WTC VSC Project and the WTC Eastside Tour Bus Parking Facility Project), located in different areas of the WTC site, with separate budgets and schedules, and will be implemented under separate construction contracts.

Under prior authorizations though July 2008, the Board authorized $112.6 million for work in connection with the WTC VSC (Phase I), including planning, early-action work associated with Stage III design, relocation of a sewer at the South Bathtub, construction of the perimeter foundation walls at the South Bathtub, and construction support services for the sewer and perimeter wall contracts, and has authorized $19.7 million to LSP for preliminary engineering in connection with these efforts and planning for the WTC Eastside Tour Bus Parking Facility.

Work under this authorization would include additional preliminary engineering to incorporate value engineering recommendations and necessary analysis and design for long-lead procurement of steel, to advance the final design of a new basement structure area south of the existing WTC site (the South Bathtub), including a below-grade level to accommodate approximately 30 tour bus parking spots, an entrance on Liberty Street and internal access ramps, which will include a vehicle screening area as part of the VSC for tour buses, cars and service vehicles.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:
RESOLVED, that an increase, in an estimated amount of $6 million, in planning work, including additional preliminary engineering to incorporate value engineering recommendations and necessary analysis and design for long-lead procurement of steel, to advance the final design of the World Trade Center Vehicular Security Center, be and it hereby is authorized; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to increase, by $4 million, the compensation under the existing agreement with Liberty Security Partners for expert professional services in connection with the foregoing project; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take action with respect to contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing planning work, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all contracts and agreements in connection with the foregoing planning work shall be subject to the approval of General Counsel or his authorized representative.
DOWNTOWN RESTORATION PROGRAM – WORLD TRADE CENTER EASTSIDE TOUR BUS PARKING FACILITY – INCREASE IN AUTHORIZATION TO PROVIDE ADDITIONAL PLANNING AND EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES

It was recommended that the Board authorize: (1) an increase, in an estimated amount of $2 million, in planning work to advance the final design of the project to construct the World Trade Center (WTC) Eastside Tour Bus Parking Facility; and (2) the Executive Director to increase, by $1 million, the compensation under the existing agreement with Liberty Security Partners (LSP) for expert professional services in connection with the project, resulting in a total authorization amount of $26 million for the agreement. This total authorized amount is inclusive of an additional $5.3 million being requested under separate actions being advanced concurrently for LSP for additional architectural and engineering design services for the WTC Vehicular Security Center (VSC) and early-action final design services for track-level foundations for the West Bathtub Vehicular Access (WBVA) and Performing Arts Center at the WTC site.

The project, previously referred to as the WTC VSC and Tour Bus Parking Facility, was authorized under the title, “Vehicular Security Center and Tour Bus Parking Facility, Phases I and II.” However, for this and future authorizations, these initiatives will be handled separately as two distinct projects (the WTC Eastside Tour Bus Parking Facility Project and the WTC VSC Project), located in different areas of the WTC site, with separate budgets and schedules, and will be implemented under separate construction contracts.

Under prior actions through July 2008, the Board authorized up to $4.5 million in planning for the WTC Eastside Tour Bus Parking Facility (then referred to as VSC Phase II), and has authorized $19.7 million to LSP for preliminary engineering services for the WTC VSC, the WTC Eastside Tour Bus Parking Facility, the WBVA, final design of an early-action sewer contract, and final design and construction support services for an early-action contract for the WTC VSC perimeter foundation walls.

Work under this authorization would include the advancement of the final design of a subgrade roadway network and new tour bus parking areas (to accommodate approximately 50 buses) that will be constructed under the WTC Transportation Hub (WTC Hub) and under the New York City Transit Number 1 Subway Line box. The roadway network will connect to loading docks of Towers 2, 3 and 4, as well as to the WTC Hub and the tour bus parking areas, and will be accessed through the entry to the South Bathtub VSC. Other stakeholders, including Silverstein Properties Inc. (SPI) and Phoenix Constructors, Inc., the Construction Manager/General Contractor for the WTC Hub, will be constructing portions of the WTC Eastside Tour Bus Parking Facility structural shell. The Board previously authorized a reimbursement agreement with SPI for structural enclosure work related to the East Basement, of which $17 million was allocated for work associated with the WTC Eastside Tour Bus Parking Facility.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:
RESOLVED, that an increase, in an estimated amount of $2 million, in planning work to advance the final design of the project to construct the World Trade Center Eastside Tour Bus Parking Facility, be and it hereby is authorized; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to increase, by $1 million, the compensation under the existing agreement with Liberty Security Partners for expert professional services in connection with the foregoing project; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take action with respect to contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing planning work, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all contracts and agreements in connection with the foregoing planning work shall be subject to the approval of General Counsel or his authorized representative.
DOWNTOWN RESTORATION PROGRAM – WORLD TRADE CENTER SITE - INCREASE IN AUTHORIZATION FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR EARLY-ACTION FINAL DESIGN OF FOUNDATIONS AND OTHER STRUCTURAL WORK TO SUPPORT THE WEST BATHTUB VEHICULAR ACCESS AND THE PERFORMING ARTS CENTER

It was recommended that the Board authorize: (1) an increase, in an amount of $2 million, in planning work to advance early-action final design services for track-level foundations for the West Bathtub Vehicular Access (WBVA) and the Performing Arts Center (PAC) at the World Trade Center (WTC) site, which would result in a revised total planning authorization of $4 million; and (2) the Executive Director to increase, by an estimated amount of $1.3 million, the compensation under the existing agreement with Liberty Security Partners (LSP) for expert professional architectural and engineering services in connection with this work, resulting in a total authorization amount of $26 million for the agreement. This total authorized amount for the agreement with LSP is inclusive of an additional $5 million being requested under separate actions being advanced concurrently for additional architectural and engineering design services by LSP for the WTC Vehicular Security Center (VSC) and WTC Eastside Tour Bus Parking Facility.

In September 2006, LSP was retained to provide preliminary engineering services for the Phase I and Phase II WTC VSC and Tour Bus Parking Facility, final design and construction of a sewer relocation, and final design of the WTC VSC perimeter basement foundation walls.

In February 2007, the Board authorized planning work, in the amount of $2 million, inclusive of a $1.2 million supplemental agreement, for the preliminary engineering design efforts for the WTC WBVA Project to LSP, which provided for the preliminary design of the WBVA access ramp to lower-level car parking, with an entrance/exit on Vesey Street.

The PAC is being advanced by the City of New York (City) and will be located east of One World Trade Center, the Freedom Tower, above the WBVA facility. The PAC is expected to be an approximately 180,000-square-foot facility in seven stories, with a 1,000-seat theater, rehearsal halls, a café, retail space, and a 400-seat catering hall.

The PAC foundations are integral to the WBVA foundations, and significant timesavings and efficiencies would be realized by awarding the PAC foundation design services work to LSP. Foundations below the WBVA and the PAC would be designed under this authorization. The City is unable to meet the required design schedule for PAC foundations.

As authorized by the Board in February 2008, the Port Authority is seeking to enter into an agreement with the City providing for the City to reimburse the Port Authority for the design costs of the PAC portion of foundation work. As part of the February 2008 authorization, an increase to a supplemental agreement with LSP for the final design and construction support services for track-level foundations associated with the PAC was conditioned on the execution of a reimbursement agreement with the City. To date, an agreement with the City has not been executed. However, the Lower Manhattan Development Corporation (LMDC) has recently agreed to provide these funds directly to the Port Authority, through a sub-recipient agreement.
Design of all foundations, columns and shear walls below an elevation of 264 feet that support the WBVA and the PAC are considered to be the City’s responsibility.

It is essential to begin final design of the track-level foundations as soon as possible, in order to ensure that construction can be performed in conjunction with track-level WTC Transportation Hub construction. Construction of the WTC Transportation Hub at the track level is anticipated to commence in the second quarter of 2009. This proposed authorization would minimize costs and interruptions of Port Authority Trans-Hudson rail service.

An increase in the supplemental agreement to LSP under the WTC VSC agreement would be the most cost-effective and time-efficient method to procure design services, because the scope-of-work elements for the WBVA foundations are integral to the PAC foundations scope of work.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to increase, by $2 million, the planning authorization for early-action final design services of track-level foundations for the West Bathtub Vehicular Access and the Performing Arts Center (PAC) at the World Trade Center site; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into a sub-recipient agreement with the Lower Manhattan Development Corporation (LMDC) in connection with the provision of funds for design work for the PAC foundations; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to increase, by an estimated amount of $1.3 million, the compensation under the existing supplemental agreement with Liberty Security Partners for additional expert professional architectural and engineering services for early-action final design of the track-level foundations for the West Bathtub Vehicular Access and the PAC; a portion of which will be reimbursed by the LMDC pursuant to the foregoing sub-recipient agreement; and it is further

RESOLVED, that the form of all agreements in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.
It was recommended that the Board authorize the Executive Director to enter into an agreement with Silverstein Properties, Inc. (SPI) to reimburse SPI an amount not to exceed $6.7 million for the construction of the mechanical, electrical, plumbing and fire protection (MEPFP) work for the tenant vehicle parking areas under Towers 3 and 4 within the East Bathtub of the World Trade Center (WTC) site.

The current WTC Site Master Plan includes several site infrastructure projects that are located below grade or at grade in the East Bathtub. These facilities are being designed and constructed by either the Port Authority or SPI, depending on their below-grade location. In accordance with the Master Development Agreement (MDA), the Port Authority is responsible for the construction of all tenant parking spaces within the East Bathtub.

As part of the MDA, the Port Authority agreed to provide SPI with approximately 300 tenant parking spaces located in the East Bathtub, dedicated to Towers 2, 3, and 4. In addition, the Port Authority will have 85 parking spaces in the East Bathtub allocated to One World Trade Center, the Freedom Tower.

The core and shell work for the East Bathtub tenant vehicle parking is being performed by SPI in the areas under Tower 2, Tower 3 and Tower 4, and by the Port Authority in the areas under the WTC Transportation Hub and the New York City Transit No. 1 Subway Line. The next phase is the MEPFP of the parking areas under Towers 3 and 4, which SPI will perform. Due to the necessary coordination that is required to take place in order to ensure that proper clearances and special arrangement of services are adhered to during the core-and-shell construction of these spaces, it was recommended that the MEPFP construction under Towers 3 and 4, which is not covered by previously authorized reimbursement agreements, be procured and installed as an “add alternate” to the bid packages being prepared and issued by SPI for Tower 4. This new scope is necessary in order to ensure that the MEPFP is properly coordinated with the parking layout, and to maintain the procurement and construction schedule for the East Bathtub.

Under existing reimbursement agreements, the Port Authority has broad oversight of SPI’s activities, including approving the bid packages prior to issuance, approving the allocation of project costs and overseeing construction for quality assurance. Port Authority staff is present at all bid openings, trade contractors’ scope-of-work review sessions and contract negotiations. The Executive Director has authority to approve such contract awards, subject to prior review with the Chairman of the WTC Redevelopment Subcommittee. Under the proposed agreement, the Port Authority would continue to have these oversight controls, and the Executive Director would have authority to approve contract awards, subject to prior review with the Chairman of the WTC Redevelopment Subcommittee.
Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:

**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into an agreement with Silverstein Properties, Inc. (SPI) pursuant to which the Port Authority will reimburse SPI, in an amount not to exceed $6.7 million, for the construction of the mechanical, electrical, plumbing and fire protection work for the tenant vehicle parking areas under Towers 3 and 4 within the East Bathtub of the World Trade Center site; and it further

**RESOLVED**, that the form of the foregoing agreement shall be subject to the approval of General Counsel or his authorized representative.
DOWNTOWN RESTORATION PROGRAM – AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION – TRANSFER OF CERTAIN ITEMS OF SCOPE, ACCELERATION AND CHANGED CONDITIONS RELATED TO THE RESTAGING OF ROUTE 9A CONSTRUCTION

It was recommended that the Board authorize the Executive Director to enter into an agreement with the New York State Department of Transportation (NYSDOT) to pay for: NYSDOT to undertake the design and construction of the Fulton Street Sewer under Route 9A, adjacent to the World Trade Center (WTC) site; a blast slab adjacent to the South Projection; the lowering of a North Chamber Roof Slab adjacent to the North Projection; additional temporary pavement for Route 9A Northbound and the Haul Road; six temporary approaches to three WTC Transportation Hub (WTC Hub) Concourse bridges; temporary sewers in Concourse approaches; and acceleration and changed conditions, all at a cost to the Port Authority of an amount not to exceed $35.5 million, to be used solely for costs incurred in connection with the foregoing.

NYSDOT’s Route 9A Promenade project will restore eight lanes of traffic – four northbound and four southbound – adjacent to the WTC site. The restoration requires a slight shifting of the original highway alignment to the west, to avoid the now exposed WTC slurry wall. The current Haul Road and WTC staging areas are located within NYSDOT’s right-of-way.

Working with the Port Authority, NYSDOT has developed a restaging plan to: meet the anticipated schedules of Port Authority projects; maintain staging areas for Port Authority projects within the Route 9A right-of-way; complete Route 9A utilities in time to service Port Authority projects; raise the grade of Route 9A to cover utilities and connect with frontage projects; and install point-of-entry utility connections for Port Authority projects.

At its July 24, 2008 meeting, the Board authorized an agreement with NYSDOT for NYSDOT to perform certain Port Authority work in connection with the design and construction of the WTC site Central Chiller Plant river water lines and associated infrastructure located within the Route 9A right-of-way, and for the Port Authority to pay NYSDOT an amount not to exceed $16 million, to be used solely for costs incurred in connection therewith.

NYSDOT’s revised Route 9A construction staging plan separates the remaining construction work into up to 53 sub-stages, with individual milestone turnover dates associated with each area. Based on Port Authority project schedules, the window of opportunity to begin the restaging work, including the acceleration of utilities and changes to the NYSDOT contract, begins immediately.

The transfer of certain items of scope, acceleration and changed conditions related to the restaging of Route 9A construction consists of: (1) the transfer to NYSDOT of design and construction responsibilities for 135 meters of storm sewer at Fulton Street within the Route 9A right-of-way; (2) the transfer to NYSDOT of design and construction responsibilities for a blast slab above former WTC Parking Entrance Ramp “A,” adjacent to the South Projection; (3) the redesign and relocation by NYSDOT of the North Chamber Roof Slab in the area adjacent to the North Projection, resulting from the shifting of sewers in the southbound Route 9A roadway to accommodate the opening of the WTC Memorial; (4) the installation by NYSDOT of temporary
asphalt pavement between Liberty and Vesey Streets, to accommodate WTC site construction vehicles; (5) the design and construction by NYSDOT of temporary roadway approaches at six locations to three temporary bridges over the WTC Hub Concourse structure; (6) the design and construction by NYSDOT of temporary sewers in the northbound and southbound approaches of the northbound and southbound temporary bridges to accommodate WTC Memorial storm and sanitary flow during construction and for the Memorial opening; (7) the cost of acceleration of NYSDOT’s contractors’ sub-stages to minimize interference with WTC contractors’ operations and haul road requirements, and to provide temporary points-of-entry for utilities serving the WTC Memorial and One World Trade Center, the Freedom Tower; and (8) the cost of changed conditions to the NYSDOT contract, due to: the large increase in number of NYSDOT sub-stages (over 50 work zones), interference with WTC contractors’ operations, work around Haul Road requirements, and the loss of moving equipment regularly, to minimize impacts to NYSDOT contractors’ crews.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:

RESOLVED, that the Executive Director be and hereby is authorized, for and on behalf of the Port Authority, to enter into an agreement with the New York State Department of Transportation (NYSDOT) to pay for: NYSDOT to undertake the design and construction of the Fulton Street Sewer under Route 9A, adjacent to the World Trade Center (WTC) site; a blast slab adjacent to the South Projection; the lowering of the North Chamber Roof Slab adjacent to the North Projection; additional temporary pavement for Route 9A Northbound and the Haul Road; six temporary approaches to three WTC Transportation Hub Concourse bridges; temporary sewers in Concourse approaches; and acceleration and changed conditions, at a cost to the Port Authority of an amount not to exceed $35.5 million, to be used solely for costs incurred in connection with the foregoing; and it is further

RESOLVED, that the form of the foregoing agreement shall be subject to the approval of General Counsel or his authorized representative.
WORLD TRADE CENTER SITE – RETENTION OF JONES LANG LASALLE AMERICAS, INC. FOR PROFESSIONAL REAL ESTATE ADVISORY SERVICES ON A TASK-ORDER BASIS AND CUSHMAN & WAKEFIELD ON A LIMITED BASIS

It was recommended that the Board authorize the Executive Director to: (1) enter into an agreement with Jones Lang LaSalle Americas, Inc. (JLL) to provide professional real estate advisory services at the World Trade Center (WTC) site, on a task-order basis in coordination with Port Authority staff, at an estimated amount of $36 million over an initial three-year period, with a two-year contract extension option, which would be subject to further Board approval; and (2) increase, by up to $2 million, the authorized amount under an existing agreement with Cushman & Wakefield, Inc. (C&W) for financial advisory services in a changing real estate market.

In 2006, the Port Authority entered into a Conceptual Framework Agreement with SPI, and in consequence thereof, obtained ownership interest in, and assumed financial responsibility for, the development of One World Trade Center, the Freedom Tower, Tower 5, the WTC retail development and a portion of the on-site parking, and assumed master management of the WTC site. The Port Authority requires professional advisory services to assist staff in making ownership and management decisions related to these WTC assets.

The services to be performed under the proposed contract were solicited via a publicly advertised Request for Proposals process. Four proposals were received and evaluated on a “best buy” basis. The proposal submitted by JLL was deemed to be the overall best proposal. JLL would be retained to provide certain services on a task-order basis to: (1) assist Port Authority staff in the development and implementation of business plans, negotiating strategies, financial and market analysis; and (2) provide professional advisory services in connection with planning, security and operations and maintenance, project management, property appraisal, and design and construction management services at the WTC site. Consulting fees up to $36 million, including compensation to sub-consultants, are estimated for these professional real estate advisory services over the next three years.

Earlier this year, the Executive Director authorized the retention of C&W to provide financial advisory services in connection with the WTC redevelopment at an estimated cost of $500,000. These services are continuing, and are expected to be required over the next six months at a cost of up to an additional $2 million.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Coscia, Hochberg, Holmes, Mack, Pocino and Steiner voting in favor; none against:

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to: (1) enter into an agreement with Jones Lang LaSalle Americas, Inc. to provide professional real estate advisory services regarding Port Authority assets at the World Trade Center site, on a task-order basis in coordination with Port Authority staff, at an estimated cost of $36 million over an initial three-year period, with a two-year contract extension option, the exercise of which would be subject to further Board approval; and (2) increase, by up to $2
million, the authorized amount under an agreement with Cushman & Wakefield, Inc. to provide financial advisory services in a changing real estate market; and it is further

RESOLVED, that the form of any agreements required in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.
Whereupon, the meeting was adjourned.

_____________________________
Secretary