

Torres Rojas, Genara

FOI#14959

From: andrew.tangel@wsj.com
Sent: Monday, June 02, 2014 10:39 AM
To: Duffy, Daniel
Cc: Torres Rojas, Genara; Van Duyne, Sheree; American, Heavyn-Leigh
Subject: Freedom of Information Online Request Form

Information:

First Name: Andrew
Last Name: Tangel
Company: The Wall Street Journal
Mailing Address 1: 1211 Avenue of the Americas
Mailing Address 2: 5th Floor
City: New York
State: NJ
Zip Code: 10036
Email Address: andrew.tangel@wsj.com
Phone: 212-416-3715
Required copies of the records: Yes

List of specific record(s):

E-mails received by the Port Authoritys reform@panynj.gov address from April 1, 2014, until the time this request is processed.

THE PORT AUTHORITY OF NY & NJ

FOI Administrator

August 12, 2014

Mr. Andrew Tangel
The Wall Street Journal
1211 Avenue of the Americas, 5th Floor
New York, NY 10036

Re: Freedom of Information Reference No. 14959

Dear Mr. Tangel:

This is in response to your June 2, 2014 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code", copy attached) for copies of e-mails received by the Port Authority's reform@panynj.gov address from April 1, 2014, through the date of your request.

Material responsive to your request and available under the Code can be found on the Port Authority's website at <http://www.panynj.gov/corporate-information/foi/14959-O.pdf>. Paper copies of the available records are available upon request.

Certain material responsive to your request is exempt from disclosure pursuant to exemptions (1) and (3) of the Code.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Sincerely,



Heavyn-Leigh American
FOI Officer

Attachment

225 Park Avenue South, 17th Floor
New York, NY 10003
T: 212 435 3642
F: 212 435 7555

From: Irv Ellner [.... *Ex. 1*]
Sent: Saturday, May 03, 2014 11:45 AM
To: Reform
Subject: Suggestions for improvement

Follow Up Flag: Follow up
Flag Status: Completed

Free wifi at PA facilities.

At so many non-PANYNJ airports in the U.S. and internationally I find that travelers are able to connect to wifi at no cost. But in the metro NYC area this is not the case. I suspect that major ISPs in the area (Optimum and Comcast) that have a huge network of wifi hotspots throughout their coverage area are not at PA facilities providing service to their customers because they are not allowed or are expected to pay a fee.

The only reason I can think of for this situation is that there is a revenue stream to the PA from the private pay-for-service providers that service PA facilities. While this may have made some sense early in the development of the internet when it might have been considered a "premium" or "luxury" service, that is obviously no longer the case.

Irv Ellner

Ex. 1

From: Ex. 1
Sent: Saturday, May 03, 2014 1:19 AM
To: Reform
Subject: Reform

Follow Up Flag: Follow up
Flag Status: Completed

I'm not sure who to address this to, but I would like to suggest sweeping reforms. I understand 'snow closers', but you have to understand that for every day the terminals are closed, that means cargo containers aren't moving. Closing for 'congestion' just creates more congestion! The ports need to use the ISLND Transportation system to increase import and export container velocity, and port container terminal through-put, and at the same time decrease the environmental 'greenhouse gas' footprint.

By establishing a ICTF Inland facility, you could increase the import delivery to Toronto (over 2/3 GNP for Canada), create an export market for the Fresh Produce Market, and the list goes on and on.

If there is interest on hearing more please contact me at xrttrucking@aol.com

I had several conversations a few years ago with Senator Schumer, Sen. DeFrancisco, and Con. Maffei, but no one would do anything! We tried to convince Peter Zantal, Tom Hannan, and Don Lotz (before his retirement), but they said their 'jurisdiction' ended at the port, but that seem strange, as their PIDN (Port Inland Distribution Network) was fashioned after the ISLND.

Jeff Standart
XRT,Inc/CID,LLC

From: Yoel Weissshaus EX. 1
Sent: Sunday, May 04, 2014 12:45 AM
To: Reform
Subject: Re: Reforming the Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Reforms Adviser,

The reality is that the Port Authority needs a system of Self Governance with a Checks in Balance. The self governance is currently the practice, but there is no Checks and Balance to self correct errors made by the Board of Commissioners.

Therefore, I suggest that you consider the following proposal, which I voice over the past three years: I believe that the only significant change that will reform the Port Authority, is to refrain from Toll Hikes without legislature approval of both the New York and the New Jersey legislative body. In more clear terms, there has to be a system in place that when the Board of Commissioners decides to increase the toll rates, it should pass legislative muster. I believe, that this will create a Checks and Balance of the policies and spending's, restore public confidence in the Port Authority, and impose a greater conscious of responsibility before enacting a new Toll Rate.

At the same time, I would like to clarify, my suggestion is only related to the Toll Rates, and not related to the daily functions of the authority. In that vain, I distinguish my proposal from that of the NJ Democrats to have all the minutes of all the functions by the Commissioners pass legislative review, because it is asking too much. I take the position that having the legislature approve toll rates will create a checks and balance for the Port Authority, and impose a greater responsibility of self governance on the Board of Commissioners. The bringing Public Confidence to the authority, will benefit everyone in the long term.

If you believe that this proposal is worthy of my public testimony, please do not refrain from the contacting the undersigned. For more information, you may visit www.yoelweissshaus.com

Truly yours,

Yoel Weissshaus
Website: yoelweissshaus.com
Email: EX. 1
Cell:
Tel:
Fax:

From: Michele Sutton [Ex. 1](#) Suddestions.txt
Sent: Sunday, May 04, 2014 6:47 PM
To: Reform
Subject: Suggestions

Follow Up Flag: Follow up
Flag Status: Completed

I think it is a crime that people in NJ have to pay tolls to rebuild the trade center. Get out of real-estate and spend money on roads and bridges. Appoint people with experience in transportation and not political hacks

Michele sutton

Sent from my iPad

From: charles deprima 
Sent: Sunday, May 04, 2014 11:00 AM
To: Reform
Subject: Wi-Fi

Follow Up Flag: Follow up
Flag Status: Completed

In conjunction with the modernization of the PATH system I would like to see the Port Authority install Wi-Fi at the major PATH stations

From: MazharulKarim, Ex. 1
Sent: Monday, April 28, 2014 12:07 PM
To: Reform
Subject: (no subject)

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

Main issue with the NY & NJ Port Authority is the amount of money being thrown away and we the public have to foot the bill. I had a few personal experience with the PA Police within the Lincoln Tunnel area I certainly do not and will never trust PA Police department. They are rude,uncourteous and maybe you guys never heard of it atotal waste of money. I have few NJ Transit bus drivers who continuously claim PA Police as a waste of money. They get paid basically to do nothing but to sit on their butts. I personally had an experience where taking the Lincoln Tunnel to NY on a business trip. Not only I had to pay a whopping \$13 tol that you guys claim is for extra security. I was forced to use the left lane of the tunnel when I needed to use the right lane to exit on 33 rd Street to access Broadway faster. When I decided at the end of tunnel that it was safe to change lane I was then given a \$85 moving ticket. As a business owner I had no time to fight this ticket as this is a violation of point system of New Jersey DMV point system. It cost me roughly \$800 to pay court & legal fees to fight such ticket. I tried to explain to the officer who had no respect and didn not want to communicate expect to write me the ticket. If you want to protect us, then please don't abuse us hard working Americans. That is exactly what you guys are doing. Were paying the high fees as it is.

P.S I no longer use Lincoln Tunnel because of this such abuse. Thanks to PA Police Department.

Mazharul Karim

C: Ex. 1

From: SgtVerdii *EW-1*
Sent: Tuesday, April 29, 2014 12:20 PM
To: Reform
Subject: (no subject)

Follow Up Flag: Follow up
Flag Status: Completed

The First, Most Important, and Only Step is to remove Governors who use the P.A. as their personal piggy bank, and Company to give friends, qualified or not a job.

In all the years I have known the Port Authority, these last few years have created more problems than one can remember.

In past four years more problems than the the previous 40 combined.

From: eric! Ex. 1
Sent: Wednesday, April 30, 2014 11:54 AM
To: Reform
Subject: 911 memorial park 120 academy street jersey city

Follow Up Flag: Follow up
Flag Status: Completed

In approximately 2005 I was temporary awarded 100,000 grant from the PORT Authority to construct a 911 memorail park in JerseyCity NJ. I met with pa engineers and architects who advised me not to worry they would use up the \$100,000. in planning/ site plans ect and just put in for additional money for the construction of the park. Mr Butcher heard of the project and pulled the grant stating he will decide when and where a park will be built, giving money to build the park at liberty state park instead of one to honor the 87 PORT Authority employees that died on 911. I built the park to honor our 87 employees with private donations for under \$5,000 talk about wasteful spending the pa was going to spend over \$100,000.00

From: charles deprima : Ex. 1
Sent: Tuesday, April 29, 2014 11:34 AM
To: Reform
Subject: App

Follow Up Flag: Follow up
Flag Status: Completed

I would like to see the Port Authority develop a smart phone app similar to the one created by NJ transit. This app would allow commuters to contact the Port Authority to notify them about traffic problems, disabled vehicles, unattended bags, suspicious or criminal activity etc....

Thank you
Charles

Bridge Plaza traffic.txt

From: Aaron Gomes [ag2737@columbia.edu]
Sent: Wednesday, May 14, 2014 8:07 AM
To: Reform
Subject: Bridge Plaza traffic

Hi

I have been meaning to write this for months now but just got the chance as I sit yet again in a mess of traffic trying to get over the bridge on my bus.

I feel major improvement at a fairly low cost can be made for commuters taking public transportation from Nj to Ny via the GWB.

Currently, all busses last stop in nj are at bridge plaza. The unfortunate thing is that this area is also the last exit for trucks entering the lower level to get off. This causes a backup of trucks in the bus stop lane causing all busses from rt 4 to wait in line.

Now there is another lane under the lemoine ave over pass in between the actual bus stop and the carpool lane (which is still separated by the concrete barricade) that would be ideal for a bus drop off point. It is deprecated from the main highway and would. It require busses to merge with the off ramping trucks.

The only thing that would be needed is a walking path or small walking bridge to get from the current bus waiting area, over to the area I am referring to and not being used.

This would make thousands of commuters happy as our trip each day would be reduced by at least 15 minutes each day for traffic caused by trucks who should have gotten off sooner.

In an ideal world, I amongst many really feel a PATH or lightrail line needs to run along rt 4 in jersey maybe from Paramus all the way to the Gwb bus station (it can even be above ground and run along side the bridge. it's a guarantee that traffic concerns would decrease drastically and it would be better for the environment. There are so many commuters from Bergen county that commute to northern manhattan that drive because there are no convenient trains as they all go to Hoboken or penn.

Thanks

Aaron

Aaron Gomes
Assistant Director
Community Development
Columbia University

From: randeman
Sent: Thursday, May 29, 2014 12:06 AM
To: Reform
Subject: Bus drivers from EWR-Penn station Newark

Follow Up Flag: Follow up
Flag Status: Flagged

I rode the 10:30 pm bus to Penn tonight. The driver had a basketball game on the radio blaring throughout the coach. When we arrived at Penn, I sought out the first red jacketed man who wasn't busy. When I pointed out that perhaps the drivers should be told that not everyone is interested in listening to the game, the guy laughed. Perhaps my sense of humor is less advanced than the guys in the red jacket.

Sent from Yahoo Mail on Android

From: Patrick Donovan Ex. 1 Change the PA.txt
Sent: Monday, April 28, 2014 9:34 PM
To: Reform
Subject: Change the PA

Follow Up Flag: Follow up
Flag Status: Completed

Keep the politicians out of the Port Authority and the Port Authority's pocket! The grass dies beneath the feet of all politicians. Everything they touch they ruin. One more governmental agency they will destroy and try to blame on others. The PA needs a visit from the TV show, Undercover Boss.

From: victor bozzo *Ex1*
Sent: Monday, April 28, 2014 12:30 PM
To: Reform
Subject: Change

Follow Up Flag: Follow up
Flag Status: Completed

Fire everyone including the cops and hire new, qualified, non-political people at half the salary level of existing employees.

From: Omar Astacio . *Ex. 1*
Sent: Tuesday, April 29, 2014 9:57 AM
To: Reform
Subject: Changes

Follow Up Flag: Follow up
Flag Status: Completed

The primary change needed is to take the Politics out of the Agency. The Agency was formed because the two states could not agree with each other. A federal Charter was needed to resolve the discrepancy between the states. Now both States seem to agree on looting the Agency for their own political needs. A strong Executive Director and Chairman of Board that does not answer to either governor is needed.

Billions of Dollars are spent at WTC when Politics forced the PA to go into a Long term lease with Silverstien for the original WTC site. Silverstien collects the insurance money and yet the Authority is forced to pay money into the site.

Billions of Dollars are allocated to ARC tunnel (non port authority project) and when canceled Billions are spent to Pulaski Skyway (non port authority project).

Going back even more years countless amount of money is spent on Political special interest projects (Buying NYC buses and selling them to NYC for \$1), taking over Aqueduct Racetrack, etc. etc. for political reasons and nothing to do with core buisness of the Authority. It appears that Politics if finding a way to tax the public (tolls and Passenger fees) without raising conventional taxes.

Additionally, putting a political spin that wide scale reform in the agency was made by making employees pay for Health Care, reducing vacation time, eliminating free tolls for employees, longevity pay, etc. When in reality these reforms were only instituted for 25% of the employees (only non represented employees were modified) does not instill confidence in the public.

Following the model of the US constitution with a checks and balance form of government is needed. When a Supreme Court Justice is nominated they have to be confirmed by the Congress. However, when a Governors appointee is nominated, I believe that all that is required is acceptance by the other Governor. This keeps the political train well fed.

Comment.txt

From: Ex: 1
Sent: Saturday, May 24, 2014 4:36 PM
To: Reform
Cc: Ex: 1
Subject: Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Port "Authority" of New York and New Jersey:
As a member of the Greek Orthodox Community in the tri-state area of New York and namesake of Saint Nikolaos (Nicholas), I am disgusted by your memorial and museum constructed for the 9/11 tragedy. So much is left out here, and it makes me sick. The fact that you would take everything that happened that day and put it into a museum with a coffee and gift shop is not the way to honor people's memories and that of the event which occurred back in 2001. You of all people should have mentioned the 7 building somewhere here, while you failed to do so. As well as that, you know damn well that there was a Greek church completely destroyed here, and that the community has fought for years to reopen and rebuild. However, you have done nothing to return the land rightfully owned by my archdiocese to the church to allow a place of worship existing well before the towers were even a thought in someone's mind, to be rebuilt where it originally stood for almost 80 years. It is a disgrace and a shame for not only your actions which have been nothing but shameful with regards to the church, but by failing to acknowledge the other parts of the twin tower aspect of 9/11, which caused damage and pain for hundreds more than you have acknowledged here. It is a disgrace and a shame. We do not deserve to rebuild a historical church inside a building, we deserve the land we had, and the church we called our own for years before you called these buildings your offices. You have the obligation to rectify an error which you have continued to make for years. Failing to do so will continue to alienate yourselves from the community of New York City and the surrounding area even more than you already have. Your so-called authority disgusts me and those close to me who share my beliefs. You have the obligation to rectify your errors, or your already stained reputation and report will continue to deteriorate. Know that the Greek population and diaspora abhors you, as do I.

Sincerely
Nicholas Comas
Danbury, Connecticut

??? ?? iPhone ???

From: srinimudambi . . *Ex 1*
Sent: Tuesday, April 29, 2014 1:23 PM
To: Reform
Subject: Comment on Reform

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

Thanks for taking the time to read this. My comments are for the PATH system. A couple of things.

- 1) During morning rush hour, is it possible to have a train starting empty at the Grove street path station? This can be done every 15 minutes so it clears the crowd in Newport and Grove street.
- 2) Also, during rush hour, is it possible to increase the frequency of departures from 33rd street station at the expense of the Hoboken train? There are definitely more people commuting to jersey city than to hoboken and it does not make sense for the JSQ train to wait for the hoboken train to depart.

Thanks,

Srini

From: M C DORONIN camille.doronin@comcast.net
Sent: Wednesday, April 30, 2014 8:14 PM
To: Reform
Subject: Comments for PA Reform

Follow Up Flag: Follow up
Flag Status: Completed

I am responding to a recent request for constructive comments pertaining to the reform of the Port Authority of NY and NJ from the public. I am a retiree of the PA and had been employed by the PA for 30 years. I believe the first step, taken by Governor Christie in appointing John Degnan as the Chairman of the Board of Commissioners is a good start. Other actions that should be considered are:

- 1 The PA is an Authority, not an Agency. The term Agency has the connotation of a state entity, which it is not.

- 2 Appointed Members to the Board of Commissioners should be individuals with skills, knowledge and experience in areas that will aid them in advising PA executive management and ensure that the Mission of the Authority is followed. They should be prohibited from using their position on the Board to further personal gain.

- 3 Reduced involvement in the day to day operations of the Port Authority by the Governors of NY and NJ. This includes refraining from using the PA as a depository for political patronage. The autonomy of the Authority and its ability to hire competent and experienced personnel is crucial for the Authority to perform its charged mission to develop the Regional and the Port of New York.

Sent from my iPad

Camille Doronin
Long Branch, NJ

COMMENTS ON BRIDGE PASS POLICY.txt

From: ~~Ex. 1~~
Sent: Wednesday, April 30, 2014 2:05 PM
To: Reform
Subject: COMMENTS ON BRIDGE PASS POLICY

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir or Madam:

I recently received an E-Mail from PARA, of which I am a member, stating that comments for reform were being accepted by the Port Authority by the public, including former employees. Given the recent hoopla about "Bridgegate" I would expect a plethora of comments, however I would like to address another issue.

A couple of years ago the Port Authority saw fit to cease Easypass to their retired and active employees as an expense saving move, this, I believe, came from the office of the two state governors. I suspect the idea may have come from within the Port Authority and passed onto the governors offices (someone trying to make points). An ill advised move in my judgement.

Much ado was made over the issue, i.e. petitions for class action suits and the like in addition to suits by certain work class groups such as trade groups (plumbers etc) and police. I think where there were suits the Port Authority did not win the cases.

I personally felt slighted by the move, I thought it was a slap in the face and not deserved, we worked hard for whatever benefits we received

from the PA and should have been treated better. That is not to say that there weren't problems

with the system, I will bet that many people were abusing the system (overuse or passing the Easypass device to relatives and

friends) but the solution to the problem

warranted a more reasonable solution! what they should have done was "capped" the use of the

privilege so that abusers were reigned

in and persons who did not abuse the privilege were not penalized and could enjoy a well

earned benefit. Just a thought!

My other concern was: Why should I have to incur legal fees to try to win back a benefit that

should not have been taken away in the first place!

Respectfully
Bernie McGann
Former PA employee

From: Lee Goodman *Ex 1*
 Sent: Monday, April 28, 2014 4:12 PM
 To: Reform
 Subject: Comments to PA Board's Special Oversight Committee

Follow Up Flag: Follow up
 Flag Status: Completed

To the Special Oversight Committee,

I respond here to the request for public comments in the April 25, 2014 issue of PA News.

Retired now, I served in several Port Authority positions, including as Manager, Transportation Planning Division in the former Planning & Development Department. I remain active in the transportation field, as a Past-International President of the Institute of Transportation Engineers (ITE), and currently Transportation Professor at Pratt Institute.

Regarding governance and management of the Port Authority, I am in full agreement with the comments expressed by Prof. Jameson Doig. The Authority's basic organizational structure is sound. The major reform needed now is the elimination of the politicization and micromanagement by the Governors, which started in the 1990s and intensified within the last few years.

My specific comments here focus on a point noted by Prof. Doig that I am most concerned with, the elimination of the Port Authority's active regional planning function as done by the former Planning and Development Department (P & D). There has been little mention of how today's politically constrained situation affects the ability of the Port Authority's professional staff to serve travelers now and improve the regions sustainability in the future. My "past vs. present" examples relate to P & D but they also typify the impacts in other Port Authority departments.

To illustrate what the region has lost I provide here some past examples and suggestions for the future.

A few observations first.

- P & D always tried to go beyond day-to-day operations and to think "outside of the box". P & D's long time director,

Roger

Gilman, used to say that he considered P & D as "the line department for the region".

- Maybe I was naive, but in my work at the PA, I always used to think of myself as a "citizen of the region".

- I was a New York resident but a good number of my initiatives were in, or benefitted, New Jersey.

Described below are two examples, programs led by or coordinated by P & D that were real plusses for the region: One Way Tolls at 12 Staten Island and Hudson River crossings, and the contraflow exclusive bus lane at the Lincoln Tunnel (XBL). I also describe a potential program, The Gateway Project, that I am confident would have been developed and advocated by P & D... if it still existed.

What all of these regional programs have in common is that they: involve coordination of multiple jurisdictions, involve ideas that go beyond what has been done before, reflect long-term vision, may require years of persistence and, in some cases, were achieved despite initial resistance by a State administration.

ONE WAY TOLLS

This common sense idea for the NY-NJ region was "on hold" in 1968, due to a Thruway Authority bond covenant. Their counsel interpreted that one way tolls would be a "diminution of tolls", requiring approval by bondholders, and thus payment of extra interest to bondholders (by the PA as well as by the Thruway Authority).

P & D staff conferred with San Francisco officials, after one way tolls were announced for San Francisco Bay crossings. They had the same covenant but their bond counsel said that one way tolls would not violate the spirit of the document and therefore would not require approval by bondholders. That information was conveyed to the PA law department and, in August 1970, one way tolls were put into effect at six PA crossings, the Tappan Zee Bridge and five New York State Bridge Authority crossings. P & D, working closely with Tunnels and Bridges Department, coordinated the program with other agency staffs.

CONTRAFLOW EXCLUSIVE BUS LANE (XBL) AT LINCOLN TUNNEL APPROACH

This concept was first proposed by P & D staff in 1963, and informally presented to a planning committee at the January 1964 TRB Annual Meeting in Washington.

There were ongoing discussions with NJDOT and NJ Turnpike Authority, through 1969. There were several successful field tests during that period but NJDOT continued to resist an agreement.

In 1969 John Kohl, former transportation professor at Northwestern University, was appointed NJDOT Commissioner. Kohl had been at the TRB bus lane presentation in Washington in 1964. Commissioner Kohl quickly contacted PA Executive Director Austin Tobin, proposing that the Port Authority work with the State and with the Turnpike Authority to implement the bus lane.

XBL was started in December 1970 and, to date, has reduced travel time and improved reliability for over 600 million commuter trips from New Jersey.

THE GATEWAY PROJECT (POTENTIAL)

The Gateway Project (Gateway) is a multi-modal, context-sensitive 21st Century proposal with mobility and economic competitiveness benefits. Gateway (see map below) would have three major elements: Brooklyn Way, Liberty Tunnel and Staten Island Transit. Combined, they would provide transit (Bus Rapid Transit) and connections to many subway lines; sustainable highway modes (managed lanes for HOV's, buses and trucks, with electronic toll collection); more energy-efficient truck routing; improved, double-stack freight rail line; more direct links between the seaports; and improved transit and truck access for the airports. Toll revenues, from Liberty Tunnel and Brooklyn Way, could be a base for public or public/private funding.

Gateway is an example of the type of thinking that regional planners should have on their agenda. Gateway was in fact reviewed favorably a few years ago by the "post-P & D" Port Authority planning staff (Richard Roper). They could not get it advanced at the

policy level because it was not a Governor Christie-proposed program and other programs, mostly those imposed by the Governor's political appointees, were taking precedence. PA-initiated programs were not being sought.

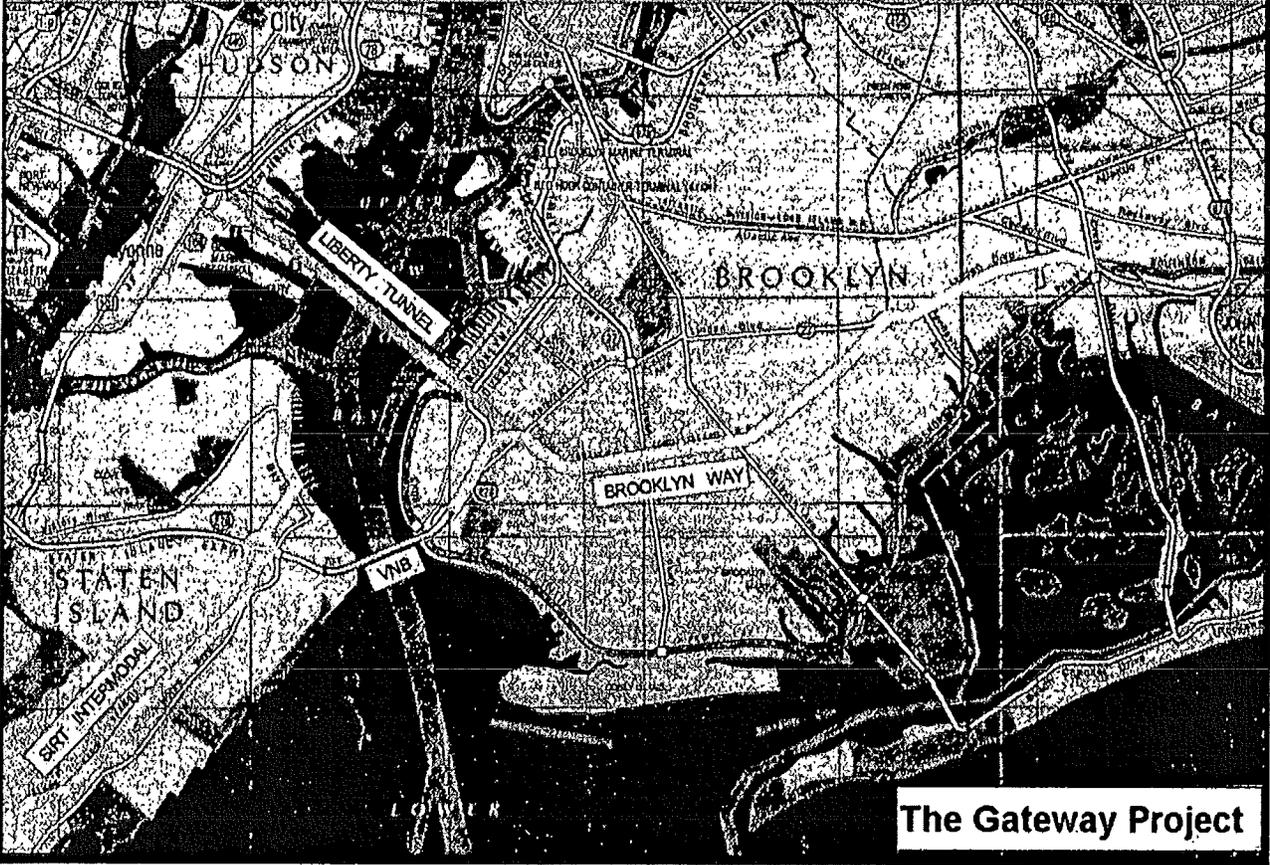
Gateway is discussed in my transportation class at Pratt, and has gotten favorable comments at professional meetings. But there appears to be little hope for advancing this regional "plus" within the present each state-for-itself environment.

Hopefully, your committee and the Port Authority Board, working with the Governors, can put the Port Authority back in a position to positively and innovatively influence the region's development.

yours truly,

Leon Goodman P.E., PTOE

Ex. 1



<PortAuthorityleadershipthroughtheyears.doc>

From: James Sage *Ex. 1*
Sent: Wednesday, April 30, 2014 10:35 AM
To: Reform
Subject: Comments

Follow Up Flag: Follow up
Flag Status: Completed

I strongly urge the Port Authority to honor its commitment to retirees by re-instituting the EZ-Pass benefit which was unilaterally taken away at the behest of Governor Christie.

As you know, various unions have won appeals in arbitration. The Port Authority sought to vacate the decisions in arbitration by appealing in New York state courts. There the Port Authority lost as well. The judges sided with the arbitrators. Why is the PA still digging in and refusing to honor their commitments as the courts have decided? Are they preparing for yet another round of costly appeals--only to be decided by the very same logic and rule of law that past arbiters decided this case upon.

Again, please restore the EZ Pass benefits to retirees.

James Sage
---Port Authority retiree (2005)

Comments.txt

From: Mikey PAS ~~EX~~ i
Sent: Wednesday, April 30, 2014 12:50 PM
To: Reform
Subject: Comments

Follow Up Flag: Follow up
Flag Status: Completed

I went to work for the P.A. in 1985 . I was lucky enough to work at one of the greatest agency's in the country. Through all my years of employment together all the departments has accomplished great things . This was do through open bidding and the spirit too which the agency was founded. There is no reason for anyone to play with it at this or any other time. It only direction to the directors and board is to return to its core mission.. I thank for the time you mite have taken to read these comments.

Michael Pastuzyn, Retired GMS Ports Dept.

comments2.txt

From: Robert Cosgrove *Ex. i*
Sent: Thursday, May 01, 2014 3:44 PM
To: Reform
Subject: comments

Follow Up Flag: Follow up
Flag Status: Completed

My entire career was spent working for the Port Authority. In 1964 I passed a Port Authority test to become an apprentice in one of three fields. I chose Electrical. Having been in the U.S.Navy, I was familiar with rules. What I was told upon being accepted into their Electrical Apprentice program was that if I did not adhere to the rules of attendance, at work or at their school classes or did not pass the regularly scheduled tests, I would be dismissed from the program. I tell you this as a basis for what I think has gone terribly wrong in the Port Authority. In my opinion, it was throughout my career an organisation that trained their employees, encouraged schooling, monitored everyones performance and did this with the understanding that running such an agency, in their eyes, it was essential that they stay on top of all their operations and keep them In-House. It worked! Take a look back. Retired now, thirteen years, I keep informed and what I see mainly is no morale. Anyone who served in the armed forces knows this to be the singular driving force to success. There are many reasons why morale does not exist in the Port Authority anymore and I like many have opinions, but if you really want a successful Port Authority, I suggest you talk to the Old Timers as if you were starting your own business and wanted to be successful. Look at what made it great, not what brought it down. My name is Robert Cosgrove. I was proud to work for the Port Authority and I'd be happy to help, if you really care to make it what it once was. Respectfully, Robert F. cosgrove

From: ag, Ex. 1
Sent: Wednesday, May 28, 2014 8:39 PM
To: Reform; NJ Star Ledger; Mario Gomes; Jtoto24; Pacerlp722
Subject: Contract Negotiations

Follow Up Flag: Follow up
Flag Status: Flagged

Today the IBEW Local 3 electricians demonstrated in front of the headquarters of the PA with the intention of making the public and the board of commissioners aware of the lack of progress in the negotiation of a fair and equitable contract.

This union has been working without a contract for eight years. They have been to mediation and fact finding. They have accepted the fact finders report which was rejected by the PA. Continuing negotiations have been futile. The union has asked the PA for binding arbitration and was rejected without comment.

The PA electricians are one of many unions of the Port working without contracts. They are public employees and cannot strike by law.

They are loyal employees that have risen to meet every emergency including the twice bombed WTC. They continue to perform their daily tasks in spite of the continuing threat of terrorist attack.

As a retired Port Authority employee that has been recognized for exemplary service in the aftermath of the WTC disaster and with many years of loyal service, I ask that someone look into the interaction of the Port Authority with its employees.

Allen Guttenplan
Ex. 1
Milford, PA 18337
Ex. 1

From: david pressey (Ex. i)
Sent: Saturday, May 10, 2014 2:26 PM
To: Reform
Subject: david pressey sent you an invitation

Follow Up Flag: Follow up
Flag Status: Completed



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[Twitter, Inc. 1355 Market St., Suite 900 San Francisco, CA 94103](#)

From: SÃ©bastien REMOND [s.remond@multi-presses.fr]
Sent: Tuesday, May 06, 2014 2:18 PM
To: Reform
Subject: Demande de Renseignements
Attachments: Tarif.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Multi/presses
IMPRIMERIE



**A L'attention des Services
Généraux, Achats et
Communications.**

Tél. + 33 (0) 1.47.95.59.00
imprimerie@multi-presses.fr

MULTI-PRESSES SAS

SERVICE CLIENT

9 RUE DES SUISSES

92380 GARCHES

Madame, Monsieur,

Je souhaite être consulté lors de vos prochains besoins dans le domaine des imprimés. Pourriez vous m'indiquer la procédure à suivre ?

Pour découvrir notre site web et consulter notre catalogue en ligne, c'est ici.

Par ailleurs, j'ai pris la liberté de vous transmettre un extrait de nos tarifs actuels en pièce jointe.

Depuis toujours, notre démarche vis à vis de nos clients est le partenariat.

Notre service expertise peut également prendre en charge l'étude personnalisée de la totalité de votre budget impression et communication. Cette étude, totalement gratuite, vous permettra ainsi d'avoir une visibilité précise sur la réduction des coûts possible.

Vous avez un problème de délai, ... nous mettons en place les moyens adéquats et trouvons les solutions en regards à vos impératifs.

Vous avez un problème de budget, ... nous vous proposons une ou plusieurs solutions en adéquation avec la gestion de vos coûts.

Je reste personnellement à votre écoute.

Dans l'attente de votre retour.

Très Cordialement

Sébastien REMOND

Mobile : Ex. 1

s.remond@multi-presses.fr

Si vous ne souhaitez pas donner suite à notre demande, merci de cliquer [Cliquez ici](#).

From: 4ucando | Ex. 1
Sent: Wednesday, April 30, 2014 10:47 AM
To: Reform
Subject: Eliminate political patronage and affirmative action. Hire and promote the best qualified. Use of patronage should have same consequence as drug use. Your fired.

Follow Up Flag: Follow up
Flag Status: Completed

From: Ex. 1
Sent: Thursday, May 01, 2014 3:14 PM
To: Reform
Subject: Fwd: NOTE OF INTEREST

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Ex. 1
To: PFOYE <PFOYE@PANYNJ.GOV>
Sent: Sat, Jan 11, 2014 9:13 pm
Subject: NOTE OF INTEREST

ALL PORT AUTHORITY FACILITIES HAVE PROCEDURES PERTAINING TO PUBLIC SAFETY OCCURENCES AND EMERGENCIES. I WAS POLICE LIEUT, WITH THE PA POLICE, NOW RET, SITUATIONS THAT BECOME A PUBLIC SAFETY ISSUE, WERE IMMEDIATLY DICUSSED WITH CIVILIAN FACILITY PERSONNEL THE PA POLICE MADE THE DECISIONS AND TOOK ACTION IN EMERGENCY CONDITIONS--BE-IT AIRCRAFT CRASHES, BOMBINGS, UNUSUAL TRAFFIC PROBLEMS AT BRIDGES AND TUNNELS, ETC.

POLICE COMMANDERS ARE RESPONSIBLE TO TAKE CONTROL IN SUCH SITUATIONS. IN THE GWB TRAFFIC FIASCO, IT BECAME OBVIOUS THAT POLICE HAD TO TAKE CONTROL. AFTER A DAY OF THE SAME CONDITIONS CONTINUING BECAUSE OF A SPURIOUS, INVALID TRAFFIC STUDY\SURVEY, THE POLICE COMMANDER AT THE GWB SHOULD HAVE CONFERRED WITH THE CIVILIAN TOLL SUPERVISOR AND MANAGER AND ORDER THE OPENING OF THOSE TOLL LANES. ONCE A PUBLIC SAFETY CONDITION BECOMES EVIDENT, THE POLICE EVALUATE THE LOOMING SAFETY CONDITION AND TAKE CONTROL.

ALL PA FACILITIES HAVE WRITTEN PROCEDURES PERTAINING TO OPERATIONS . THEY CONSIST OF MANY UNUSUAL CONDITIONS AND EMERGENCY PRECEDURES. ALL EMERGENCIES ARE THE RESPONSIBILITY OF POLICE ACTION AND PA PERSONNEL CO;OPER- ATION. THE GWB TRAFFIC CONGESTION BECAME A PUBLIC SAFETY MATTER IN WHICH THE POLICE COMMANDER HAD A DUTY TO TAKE CONTROL. NO POLITICAL ISSUES, OR CIVILIAN INTRUSIONS SHOULD TAKE PRECEDENT OVER EMERGENCY ACTION BY POLICE.

I AM IN WONDER ABOUT PA POLICE INTERVENTION, AND IF THOSE TOLL LANES WERE ORDERD TO BE OPENED ON COMMAND OF A POLICE SUPERVISOR. -

POLICED GWB

ARTHUR SWEET, RET. LIEUT, PAPD, LGA COMMAND--ALSO

From: Ex. 1
 Sent: Thursday, May 01, 2014 3:17 PM
 To: Reform
 Subject: Fwd: NOTE OF INTEREST

Follow Up Flag: Follow up
 Flag Status: Completed

-----Original Message-----

From: Ex. 1
 To: reform <reform@panynj.gov>
 Sent: Thu, May 1, 2014 3:14 pm
 Subject: Fwd: NOTE OF INTEREST

-----Original Message-----

From: Ex. 1
 To: PFOYE <PFOYE@PANYNJ.GOV>
 Sent: Sat, Jan 11, 2014 9:13 pm
 Subject: NOTE OF INTEREST

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ARTHUR SWEET, RET. LIEUT, PAPD, LGA COMMAND--ALSO POLICED

GWB

From: Ex. 1
 Sent: Thursday, May 01, 2014 3:23 PM
 To: Reform
 Subject: Fwd: NOTE OF INTEREST

Follow Up Flag: Follow up
 Flag Status: Completed

-----Original Message-----

From: papd80 Ex. 1
 To: reform <reform@panynj.gov>
 Sent: Thu, May 1, 2014 3:14 pm
 Subject: Fwd: NOTE OF INTEREST

-----Original Message-----

From: Ex. 1
 To: PFOYE <PFOYE@PANYNJ.GOV>
 Sent: Sat, Jan 11, 2014 9:13 pm
 Subject: NOTE OF INTEREST

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ARTHUR SWEET, RET. LIEUT, PAPD, LGA COMMAND--ALSO POLICED

GWB

From: Barbara *Ex. 1*
Sent: Saturday, May 10, 2014 7:41 PM
To: Reform
Subject: Fwd: PA Board Wants Our Comments

Follow Up Flag: Follow up
Flag Status: Completed

I worked for the Port Authority in the Law Department for 30 yes. When I started, it was a great place to work. I was really proud to work for the PA and felt very fortunate to be there. The attorneys in the Law Department were not only dedicated but, very hard working. The minute the politicians stepped in, the PA went completely down hill. It is definitely not a nice place to work. They took away everything from the employees, I.e., vacation days, longevity pay, etc. It has become a very, very political institution. Just about all of the hard working, dedicated people have left. What a shame. It was really a wonderful place to work.

----- Original Message -----

Subject: Fwd: PA Board Wants Our Comments

From: CAROL.CROSS *Ex. 1*

To: Eileen Domalewski <*Ex. 1*>, "Schmidt, Barbara" <*Ex. 1*>

CC:

From: "PA Retirees Assoc." <para@paranynj.org>
To: "carol crosst" *Ex. 1*
Sent: Wednesday, April 30, 2014 9:08:50 AM
Subject: PA Board Wants Our Comments

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Thank you for opting in to receive PARA's eBulletins. Please make sure you are registered as a PARA member and have paid your dues. If you're not sure if your dues are up to date, or you are just joining, please go to <http://paranynj.org/Dues/index.htm> . Thank you for supporting PARA.

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Volume 5, Issue 3

April 30, 2014

GET THE WORD OUT!

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DEAR PARA MEMBERS,

In the most recent edition of PA News there is an article about the current efforts of the PA Board to consider actions to "reform" the Port Authority. In that article there is a solicitation for public comment. The home page of the Port Authority's Web site also mentions this outreach to the public for comments. Your PARA Board is preparing a statement to submit to the Special

ONLINE BULLETINS

- > RETIREMENT & FLYERS
- > **BENEFITS INFO**
- > **BENEFITS - FORMS**

PORT AUTHORITY
OF NY & NJ LINKS

> PANYNJ WEBSITE

> PA NEWS (PARA WEBSITE)

JOIN PARA!

> PAY PARA DUES NOW

**PA and PATH Retirees
and Active Employees
may join PARA.**

Oversight
Committee of the
Port Authority
Board. It will be
posted on PARA's
Web site within the
next few days.

PARA continues to
update its Current
Issues news posts,
and we hope you
will use this
resource to keep
yourself's up to
date about the
public discussion
regarding the Port
Authority's
governance and its
future.

As a community,
Port Authority
retirees possess a
treasure trove of
experience,
professionalism,
history and
perspective. If you
are considering
submitting a
comment in
response to the PA
Board's request, we
strongly recommend
that your comments
be informed,
professional,
supportive,
encouraging and
constructive. You
may send your
comments to:
reform@panynj.gov .

This solicitation for
comments follows
the April 21st open
meeting of the
Special Oversight
Committee of the PA
Board* . At that
meeting an outside
panel of
independent experts
offered their
comments and
engaged in a candid
and direct discussion
with the Board
members covering a

wide range of recommendations on this topic. A small group of PARA Board members and retirees were present at this meeting to observe the discussion firsthand.

This is clearly a pivotal moment in the history of the Port Authority. It is in everyone's interest that the Board, in concert with the two governors, will find a way to redirect and re-energize the organization. We trust that any such action will be consistent with the basic principles which served as the foundation for success in this region, ever since the Port Compact was ratified in 1921.

These efforts by the PA Board are encouraging and we are all hopeful that they will lead to an effective resolution of the underlying root causes of the problems which have adversely impacted the entire organization and have been the subject of substantial media coverage in recent months.

Sincerely,

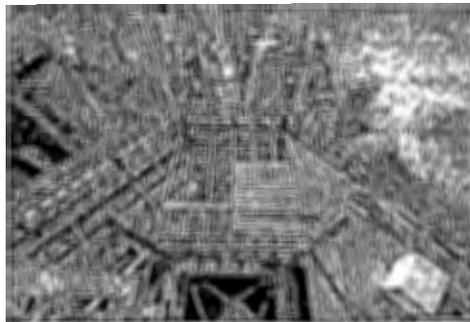
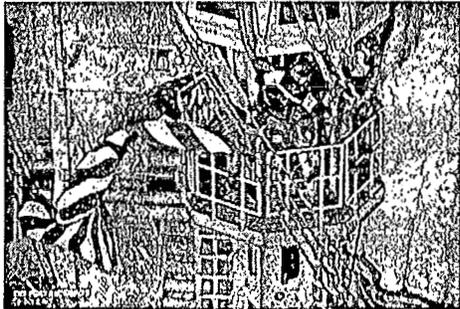
YOUR PARA
BOARD

*Background on
Special Oversight
Committee of the
PA's Board of
Commissioners

DISCLAIMER:
The Port Authority Retirees Association, Inc. does not provide, and this notice does not constitute, legal or other professional advice. We recommend you contact your own professional advisor for such matters as neither The Port Authority Retirees Association, Inc., nor anyone associated with this notice, assumes responsibility for your relying on the information provided, even though we have attempted to ensure that it reflects our understanding of what is presented.

WHAT IS PARA?

The Port Authority Retirees Association (PARA), a not-for-profit corporation, was formed in 1989 to promote the welfare of retirees of the Port Authority (and PATH). That is accomplished by PARA's acting as spokesperson for Port Authority retirees. We foster and encourage legislation that maintains or improves our circumstances primarily as it affects the pensions of the New York State Retirement System. Our more than 4,000 members are strengthened by PARA's affiliation with the Alliance of Public Retiree Organizations (APRO) representing more than 350,000 members.



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Port Authority Retirees Association, Inc. | P.O. Box 2002 | East Millstone | NJ | 08875-2002

From: Stephen Gillooly *Ex. 1*
Sent: Monday, April 28, 2014 1:31 PM
To: Reform
Subject: Fwd: Reform

FYI - this is exactly what I was referring to in my email to you. This is a cold, uncaring, and unaccountable reply to a citizen who took the time to share their thoughts with you. You've got to improve your communication tone.

Stephen Gillooly

Ex. 1

~ ~ ~ _/ ~ ~ ~ _/ ~ ~ ~

----- Forwarded message -----

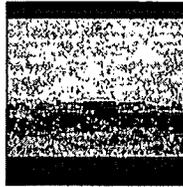
From: Reform <Reform@panynj.gov>
Date: Mon, Apr 28, 2014 at 1:28 PM
Subject: Reform
To: Stephen Gillooly *Ex. 1*

We appreciate you taking the time to provide us with your ideas and will respond to you as soon as possible.
NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT

AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

From: Garden State PC (via Twitter) [connections@twitter.com]
Sent: Saturday, May 10, 2014 3:37 PM
To: Reform
Subject: Garden State PC sent you an invitation

Follow Up Flag: Follow up
Flag Status: Completed



Garden State PC has invited you to join Twitter!
Accept invitation

You can stop getting these emails with people you may know (PYMK) suggestions at anytime. Learn more about PYMK suggestions or find other answers at Twitter's Help Center.

[Twitter, Inc. 1355 Market St., Suite 900 San Francisco, CA 94103](#)

From: Gene Daly [\[mailto:Gene.Daly@reform.org\]](#) **EX-1**
Sent: Wednesday, April 30, 2014 3:51 PM
To: Reform
Subject: helpful hint

Follow Up Flag: Follow up
Flag Status: Completed

Stop the policy of dumping unqualified, clueless, political hacks to cushy jobs at the PA. These interlopers have no loyalty to the PA, have no idea what it does and only care how they can further their political careers. I have seen it many times in my career with the PA and I'm glad I retired in 2000. This was, and still is a great organization, but I'm embarrassed with what's going on now. Selling the WTC was all political, but it made money. Money that could have been used to fund other important projects without raising tolls. Keep politics out of the PA.

From: michaelgardner Ex-1
Sent: Friday, May 09, 2014 9:01 AM
To: Reform
Subject: HOB to WTC PATH 8:00AM stop at Newport

Follow Up Flag: Follow up
Flag Status: Completed

At about 8:00 AM at Newport station, the WTC bound PATH rear two cars were emptied so PA Police going on a bike tour could use the last two cars.

There are notices in the PATH Cars that bicycles are not to be transported between 6:00 AM and 9:30 AM. These officers are supposed to set an example. Instead, they abused their power and authority, created overcrowding on the rest of the PATH train, and may have endangered people.

I thought the police were supposed to protect people. There was no emergency situation that warranted emptying those cars.

This is an example of GROSS misconduct on behalf of every officer that was at the station, or riding the cars with their bicycles.

From: Stephen Gillooly [spgillooly@gmail.com]
Sent: Monday, April 28, 2014 1:29 PM
To: Reform
Subject: How to make the PANYNJ More Responsive to citizens

Follow Up Flag: Follow up
Flag Status: Completed

I am a regular commuter in and around the NYC area, and I do not have a positive impression of the Port Authority, its personnel, or its operations.

Here's what I see:

- wealthy men in business suits making hundreds of thousands of dollars per year to sit in meetings that don't prevent corruption or mismanagement
- police officers who are rude and condescending to the citizens that they swear to protect, and employees who are rude and uncaring on the phone and in emails
- dirty and out of date airports, rusted bridges, potholed and debris covered roadways, and a real-estate venture that is 10 years behind schedule (the WTC)

I do not see the things that the PANYNJ must be doing right - they are invisible to me, so I think they are probably invisible to most people.

The way to overcome this imbalance is simple to describe, but would be difficult to incorporate into the culture and operations of your agency:

- 1) Increase transparency - include public press releases announcing your meetings, and sending out your meeting minutes and decisions. Add members of the public to your boards and committees. Create web sites, Facebook/Twitter tools, and newsletters to publicize your work and decisions. Share your compensation and staffing information publicly.
- 2) Clean up and maintain your facilities. Its an embarrassment to our region and our country that the first impression that travelers get is from PANYNJ trains, bridges, airports, and roadways, and they look terrible. Think of Disney - they worry about what people see and experience, not just the hidden infrastructure. Beautify our region, and people will like interacting with your facilities.
- 3) Work on your people and your culture - the PANYNJ is known as an old boy's club of insiders that take care of themselves. Nothing in the press recently has surprised anyone, or changed any perceptions. This is how we all thought that you already act. Your people are awful (try calling one of your phone numbers and ask a question - if you don't get hung up on, you'll get a rude reply). Have you ever tried to speak with one of your police officers? Try to find one, then approach them and find out how rude they are. I know they are there to protect - but they are the visible front to most of your customers, and they are nasty. Have you ever tried to drop off or pick up a person at an airport? The PAPD will literally shout at you over a loudspeaker to get you to move, while they tie up traffic with their parked cars. This is the face of the Port Authority.

If you really want to change people's perception of the PANYNJ, then you have to change how you behave, interact, and appear. The rest is easy. Good luck.

Stephen Gillooly
Ex. 1
Somerset, NJ 08873

Ex. 1

Improvements.txt

From: Shelby
Sent: Monday, April 28, 2014 1:13 PM
To: Reform
Subject: Improvements

Follow Up Flag: Follow up
Flag Status: Completed

Here are my suggestions

Eliminate all overtime
Publish financial statements
Show the public what you do with toll money Cap salaries of highest paid personnel
Eliminate
patronage

I may have more but this is a start

Best Regards,

Tony

Ex. 1

Improvements2.txt

From: lynnecummins Ex.)
Sent: Tuesday, April 29, 2014 10:13 PM
To: Reform
Subject: Improvements

Follow Up Flag: Follow up
Flag Status: Completed

My suggestions for improvement start with:

1. ROLL BACK THE TOLLS.
2. Financial transparency
3. Vet the officers.
4. Make officers' resumes and job descriptions public.
5. Require that officers to sign a "No Conflict of Interest" statements.

Sent from my Verizon Wireless BlackBerry

From: Ex. 1
 Sent: Monday, April 28, 2014 11:19 PM
 To: Reform
 Subject: Improving The PA

Follow Up Flag: Follow up
 Flag Status: Completed

1. Stop loading the PA with political hacks, such as the public has seen during the "Bridgegate" scandal. The PA cannot fulfill its mission when people in key spots can commit political revenge for the governor who put them into the PA.

Appointees should be well-qualified for whatever position they occupy and their loyalty must be first and foremost to the organization. Perhaps the governors should be limited to appointing commissioners. I don't believe that a

governor should have the power to micromanage the internal operations of the PA. No governor should have the power to void in whole or in part of any previously negotiated and agreed to labor contract. A governor's voice should

be heard only via that governor's appointed commissioners at the monthly meetings which are open to the public for transparency. We have all sadly witnessed what a few bad apples can do to an organization as great as the PA.

2. Regarding the internal operations of the PA, in order to promote the atmosphere that the PA only promotes the best and brightest, both to the public and the staff, I suggest that the PA adopt hiring and promotional processes identical

to civil service rules. This would include hiring lists for the various jobs and promotional lists from which candidates would be hired and promoted in strict numerically graded order based on exam results, and veteran's preference

points on entrance and/or promotional exams. I believe that this would eliminate the perception of favoritism, cronyism and nepotism. Quotas in any form must be eliminated.

3. The PA should stick to its core mission - the improvement of the ability to do business more efficiently and economically in the area of the Port of New York and environs, known as "The Port District". The PA should be a major player

in improving the commercial infrastructure, as well as the ability to enter into and leave from The Port of New York. I would include in this improvements to roadways, tunnels, bridges, docks, rail, ferry, air and bus terminals, as well as

creating and maintaining a deep water port that would attract the very newest and largest passenger liners and cargo ships to New York harbor. I would even consider the creation of ship building facilities. The New York - New

Jersey waterfront would enjoy an economic boom and high employment in ancillary industries created by the PA. Personally, I would love to see the PA logo on buildings in Brooklyn, Red Hook, Staten Island, Bayonne, where these

new industries would make their homes. This would silence all the critics who charge the PA with abandoning its core mission - boosting the economic viability of the Port District and creating jobs.

I am a retired PA employee with over 32 years of service. My career began in 1973 and I saw the greatness of the organization and the professionalism and expertise of the staff - from the executives, to the craft workers - plumbers,

electricians, SEMAC, etc., to the police officers who showed superhuman courage at the various major disasters up to and including both WTC attacks and their everyday professionalism in their interactions with the public. These

men and women have never received the praise they so richly deserve, in part because the local media seems to take pleasure in bashing the PA and its "private army". Recently, due to outside political interference the image of the

organization that I am so proud of being a small part of, its image has been dragged through the mud and that saddens me. If any part of these suggestions should be used, I would be proud of that, too.

From: badgeman1558@aol.com
Sent: Monday, April 28, 2014 11:19 PM
To: Reform
Subject: Improving The PA

Follow Up Flag: Follow up
Flag Status: Completed

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organization that I am so proud of being a small part of, its image has been dragged through the mud and that saddens me. If any part of these suggestions should be used, I would be proud of that, too.

Respectfully Submitted,

David F. Podesta

Emp. #: 671

Shield # 671, PAPD Retired 2006

Improving your agency.txt

From: matbecmcd *Ex. 1*
Sent: Tuesday, April 29, 2014 6:54 PM
To: Reform
Subject: Improving your agency

Follow Up Flag: Follow up
Flag Status: Completed

Politics needs to be taken out of the equation. Corruption has filled the payrolls with favorite sons and daughters who do not deserve a job nor are they qualified for the position given to them. No one should get a job because of who they know. Let qualifications dictate all hires. Have an independent person or group select people for job openings. Get rid of all positions that were created for friends etc. Board members should be selected in a similar manner. Corruption in our government must stop or the country is in for serious trouble. All contracts MUST be given to the lowest responsible bidder.

Matt McDevitt

Ex. 1

From: jamie keller (Ex.)
Sent: Sunday, May 11, 2014 7:27 AM
To: Reform
Subject: Inherently flawed and corrupt, eliminate pa

Follow Up Flag: Follow up
Flag Status: Completed

For all the reasons you already know, but are ashamed to admit out loud.

Stop giving out tickets for "speeding" in "construction zones" where no construction is actually taking place. It is an insulting money grab watching "cops" take laps pulling over and ticketing citizens for driving 40 mph on a bridge with no traffic or construction.

Shame on you for working for that sham organization and stealing our money.
Here's an idea to reform panynj- quit. But before you quit, get 2 of your co-"workers" to quit. Then if they each get 2 people who get 2 people, eventually there will be no more panynj.

Internet.txt

From: Matthew Mallon *Ex. 1*
Sent: Monday, May 26, 2014 10:25 AM
To: Reform
Subject: Internet

Follow Up Flag: Follow up
Flag Status: Flagged

You guys are honestly making people pay for wifi? Thanks for making traveling worse.

From: Flany Koneh Ex. 1
Sent: Wednesday, May 21, 2014 11:18 AM
To: Ex. 1
Subject: Message de Flany koneh

Message de Flany koneh

Je suis Flany Koneh j'ai 22 ans je suis ivoirienne orpheline de pere et de mere apres la mort de mon pere, il m'a laisse un heritage de 7.400.000 dollars americains loge dans une banque ici a Abidjan j'aimerai que vous m'aidiez a le faire transferer dans votre pays en m'ouvrant un compte bancaire, vous aurez 20% de mes fonds si vous m'aidez dans cette tache. Je vous en prie faite vite car la situation actuelle n'est pas trop stable. Je vis actuellement cache dans un petit hôtel tres discret a cause des associes de mon pere qui me veulent du mal a cause de mon heritage.

Merci beaucoup que DIEU vous benisse.

Flany Koneh.

From: Jon Clark *Ex. 1*
Sent: Friday, May 02, 2014 7:01 PM
To: Reform
Subject: More

Follow Up Flag: Follow up
Flag Status: Completed

A few days ago I wrote to this address some reflections on my experiences at the Port Authority and my concern about what path the agency has taken (or been forced into) over the past couple of decades. After just watching the video of the meeting of the Special Oversight Committee, I have some specific suggestions to make.

When a vacancy on the Board of Commissioners occurs, the governor of the state represented by the vacancy should nominate a replacement. The nomination goes to the Board, which gathers information, conducts an interview with the nominee and votes to accept or reject the nominee. Acceptance would require a vote of 9 of the 12 commissioners, except that if the vacating commissioner is already gone, a vote of 8 would be required.

Once the Board concurs with the nomination, the governor would send it to his or her state legislature for approval, as is the case now.

Commissioner service would be limited to two full terms (plus any part of a term that he or she filled when the incumbent did not complete the term), with the restriction that the reappointment would be subject to the same procedure (gubernatorial nomination, Board acceptance and legislative approval.)

Board members could only be involuntarily removed by a vote of 9 or more members of the board. They would not serve at the pleasure of either governor.

The Board would nominate and confirm from among its membership a Chairman, and subsequently nominate and confirm a Vice Chairman from the state not represented by the newly elected Chairman. Each would serve a two-year term. At the end of that time the Board would be asked to confirm (by a vote of 9 out of 12) the election of the sitting Vice Chairman to the post of Chairman. If the vote is yes, the Board proceeds to nominate and confirm a member from the state not represented by the newly elected Chairman to serve as Vice Chairman. That would ensure that each Chairman would enter the position with two years experience in a leadership position. If the Board fails to confirm the sitting Vice Chairman, another nominee from the same state would be voted on. If the Board is unable (perhaps by virtue of the 9-vote requirement) to conclude this process, alcohol should be served and consumed at the meeting until they can.

The Chairman and Vice Chairman, plus one more commissioner of their mutual choice, should serve as a search committee when a new Executive Director is needed. The results of that search should be presented to the whole Board for its consideration, with a vote of 9 in favor would be needed to confirm the selection. The governors would have the ability to veto this selection at the time of first appointment only. The Executive Director would be subject to reconfirmation by a vote of the Board every two years, with a vote of 9 in favor required for retention. The governors would not have veto authority over retention of an Executive Director. The Executive Director would then have sole authority to select a Deputy Executive Director to serve concurrent with his or her time in office. Also, through the Director of Administration and the Director of Human Resources, the Executive Director would have exclusive authority over the hiring of all other Port Authority Employees. What was known in the past as the "Tenure of Office Resolution" should be brought back as insurance against arbitrary dismissal of Port Authority employees. That could be the last remnant of the George Marlin administration to fall by the wayside.

All Board and Committee meetings of the commissioners should be open to the public at all times. I don't know if the concept of "Executive Session" still exists, but it should go away.

One last personal preference would be for the agency to be renamed the Port of New York Authority, since that refers to the geography of its domain and not to the states it serves. Not going to happen.

Sincerely,

Jack W. (Jon) Clark Jr.

MUHAMMAD ANWAF.txt

From: Suzanne Roberts *Sy A*
Sent: Wednesday, May 07, 2014 3:38 AM
To: Reform
Subject: MUHAMMAD ANWAF

Dear Sir,

I wish to thank you for your service during my visit to NY. I want the Port Authority Customer Care to know that Mr. MUHAMMAD ANWAF was very kind and professional, and went out of

his way to help me get my transportation worked out after arriving on my plane to New York. I had not made my connections right with my transportation, and he got it all done taking a long walk to his office to print a letter of the internet so I could have the coupon I needed to get a ride to the hotel penn, which I needed in order to get a ride. I want his company to know what a good employee and man he is.

Thank you again for your kindness!

Suzanne and my service animal (Woody)

Sent from my iPad

From: charles deprima *Ex-1*
Sent: Tuesday, April 29, 2014 10:34 AM
To: Reform
Subject: naming rights

Follow Up Flag: Follow up
Flag Status: Completed

In order to ease the financial burden on toll payers, I would like to see the Port Authority put out for bid naming rights to its different facilities. For example a company would be able to bid a price to rename the Holland tunnel the Pepsi Cola tunnel. This would generate revenue without harming commuters pocketbooks.

Thank you
Charles

Needed Changes.txt

From: GUY GAROFANO 
Sent: Wednesday, April 30, 2014 11:26 AM
To: Reform
Subject: Needed Changes

Follow Up Flag: Follow up
Flag Status: Completed

Hello, Guy from northern NJ here. I believe the PA must become more independant of political influences from both NJ & NY State. whether that means new ways of appointing personnel and / or other changes I don't know - but the goal must be achieved in one way or another.

I also strongly feel that the role of the PA must be confined to managing the region's transport network (ports, air travel, etc). The agency should not be involved in real estate developments, and things of that nature.

Regards,

Guy Garofano

From: Gail Toth [gtoth@njmta.org]
Sent: Wednesday, May 14, 2014 10:37 AM
To: Reform
Cc: 'Chuck'; 'Chuck Connors'; mshevell@shevellgroup.com;
tbrennan@hallscorp.com; thomas.roy@wakefern.com;
charlie.amorosi [Ex. 1]; dciok [Ex. 1]; 'Gerry Coyle'; 'John
Bittner'; Lawrence.Day@jettranslogistics.com; 'Patty Penna';
ssalz@lindencompanies.com; sueklk [Ex. 1] tjadamski [Ex. 1]
Subject: New Jersey Motor Truck Associations Reform Recommendations
Attachments: pdf PANYNJ Reforms.pdf

Please see attached our reform recommendations.

If you have any questions, please advise.

Thank you.

Gail E. Toth
Executive Director
New Jersey Motor Truck Association
160 Tices Lane
East Brunswick, New Jersey 08816
Phone: 732-254-5000
Fax: 732-613-1745
website: www.njmta.org
Learn more about NJMTA: www.njtrucks.org/movie



This email is free from viruses and malware because avast! Antivirus protection is active.

From:  on behalf of Joseph J Kowalski [jk@capitolmgmt.com]
Sent: Tuesday, April 29, 2014 10:50 AM
To: Reform
Subject: NJ Port Authority Reform Suggestions

Follow Up Flag: Follow up
Flag Status: Completed

To Whom it May Concern,

The objectives should be clear and measurable.

1. Set, in writing, a brief strategy, both short and long range tactics to achieve each strategic statement. Review and revise both strategy and tactics annually.
2. Commit to a process of efficiency and cost savings/containment.
3. Clearly assign authority and responsibility to each member.
4. First establish a starting financial and operational base to measure all activities, going forward.
5. Review progress and processes regularly, at least once a quarter.
6. Rotate and revise membership based on qualifications and contributions to positive progress within the commission rather than any patronage and featherbedding.

--

Regards,

Joseph J Kowalski, CMCE
Capitol Management Consulting
30 Pleasant Valley-Harbourton Road
Titusville, NJ 08560-2101
Email: jk@capitolmgmt.com
Phone: ()
Cell: 
Web: www.capitolmgmt.com
Product: www.safecostonline.com

From: David Magid ~~EX-1~~ No Free Wifi at JFK.txt
Sent: Saturday, May 10, 2014 10:20 AM
To: Reform
Subject: No Free Wifi at JFK

Follow Up Flag: Follow up
Flag Status: Completed

Hi,
I am a frequent flier through JFK and am always dumbfounded why the airport does not have free wifi. The Bongo app is extremely confusing and unless you download their featured app, you do not get free access.
As one of the busiest airports in the world, it is a shame that JFK is not on par with other world class airports.

Looking forward to a response and hopefully a change!

Best,

David Magid

From: Kirshbaum, Jeffrey [JKirshbaum@bayernlbny.com]
Sent: Monday, April 28, 2014 3:26 PM
To: Reform
Subject: PA Reform

Follow Up Flag: Follow up
Flag Status: Completed

1) For starters, the general public would like to see what any corporation has to go through in order to transform itself into a leaner, more efficient, and more profitably run organization. That means significant layoffs. Eliminate unnecessary layers and duplicate positions caused by patronage placements by governors over the years (but most egregiously by Gov Christie) and slash operating costs.

2) Take those savings and roll back the tolls to 2011 levels (\$8) and KEEP THEM THERE! That's still a ton of money, so budget it accordingly. Make it work. Still think you can't manage the agency with \$8 tolls? Then figure out how you will do it. The agency operated for years with \$3 tolls, \$4 tolls, \$6 tolls, etc. Make it work. Slash more operating costs. Consolidate departments. Make it work. You want to begin to regain the public's trust? Return the tolls to \$8.

3) Stop focusing on the WTC. There is already more than enough office space. Let Larry Silverstein secure his own financing. The PA is not a bank and the general public (the people who pay tolls every day) are NOT guaranteeing his developments when he starts crying that are sitting (as they inevitably will) with a vacancy rate of 30-40%. Focus on the primary responsibilities of the Port Authority, which includes, HELLO - the **Port Authority Bus Terminal**. You want people to have an improved opinion/impression of the Port Authority as an agency? How about starting with the bus terminal that bears your name. Start by IMMEDIATELY breaking ground on a bus garage - or otherwise figuring out a way to keep another 300 or so NJ Transit buses in the city so people don't have to wait 20, 30, sometimes 45 minutes EVERY SINGLE DAY waiting for empty buses to come back into the city during the height of rush hour to pick us up. And in the meantime, we would greatly appreciate if the people at the bus terminal would stop playing that tired old announcement that "buses are delayed, both ingoing and outgoing, due to heavy volume, sorry for any inconvenience this has caused." People are standing in lines that go down the stairs and wrap around the corridors, and we need to hear that announcement? Buses are delayed tonight? Really? I had no idea. Thanks for that announcement though - and please - replay that announcement every five minutes.....

And once the garage is built, THEN focus on what the terminal looks like - but not before you build that garage. I'd rather have a five-minute wait in a dingy old terminal than a 35-minute wait in a gleaming, re-done building. Get people in and out quickly - that's the priority.

Stop being a real estate company. Eliminate the fat, the waste, the excessive salaries and perks, the duplicate (or outright unnecessary) positions and/or functions, and reverse that toll hike back to \$8, and figure out how to manage yourselves within that budget - and stop using the commuters as an ATM to fund your wasteful spending. Hire me. I'd fix that place in six months.

Jeff Kirshbaum
Vice President
Bayerische Landesbank
New York Branch
Risk Office - 2932
560 Lexington Avenue
New York, NY 10022
Tel: 212-230-9045
jkirshbaum@bayernlbny.com

PA Reform txt

From: John Lister *Ex: 1*
Sent: Wednesday, April 30, 2014 3:35 PM
To: Reform
Cc: para@paranynj.org
Subject: PA Reform

Follow Up Flag: Follow up
Flag Status: Completed

I worked at the PA for 31 years as a management analyst in the Organization and Management Department (now no longer existing.)

I applaud the recommendations to have the Board name list own chairman and select an Executive Director.

In addition, ways must be found to re-establish a staff which is merit-based and thoroughly professional. Political appointments by the Governors or others should be verboten.

Also, you might reconsider the "Mission Statement" that I, along with many other staff members, put together in 1989. In addition, I don't think the PA should undertake any projects outside of its port district, unless said port district is redefined. The PA should limit itself to projects that enhance the interstate transportation network. Real Estate development, i.e. industrial parks, world trade centers, or other such projects should be considered beyond the pale of its corporate charter.

Finally, an independent unit should be formed, reporting directly to the Executive Director, or perhaps even the Board of Commissioners, to audit all aspects of the organizations functioning, with special attention to its contracting procedures, but also to all aspects of its structure and procedures.

From: Tony R | *Excl*
Sent: Wednesday, April 30, 2014 1:38 PM
To: Reform
Subject: PANYNJ Reform: My Thoughts

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs:

I would like to recommend the following changes to improve the Port Authority's operation and public image:

- The position of Deputy Executive Director should be eliminated, there is simply no need for that position. It was and is now a political appointment. It has cause more leadership problems in the agency since it's creation in 1990's.
- The Board of Commissioners should be expanded to fourteen members. To provide more accountability, the New York State Attorney General and the New Jersey State Attorney should appoint one Commissioner each, to serve a term of four years. Also, the term for the Commissioners appointed by the Governors should be reduced to three years and no Commissioner can serve more than two consecutive terms.
- In addition, the Port Authority's Board of Commissioners and senior staff together should conduct at least four times a year, "town hall" meetings for the General Public to discuss the Agency's plans, goals and objectives.

Thank you,

Tony Roberts

Sent using Hushmail

From: George Blomme *Ex. 1*
Sent: Monday, April 28, 2014 4:23 PM
To: Reform
Cc: *Ex. 1*
Subject: PANYNJ reform

1. First things first: Please finish the WTC site; Please approve the funding approved for Tower 3. The place is never going to look finished with that 7-story stub that is Tower 3 at the moment. (Tower 2 - I guess that's for the next century - let's not think about it now)
2. WTC Performance Arts Center -not needed; don't fund it.
3. The airports really need to be modernized and I know you have a plan for that.
4. Yes the bus terminal certainly needs major improvement and/or expansion.
5. Try to dump PATH on some other authority.

George Blomme - 35-year PANYNJ employee retired 1996.

Email: *Ex. 1*
Mobile: '

From: Joseph J. Di Gianni ' Ex. 1
Sent: Monday, April 28, 2014 11:37 PM
To: Reform
Subject: PANYNJ Reform

Follow Up Flag: Follow up
Flag Status: Completed

- Set up a Council of Regional Governments with elected representatives who work on planning transportation issues ONLY. No real estate. i.e. World Trade Center. land deals at the foot of the GWB, or other non-transportation enterprises. Representatives would be sent from each county which interfaces the harbor: NYC's 5 counties and NJ's 5 port-facing counties. Shadow representation would allow input from NY's Nassau and Suffolk and NJ's Monmouth and Ocean.
- Also, integrate PATH, HBLR, and Newark LR with the NYC's subway, NYCTA.
- Basically, elected representation is needed. The idea of the "authority" to skirt accountability to the public was cute in the 1920s but it's proven how susceptible it is to corruption, especially in light of recent events.

Best regards.

*Joseph J. Di Gianni
Montclair State University
Department of Earth and Environmental Studies
Montclair, NJ 07043
Office: (973) 655-4448
Mobile: Ex. 1*

<http://msuweb.montclair.edu/~digiannij/>



New Jersey Motor Truck Association

160 Tices Lane • East Brunswick • New Jersey 08816-2083 • TEL 732-254-5000 • FAX 732-613-1745 • www.njmta.org

May 14, 2014

NJMTA Suggested Port Authority New York/New Jersey Reforms

On the behalf of the New Jersey Motor Truck Association's members which are also significant contributors to the PANYNJ's tolled facilities, we respectfully submit our recommendations for PANYNJ reforms.

- All board members and management must have a background in transportation – the core mission of the PANYNJ.
- Representation on the board should include the users/toll payers of the facilities such as trucking industry representatives, commuters and flyers.
- No more economic development projects – focus on the infrastructure the PANYNJ currently operates
- Tolls should be used to maintain and up-keep the facilities being tolled – not to be used for state projects that are unrelated to the PANYNJ
- A committee made-up of representatives of both states should hire the top management team based on their experience in transportation – the candidates should not be political appointees. They must be qualified to run the PANYNJ.
- At least half of the PANYNJ board meetings should be held in New Jersey as this would allow more participation from interested parties in New Jersey.

Permenent Employee vs. Political Appointment.txt

From: linda varady Ex. J
Sent: Wednesday, April 30, 2014 11:55 AM
To: Reform
Subject: Permenent Employee vs. Political Appointment

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs,

As retirees of the Port Authority of New York and New Jersey, my wife and I have, respectively, 25 and 37 years of service. We feel we have some valuable insight into the recent issues regarding the Port Authority.

Beginning in the 1970's the Agency began appointing "interim" Executive Director and Deputy Executive Director. These positions, as well as all Departmental heads, must be "permanent" Port Authority of NY & NJ employees. When one of these positions open up, there must be an interview and vetting process with the ultimate approval of the Full Board and two Governors. The practice of appointing Executive Level positions does not serve the Agency, nor the region, in its' effective completion of it's core mission. The process of interviewing for these very important positions will enable the Agency to rise again as the transportation leader it once was.

As far as the Board of Commissioners is concerned, we feel they can be appointed to their seats (6 from NY and 6 from NJ) by the respective Governors, with the Chairman's appointment being made by the full Board of Commissioners. Only in this way will the Agency return to the viable transportation leader it once was.

The PA has done remarkable things in its' almost 100 year history. My wife and I are very proud to have been a part of it's history. It MUST continue to do even more.

.Respectfully,

Mr. Michael A. Varady
Mrs. Linda-Mae (Hart) Varady

From: Arnold Silverberg
Sent: Wednesday, April 30, 2014 5:46 PM
To: Reform
Subject: Politics

Follow Up Flag: Follow up
Flag Status: Completed

I have always believed that the PANYNJ is doing an excellent job at all they accomplish within their jurisdiction. Problems have occurred within the organization from the top down. There are to many political appointees who contribute nothing to the organization except a higher overhead. When the public complains about higher tolls they should be made aware of all the money spent on the Governors' pet projects.

--

Arnie Silverberg

From: Raymond Downs *Ex. 1* Port authority .txt
Sent: Tuesday, April 29, 2014 7:14 AM
To: Reform
Subject: Port authority

Follow Up Flag: Follow up
Flag Status: Completed

I suggest disbanding the entire structure, eliminate 25% of the top brass, elect one director on each side and let each state take care of their own portion.

Oh that would be too smart just keep it same way with double dippers high rolls and no parents rice maintenance until the bridges and tunnels are falling apart than fixing them with a 2 year down time do those that pay the salaries are left holding another mess.

Good luck doing nothing.

Ray D

Sent from my iPhone

Raymond Downs
VP Environmental Health & Safety - TEI Group
509-525 West 34th Street, 4th Floor New York - NY - 10001
Telephone: 646-674-5695 / Fax: 212-727-9882 / Mobile: *Ex. 1*

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From: CAROL.CROSSI *Ex. 1*
Sent: Monday, April 28, 2014 2:19 PM
To: Reform
Subject: Port Authority of New York and New Jersey

Follow Up Flag: Follow up
Flag Status: Completed

I was an employee of The Port Authority of New York and New Jersey from 1984 until my retirement in 2005.

I was a Legal Secretary in the Law Department for my entire employment and can honestly say that every attorney, paralegal, secretary and clerical gave 100% to the Department. The changes started when political appointees were made and dedicated attorneys were forced to retire or leave. From newspaper articles, etc. I see that this has happened to the entire Port Authority of New York and New Jersey. Without political appointees the Port Authority employees who were competent and dedicated would still remain. There would be no Bridgegate or other scandals.

Let's give the Port Authority back to the competent and not the political.

From: Edward B. Farkas | 
Sent: Wednesday, April 30, 2014 11:58 AM
To: Reform
Subject: Port Authority Reform

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I retired from the Port Authority of New York starting in the Design Division of the Engineering Department (MEDD) and then moving on to the Aviation Department. Through the years I worked as a Staff Services Engineer, Project Manager and Program Manager. I supervised and managed the work, at LaGuardia Airport of SEMAC (Staff Engineering Maintenance and Construction), Major Works Program, Security and Anti-Terrorism Program as well as Capital Projects.

After retiring from the Port Authority I worked in the private sector for both commercial and government clients including similar agencies in the United States and abroad. Thus my comments are based on both experience within the agency and being able to compare best practices in the private sector and other similar government agencies.

In both private companies and similar government agencies top positions such as Executive Director down to the Department Assistant Director level are based solely on an objective point based selection process. The criteria includes elements such as related experience, education in the field, a technical examination that demonstrates knowledge of the industry, sector, etc... a formal interview with a standard question set, a review of past performance on prior similar positions. The concept being that the individual ultimately selected have the requisite experience, track record, education and knowledge to assume the position irrespective of political affiliation or activity.

The job descriptions of these key officers is clearly linked to specific metrics and they are answerable to their immediate supervisor or in the case of the Executive Director to the Board. In the case of the latter, the individual still has metrics but is responsible for the implementation of resolutions when appropriate. The objective being that, from an operational perspective, they are independent of politics and focused on performing their jobs.

In the course of my years in the Port Authority there were numerous Project Management models. The most productive was the matrix with the line department Project Manager as the lead. This was because he/she best knew the requirements of the facility as well as the constraints and was best able to manage the logistics. This has been proven to be a best practice elsewhere as well.

Splitting up the Port Authority of New York and New Jersey would be clearly inconsistent with its core mission. It needs to get back to its original charter by divesting from activities and facilities that are not part of why it was originally created. PATH should be returned to the State of New Jersey and the World Trade Center should be Returned to the State of New York. The agency was never envisioned to run railroads or manage real estate. These are merely the most visible examples.

The Port Authority use to be envied for its being the leading edge of public agencies, the quality of its customer service, the innovative designs of its engineers and architects. To a certain extent this was due to a philosophy of continuing staff development, institutional memory and organizational continuity. In other words personnel were encouraged to grow professionally and they knew there was stability. Continual reorganizations, and

there are many industry studies that verify this, purge the organization of the most competent. Those with the most experience and ability go elsewhere early in the process leaving behind those with less experience. If this happens many times the result is predictable. I myself left prior to a reorganization to the private sector to a much higher salary. I was not alone. My position was subsequently filled by two people as I was managing multiple programs and the only way to bridge the gap was by adding additional personnel thus the intent of the reorganization to reduce staff, at least in this case, was clearly not achieved.

Simple is good. The 'old' Port Authority had a straightforward organization. A few staff departments such as Human Services, Law, Purchasing and Line Departments and very few above that all with linear (pyramid) relationships and for many decades it worked out well. The old engineering adage is: If it ain't broke don't fix it. Sadly it has been fixed and politicized.

In summary the agency should return to its core mission divesting itself of activities and facilities that are inconsistent with that mission. The selection of executive positions should be point based. It should return to project management matrix system with the facility PM as the lead. Executives should be evaluated on goals and metrics to the exclusion of politics. The organization should be simplified to its initial structure with a commitment to maintain that structure to ensure stability.

Respectfully submitted,

Edward B. Farkas



Edward B. Farkas, CFC, CHS, DAFBET, MIEEE, PMP
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United States Cell:

Latin America Cell:

Ex. 1

Port Authority Reform.txt

From: Michael Duffy
Sent: Tuesday, April 29, 2014 5:36 PM
To: Reform
Subject: Port Authority Reform

Follow Up Flag: Follow up
Flag Status: Completed

To Whom it May Concern,

Through my observation of the PANYNJ over the past 6 years, I have found that there are many things wrong and many things right with the PANYNJ. It is our duty as public stewards of the organization to make sure we reform what is wrong with the agency without losing sight of and without changing what is right about the agency.

The recent headlines have exposed what is wrong about and what needs to change in the agency. Firstly, what the bridge scandal proves is that there should be strict guidelines in place to prevent OPERATIONAL control of the agency by politicians. Even the currently established procedure of political appointment of senior PANYNJ officials should be re-examined to ensure that operational and capital investment decisions are not made to serve anything but the good of the public. What should also be seriously examined is what can be instituted (i.e. some sort of independent non politically affiliated board) to prevent conflict of interest which has run rampant in the PANYNJ and has been a major scandal provoker. It is totally unacceptable to the public to allow this to occur when major and critical capital investments that do not serve special interest are being put on the back burner. I see this as a major problem that needs to be fixed at the PANYNJ. Lastly, not only for conflict of interest, but the routing of PA revenue needs to have a check and balance in place to avoid it being a piggy bank. If it is to be expected to run efficiently and functionally like a business, then money should not be syphoned out of it to fund projects like the Pulaski skyway which generate the PANYNJ no revenue. The Pulaski skyway is not operated, maintained, or tolled by the PANYNJ, and it should therefore have no financial obligation to repair it without the promise of future tolls. The agency cannot be treated in a financially dysfunctional manner and be expected to run financially functional. Capital investments should be made in the facilities that the PA operates, maintains, and collects revenue from in order to maintain financial function because, what people like governor christie don't seem to remind people of is that the agency does not receive tax money and operates solely off revenues like tolls and flight fees from the facilities it is RESPONSIBLE for. It cannot be expected to financially support what it is not responsible for.

Next, what is good about the PANYNJ should not be changed. The people running the PA

Port Authority Reform.txt

website have bragged on the website that for the past 5 years, the PANYNJ has "held the line" in operational expenses. What this means is that for five years, the working men and women of the PANYNJ have seen their wages frozen. This is simply wrong. The hard working employees of the PANYNJ who have families to support and college to save for should not be punished for politicians wrong doings. It is not only for fair treatment of the working middle class blue collar workers that this statement is made. The PANYNJ employs a tremendous staff of professionals like architects and engineers who need to provide a tremendous level of quality management in order to deliver the vast array of major critical infrastructure projects the PA is constantly procuring. In order for the PA to ensure to the public that these mega projects are being done to the contracted quality, cost, and timeframe, the agency NEEDS to have a staff that is competitive with and compensated at similar levels to outside contractors and consultants. Simply put, if PANYNJ employees are not given financial incentives competitive with the private sector, then the talented employees will move to the private sector and the PANYNJ will be at a disadvantage to keep projects under control. Remember, a talented employee has very different goals when working for a contractor then when working for and in representation of the PA and if the PA doesn't have talented people representing their interests, the public will not get a good product. If a small percentage of the millions spent on projects outside of the PAs mission were spent on financial incentives for high achieving employees, the PA would be much better off.

In closing, it is important to note that the principles that formed the PA were good as evidenced by decades of major accomplishments that many can be proud of. What needs to be preserved is the good people who make up this agency and who have taken part in those accomplishments rather than preserving special interest. The employees of the PANYNJ are there to have an honest, dependable job that they can take pride in, support a family on, and retire with dignity after a career of service. This is what absolutely needs to be preserved and I would hope that the powers that are given the privilege to control the future of this agency can recognize that.

MD

Sent from d my iPhone

From: Egmckeever@aol.com
Sent: Tuesday, April 29, 2014 8:01 AM
To: Reform
Subject: Reformng the :Port Authority
Attachments: Port Authority Suggestion Box.docx

Follow Up Flag: Follow up
Flag Status: Completed

I would like to add the insight of a long-time Port Authority employee (1961-1997) to the commentary on "fixing" the Port Authority by contributing an insider's view of the "pre-political" Port Authority.

Thank you for giving me this opportunity. Please see attached.

Ed McKeever

I would like to add the insight of a long-time Port Authority employee (1961-1997) to the commentary on "fixing" the Port Authority by contributing an insider's view of the "pre-political" Port Authority.

The reason that the Port Authority has lost its way and has become a haven for partisan political operatives, as well as a piggy bank for Governors' pet projects far removed from the Port Authority mission, starts and ends with the Port Authority's Board of Commissioners. This needs to be where the focus of reform must be if any lasting change is to be brought to the agency. The core problems at the Port Authority involve matters of governance. This was the consensus view also expressed by the panel of outsiders on April 21. The Port Authority is in a crisis of governance and has been for some years. *Bridgegate* has served to bring this to the public's attention.

In my early years at the Port Authority the Board of Commissioners was populated by people who could be described as captains of industry and finance. This group, included Howard Cullman, CEO of Philip Morris; Hoyt Amidon, Chairman of United States Trust Company; James Kellogg, Senior Partner at the Wall Street firm Spear, Leeds & Kellogg as well as Chairman of the New York Stock Exchange. These people, and most of the other people on the Port Authority Board during the sixties and into the seventies, were people to whom Governors were beholden, not the other way around as is the case today. They were not there to do their Governor's bidding. The Commissioners saw their role as guiding the Port Authority forward, and in concert with the Authority's staff, allocating the agency's resources in the best interests of the bi-state region.

Up until the early seventies the Port Authority Board possessed the required independence from political interference to make sound resource allocation choices decisions. What the Port Authority requires is a Board of Commissioners made up of people who have the freedom and independence to do the right thing for the Port Authority and the people of the bi-state region for the long term, rather than Board members who are constrained to maintain a glance back to Albany or Trenton to make sure that their actions are consistent with short-term political needs.

One view expressed by the panel of outsiders was that the Governors operate with "restraint" regarding the Port Authority. "Restraint" as used on April 21 was a polite word for not meddling directly and continuously in Port Authority affairs as seems now be the norm, as well as discontinuing larding the Port Authority staff with patronage and political appointees who, in some cases, even by-pass the Board and report directly to Trenton and Albany.

It is unrealistic to expect the Governors to act with "restraint." In today's environment of money politics elected officials arrive in office beholden to those who financed their electoral

victory and to those who worked on their campaigns. The former expect a return on its investment and the latter group needs a paycheck until the next campaign. This is just the reality of modern politics and in saying so I do not mean to suggest that the current Governors are acting any differently than their recent predecessors or those who are likely to succeed them. Neither do I mean to imply that the current Port Authority Commissioners are not honorable people.

The insulation of the Port Authority from short-term political imperatives could be accomplished with a piece of straightforward state legislation that establishes minimum standards for the qualification of nominees to the Port Authority Board.

Qualifications for Port Authority Commissioners

In the sixty months preceding the appointment of a Commissioner such appointee shall not have:

worked on an election campaign (in a paid or unpaid capacity) for a gubernatorial candidate in New York or New Jersey;

contributed more than \$ (to be specified) to a gubernatorial candidate in New York or New Jersey;

been employed directly or indirectly (to be defined) by either the State of New York or State of New Jersey or any of their subdivisions or agencies;

been employed directly or indirectly (to be defined) by any firm that currently does business or has plans to do business with either the State of New York, the State of New Jersey or the Port Authority;

The above criteria are obviously not meant to be the only qualifications that the legislatures should expect to see in nominees to the Port Authority. These only address matters of conflict of interest and independence from undue political influence.

Ed McKeever

From: Steven Vreeland *Ex-1*
Sent: Monday, April 28, 2014 1:25 PM
To: Reform
Subject: Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

Privatize the PA. Too much waste, too much featherbedding. Wasteful pension spending. All authorities should be privatized.

Steve Vreeland
Ex-1

From: Aaron Skinner [Ex. 1](#) Port Authority.txt
Sent: Friday, May 02, 2014 8:20 PM
To: Reform
Subject: Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

To change the port authority for the good is to Build the Twin Towers II so American's can see that we do recover and it would be the ULTIMATE F U to the terrorists and the Twins would be a lot cheaper then the Current WTC so please let the Twins rise up again the WTC was twins for a reason it had a message that said "I can see myself in you as you can see myself in you" and it would be so helpful to have the memorial outdoor instead of indoor (see the Twin Towers II memorial) and the Twins were Symbols of world Peace and should stand once again the tower they are building now is an embarrassment to the name "World Trade Center" the twins stranded for peace and love the new one WTC message comes across as the terrorists won because we didn't rebuild BOTH towers (via iPad)

From: Claire Holmes [claire@globalgatewayalliance.org]
Sent: Thursday, May 08, 2014 10:22 AM
To: Reform
Subject: Public Comment on Port Authority Reform from GGA

Follow Up Flag: Follow up
Flag Status: Completed

Protecting Airport Modernization at the Port Authority

By Joseph Sitt and Stephen Sigmund

Our region's airports are envied for their passenger traffic and economic activity. But decades of underinvestment have put JFK, LaGuardia and Newark woefully behind the rest of the country for delays and passenger satisfaction.

For decades, vital airport investments have had to move to the back of the line behind more politically pressing budget needs.

The list of problems at our airports is long. We have the most delayed airports in the nation. We have decaying and outmoded terminals. We have no one-seat mass transit links. And we consistently rank at the bottom in the amenities offered to passengers.

New York metro airports act as a gateway to the rest of the world - transporting more than 110 million passengers, including 53 million tourists, each year and creating half a million jobs in the process. In addition, it is by far the largest revenue generating business for the Port Authority, accounting for over \$2 billion annually.

Given this critical role, the ongoing discussion about reforms at the Port Authority must include advancing and protecting airport modernization. Indeed, none of our airports can receive the attention they deserve unless the Port has its own house in order.

Fixing the problem does not require a Blue Ribbon panel of experts; it requires a little common sense. In fact, three basic steps would prevent bad habits from reoccurring and help the Port Authority "keep its eye on the prize."

1. Create a "Lock Box" for Airport investments in Port Authority Budgets: Right now, the Port Authority can alter the funding in its ten-year Capital Plan in any year. That means that important, long-term investments end up taking a back seat to short-term crises or political whim. A "lock box" would guarantee a minimum percentage of annual Capital funding for airports and airport access, reflecting airports as the agency's top revenue generator. This would, in turn, protect the allocated funds from being raided in favor of other budget needs, while also giving the authority flexibility to manage an unforeseen challenge. Key projects would remain the top priority throughout the life of the Port Authority's ten-year Capital plan.

2. Implement Regular Public Financial Reporting: The Regional Plan Association has called for the Port Authority to report its finances more like a public company, including issuing 10ks and quarterly reports. Not only would this step increase transparency and accountability, it would create a system to help the public, and the Port Authority's Board, ensure that airport modernization and other projects with a high return on investment are on track.

3. Follow Port Authority By Laws for Appointments and Staff Leadership: Proposals to

streamline the bifurcated leadership of the agency are right, but they are more complicated than necessary. Right now, the Port Authority's by-laws call for the Governors to appoint six commissioners from each state to serve six-year, staggered terms. They also spell out that the Board members elect a Chairman and appoint an Executive Director who manages the staff and implements Board policy. Those by-laws should be followed, rather than the more recent traditions of Board members leaving with new Governors, the Governor of New Jersey appointing the Chairman and the Governor of New York the Executive Director. This simple move alone would help remove the impact of immediate political needs from the Port's budget making decisions.

Change is always slow and difficult - especially in government. But these policies would help the Port Authority focus on the projects that matter. And that is the story passengers want to hear.

Joseph Sitt is Chairman and Founder of Global Gateway Alliance, the leading coalition for airport modernization in the New York region.

Stephen Sigmund is Executive Director of GGA and former Chief of Public and Government Affairs for the Port Authority of NY/NJ.

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Claire Holmes | Policy Analyst
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claire@globalgatewayalliance.org
www.globalgatewayalliance.org

From: Chris D *Excalibur* Re improvements. .txt
Sent: Monday, April 28, 2014 2:41 PM
To: Reform
Subject: Re improvements.

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for giving me the opportunity to offer some suggestions.

1) During the rush hours at the Lincoln Tunnel do not allow empty or only partially filled buses to go through the tunnel. Even though they are in the bus lane they eventually merge with regular vehicular traffic. The other day I must have been along side 10-12 buses that were completely empty going through the Lincoln tunnel at rush hour.

2) The police at the airports (especially Newark) need to learn to be more pleasant and step down a little. Why does the Port Authority need so many?

3. The Port Authority needs to stop paying out ridiculous high salaries. These high salaries effect the toll costs. Jobs need to be cut and the agency needs to Run lean. What do these people do? The bridges and tunnels are already there it's not like anything new is being built. People are getting hammered with the costs of tolls.

4. Stop with the nepotism with the hiring!!!

Sent from my iPhone

Reform .txt

From: George Dorner
Sent: Tuesday, April 29, 2014 2:14 PM
To: Reform
Cc: McNerney
Subject: Reform

Follow Up Flag: Follow up
Flag Status: Completed

I had worked for the Port Authority for almost 40 years and during this time I have seen many changes in the organization .

The politicians have little by little taken away from the hard working and dedicated Port Authority workers and have brought in outside political appointments, who serve at their pleasure and use their positions not for the better of the Port Authority but for the better of the politician who had put them in office.

The politicians have been destroying a great origination to the point that most workers can not wait to retire or leave. They have spent millions of dollars on studies that a 10 year old could give them the answer and who does the study ? A political connected friend of the politician.

who is kidding who ? The answer is right in front of you. But will the political machine be removed and will the agency be allowed to bid contracts from the best qualified and promote from its own staff?

Time will tell.

George J. Dorner

From: David Pressey
Sent: Monday, April 28, 2014 3:18 PM
To: Reform
Subject: Reform? How about desolve?

Follow Up Flag: Follow up
Flag Status: Completed

Why the hell do we need all these agencies with their own set of leadership? I don't understand the complete wastes of money spent by these agencies. They have their own police forces, their own helicopters, their own fleet of useless equipment that they probably would never use, I saw once this "mobile command center" that they have. Aren't they just in charge of security at airports and bridges? Why do they need a mobile command center? But we as citizens don't stand up to these governmental authorities and say that we have had enough of our money wasted on useless stuff. Get ride of them and run them under the state police agencies or department of homeland security for the airports. Too much waste with all these individual organizations.

A

From: Michael Bavaro [*EW*] Reform Input.txt
Sent: Thursday, May 01, 2014 2:29 PM
To: Reform
Cc: Joe Boasi; jerry
Subject: Reform Input,

Follow Up Flag: Follow up
Flag Status: Completed

At the very top of the reform is to strictly enforce keeping the PA Apolitical ! The fact that our politicians install political appointees not be allowed.....let them go thru the same employment process as everyone else ! Do away with the individual bonus system (it causes favoritism)...if someone is really outstanding or provides a development that causes a safety or financial Benifits to the PA recognize that achievement..... ! The PA should be more customer service oriented.....for instance.....as far as I know there is no cell phone lot at EWR.....why ! Change Depts Budget process.....make it so that Mgt can be more cost conscious !

Sent from my iPad

From: Resch, Steven | *EX-1*
Sent: Monday, April 28, 2014 3:31 PM
To: Reform
Subject: Reform Suggestions for PANYNJ

Follow Up Flag: Follow up
Flag Status: Completed

To the Oversight Committee of the Port Authority of New York and New Jersey:

Public confidence in the Port Authority (PA) has eroded for a variety of reasons. To name a few:

- Inadequate, and in the case of LaGuardia, severely out of date airport terminal facilities.
- Poor service and unjustified spending on PATH facilities.
- High bridge tolls that hurt interstate commerce and leave motorists questioning the budgeting of the PA.
- Unnecessary association with WTC project.
- Obvious ties with New Jersey government personnel.
- Ignorance regarding the needs of New York motorists, travelers, and commuters.

I am sure you will receive hundreds of responses that believe that the above problems can be fixed with the elimination of the PA. If I were a more optimistic person, I would probably be one of those voices. However, I realize that no amount of protesting could ever actually remove the PA, and even if it did, the PA would be ultimately replaced by a similar entity. Therefore, you, the Oversight Committee, must substantially change the PA for the better in order to restore public confidence. I personally feel that the best way this can be done is by bringing the PA "back to it's roots," so to speak, re-becoming a bipartisan, bi-state agency in charge of ports, bridges, and regional access:

- Divest from all non-essential real estate interests, including the WTC site. The PA was not intended to be a real estate company, and never should have become one.
- Show renewed commitment to improving PATH and Airport service. Begin redevelopment of LaGuardia as soon as possible.
- Embark upon a complete replacement of key PA personnel, who have proven that they have hidden agendas.
- Dramatically reduce tolls on Staten Island and Hudson River crossings.

I strongly urge the Oversight Committee to take action as soon as possible, and to do so with a bias for sweeping changes. At this point in time, lack of any action whatsoever on your parts is the only thing that will reduce public confidence further in the PA.

Thank You for taking the time to consider my view and suggestions.

Steven Resch
Longtime NY Resident
Mechanical Engineering Student

From: Roger Greff¹ *Ex. 1*
Sent: Friday, May 02, 2014 7:01 PM
To: Reform
Subject: Reform the Agency

Follow Up Flag: Follow up
Flag Status: Completed

Austin Tobin (for those of you who don't know who he was, he was the Exec. Director before Politics took over the PA.) once said when politics comes to the Port Authority the company will be finished. HOW TRUE WERE HIS WORDS.

My suggestion to reforming the Port Authority is to REMOVE the CANCER which is the politics. All management positions should be filled by persons who rose through the ranks of the PA. At least these people know what the P.A. is about and would be able to handle any problem that arose as they have done in the past.

Roger J. Greff (Retired Capt. PAPD)

Reform the PA of NY and NJ.txt

From: Edward Silhan *Ex. 1*
Sent: Wednesday, April 30, 2014 5:43 PM
To: Reform
Subject: Reform the PA of NY and NJ

Follow Up Flag: Follow up
Flag Status: Completed

Gentlemen: I joined the Port Authority family on February 7, 1977 when I was hired as a Port Authority Police Officer. Back then, as is now, it was the NY Governor who appointed the PA Executive Director and the NJ Governor who appointed the Chairman of the Board of Commissioners. As to other political appointees I do not believe that there was the patronage that exists today. During the recent scandals that have become the daily topic of local news I was astounded by the sheer numbers of political patronage jobs, I read as many as 50 positions that Governor Christie appointed to the PA. Does Governor Cuomo also have as many patronage jobs as Gov. Christie? Many of these seem to be high ranking executive positions. This did not exist when I started working for the PA. High ranking positions in all departments were being filled by qualified long term PA managers and employees. If needed for some special expertise, a job search of qualified people outside the PA was conducted. This is the first area that has to be reformed. Trust those who have spent their entire career working for the PA to lead the organization efficiently. Secondly, I believe that the Governors over the last couple of decades, using their veto powers, have held a gun to the head of the PA to fund numerous pet projects that have nothing to do with the original mission of the PA. Why is the PA rebuilding the Pulaski Skyway? Why, because Gov. Christie wants it and will veto any other relevant PA projects until he gets his way. Why did the PA build a Newark Legal Center, a Staten Island Teleport, a Brooklyn Fish Port. These were some of the projects that were forced on the PA by the Governors. Governor Christie, to play up to public sentiment demanded that retired PA employees be stripped of their EZ passes for free transit across the PA bridges and tunnels. A benefit to many retirees guaranteed by their contracts. The expense by the PA's own figures cost the agency 1.5 million dollars a year, if my math is correct, a figure that represents 0.000214% of the PA's 7 billion dollar budget. A small price to pay for the loyalty of employees who spent in excess of 25 years making the PA run. What has Gov. Christie done for the PA except to give it a big black eye. How much did Governors patronage jobs cost the PA last year. By the way, arbitrators have ruled in a number of hearings that you cannot take that benefit away except through contract negotiation. Why did the PA so quickly agree to take away this benefit, because Gov. Christie held the gun to the head of the PA Board and demanded they do it or he would

Reform the PA of NY and NJ.txt

veto any and all PA projects until he got his way. So, secondly I propose the the Governor absolute veto power be taken away. They have the Executive Director and Chairman of the Board who can listen to and present the Governors ideas and concerns to the Board and then the Board can vote for projects that are in the best interest of the PA and the people of NY and NJ and not the interests of the politicians. Of course the matter of employee costs also has to be addressed. I am retired and am well aware of the excellent benefits that I have. I am also aware that the PA as well as many municipalities are being weighted down by employee and retiree expenses. Something has to give but it cannot be through edicts issued by the Governors. Any changes made to reduce the cost or require more employee contributions must be done through contract negotiation.

So in closing, I suggest that in order to reform and make the PA more efficient you must take steps to 1) Remove all patronage jobs from the PA, 2) Take away the veto power of both Governors and 3) Through contract negotiation achieve wage and benefit concessions, especially for any new hires, to reduce your employee costs. Sorry if I ranted a bit, but as I said in the beginning I am part of the PA family and it irks me to see it dragged through the mud.

Edward J Silhan

From: thomas caggiano *Ex-1*
Sent: Monday, April 28, 2014 10:04 PM
To: Reform; rschar; patrick.hobbs@shu.edu; AsmPrieto; criminal.division; crimestoppers; senpennacchio; senotoole; sencodey@njleg.org; senstack; senallen; senkean; senkyrillos; investigations@washpost.com; news-tips; newsroom; NewsTips; news; ic_complaints
Subject: Reform the pork barrel port authority of NY/NJ

Follow Up Flag: Follow up
Flag Status: Completed

1. first find some ethical attornes as NJ is infected with over 100 corrupt gov attorneys and the attorneys READ the Codes of Ethics called rules of professional Conduct pragraphs 8.3.a and 8.3.b

2, have the officials read Title 18 U.S.C. Section 4 for if they know a federal crime cocurred and do NTO report it t othe FBI they are a felon.

don't go to the US Attroeny District of NJ for Brigegate as US Attorney Pauli fishjman si corrupt.

3. Tell the corrup State of NJ acting attorney general John Jay Hoffman, es that title 2C crimes exist. Reqeust the corrupt NJ Attorney gernal to conduct an indeoendent State of NJ grand jury to indict the corrup consorairors from teh Port Authroity and Gov Christie's office on State of NJ Tile 2C criminal cahges for NJ is so corrupt the sereis fo AG under Christe adn the corrupt Jon Corzine did NOT.

4, Pintout or download <http://thomascaggiano.com/index.pdf> and make every high level official in the por authrity read it.

5. Do NOT appoint toany key postion any NJ legislator thrown out of office by the people in an election only to tahve the corrup Gov gvie taht person a high lelvel psotion or his camoaign manager liek teh corruto Susan Bass Levde=en who had zero trasncrpotation expereince.

Get the State of NJ to passs teh erforms on GRC taht 24 orgzaiantiosn supported S-1451 and S-1452 and get teh Commissioner of Communityu Affaris out fo the GRC votign oanel.

6. find an honest judge in NJ taht complies with above as I have found NONE.

read <http://thomascaggiano.com/FEC.pdf> and find out NJ operates

Read <http://thomascaggiano.com/glenngrant.pdf> adn do NOT rely on NJ corrup judiciary its rotten from the top down stuart rabner and gelnn Grant, JAD

. Like NY support a constitutional chagne in NJ to get lected jduges not corrup appointed jduges taht exist thriugh out NJ

7. Fire every polticial appointee that did NOT ahve any trasnsroation exoerince.

8. Go back to transportation NOT buying the world trade center floors

9. comply with federal laws 18 USC section 4

10. comply with CEPA

11. get transportation

12. reduce the structure to make more flat lined and fire dozens making over \$125,000 per year consolidate to transportation and road buses and rail NOT buildings

That's a start get teh polical hacks out fo the port authority is just a bloated bastion fo patronage NOT expertise. Stramline.

READ <http://thomascaggiano.com/corruption> as NJ needs a new govt

--

Thomas Caggiano
Author and Publisher of FreedomNewsDigest.com

Ex. 1

<http://thomascaggiano.com/background.pdf>

From: *Ex. 1*
Sent: Wednesday, April 30, 2014 1:43 PM
To: Reform
Subject: reform time

Follow Up Flag: Follow up
Flag Status: Completed

For starters its simple. Remove ALL politics from the Port Authority and let the Port Authority do what they do best. The agency has proven itself for more years that I'm alive. Just look at the track record until politics entered its way into the agency. We need to step back in order to step forward. This is one of the last truly amazing agencies that have stood the test of time because....you guess it. No Politics

Thanks
Jerry T.

From: Aronson, Michael [MAronson@nydailynews.com]
Sent: Wednesday, April 23, 2014 2:59 PM
To: Reform
Cc: Foye, Patrick; Valens, Chris
Subject: reform

Who will be reading these reform emails?

Michael Aronson
Daily News
212-210-2293

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***** (NJ)

Reform.txt

From: Graham smith *Ex. 1*
Sent: Tuesday, April 29, 2014 12:30 PM
To: Reform
Subject: Reform

Follow Up Flag: Follow up
Flag Status: Completed

I feel that the practice of granting free toll passage to legislators, board members, and employees should be halted. It appears that this perk creates a considerable loss of income to the authority, therefore creating a greater burden to taxpayers and toll payers.

Another area that begs to be addressed is the practice of using authority funds to support or totally fund local projects, such as parks, sports fields, and the like, as recently reported in media throughout the region. This authority should be charged with the efficient operation of the crossings and maintenance of these facilities. It is not, to my knowledge, intended to be a philanthropic organization.

Thank you for your time.
Graham Smith
Hamilton, NJ
Sent from my iPad

From: Genovesejen : *Ex. 1*
Sent: Wednesday, April 30, 2014 1:14 PM
To: Reform
Subject: reform

Follow Up Flag: Follow up
Flag Status: Completed

AS A PORT AUTHORITY RETIREE I HOPE THAT THE BOARD, IN CONCERT WITH THE TWO GOVERNORS, FIND A WAY TO REDIRECT AND RE-ENERGIZE THIS GREAT ORGANIZATION.

THE PORT AUTHORITY HAS CONTRIBUTED IN DEVELOPING MANY PROJECTS THAT HAVE ENHANCED THE NEW YORK AND NEW JERSEY REGION CREATING GREAT WORKING FACILITIES THAT HAVE RESULTED IN MANY NEW JOBS FOR THE BI-STATE AREA. I WORKED FOR THIS GREAT AGENCY FOR OVER 35 YEARS AND I AM PROUD OF PROJECTS THAT HAVE BEEN CREATED AND EMPLOYED MANY MEN AND WOMEN IN BOTH STATES. FACILITIES LIKE THE TELEPORT, THE AIRPORTS, THE TUNNELS AND BRIDGES, GARBAGE BURNING FACILITY, WORLD TRADE CENTER, PATH, NEW YORK/NEW JERSEY WATERWAYS AND MANY OTHERS HAVE EMPLOYED MANY IN THE TWO STATES. ALL EFFORTS MUST BE MADE TO RE-ENERGIZE THIS AGENCY RESULTING IN THE CONTINUED DEVELOPMENT OF GREAT WORKING FACILITIES AND AREA TRANSPORTATION. THANK YOU, LARRY GENOVESE

From: Carlo Alfare [*EX*]
Sent: Monday, May 05, 2014 10:20 AM
To: Reform
Subject: reform

Follow Up Flag: Follow up
Flag Status: Completed

Stop putting political hacks and cronies in jobs there, especially top positions.

Reforming the Port Authority of NY NJ.txt

From: Michael Kucab [Ex. 1](#)
Sent: Monday, April 28, 2014 1:23 PM
To: Reform
Subject: Reforming the Port Authority of NY & NJ

Follow Up Flag: Follow up
Flag Status: Completed

It has become obvious to all that the Port Authority is no longer fulfilling its mission of promoting interstate commerce between NJ and NY. This is most evidenced by the recent bridge and tunnel increase to \$13.00. Most view this agency as a large political pork barrel where high paid appointments are made on who you know rather than on what you know. Spending decisions also appear to be largely politically motivated. Consequently, the only solution is to dismantle this agency which had out lived its usefulness. The airports and ports should be returned to their respective states. The revenue generated can then be used to help supplement distressed budgets within those states and host cities like Newark. The bridges and tunnels can be turned over to a much smaller bi-state authority similar to that which handles the Delaware River Bridge Crossings into Pennsylvania. It presently only costs from \$1.00 to \$5.00 to cross into Pennsylvania. It has to be asked why the major difference to cross into NYC?

From: bill haubert
Sent: Wednesday, April 30, 2014 3:46 PM
To: Reform
Subject: reform

Follow Up Flag: Follow up
Flag Status: Completed

When I went on the PA police the agency was know as the New York Port Authority. We were always known as the Port Authority Police. Never the Port Authority of NY and NJ police. It just may be a start to look @ that. Right now the Port Authority of NY and the Port Authority of NJ as two separate agencies. The r plenty of people to blame, but it was always a huge problem Nepotism should be a occasional happening not a method of operation. I was one of the volunteers that worked the pit for the entire recovery and I saw how well the police department ran with the proper people in charge. I truly believe Mr Dunne is the proper person for his position. The agency needs more men like him. Someone who owes nothing to no one.

Respectfully submitted,
William J. Haubert
Retired PAPD 1993

--
William J Haubert

From: oceancarlisle@EA 1
Sent: Monday, April 28, 2014 5:33 PM
To: Reform
Subject: Regaining the public's trust

Follow Up Flag: Follow up
Flag Status: Completed

Everyone who commutes between NY and NJ is feeling a good amount of disdain for this whole scandal, and the best way to have the public regain trust in your agency, is to separate yourselves from it. I know I probably don't have to tell you that, but, not everyone is following the blow-by-blow account of how this all went wrong.

So, my suggestion, to both separate yourselves from the scandal, and to help people's overall commute, would be to start lobbying/finding funds for the river crossing that Gov. Christie didn't allow to be built.

Not only would this show that your agency is not (forgive the pun) in bed with Gov. Christie, but it would go a long way in making all commuters happy, not to mention the jobs it would bring, which could be attributed to the Port Authority. Were your agency seen as spearheading the effort to get a new river crossing, a lot could be forgiven, and a lot of trust regained.

One other suggestion; improve the Port Authority bus terminal, it is horrible. It has gotten A LOT better in recent years, but two things that definitely need improving are: 1. Digital information boxes to direct people to the gates they need. This would be particularly helpful for those who are travelling late night/early morning when the gates have changed. and 2. More, cleaner, and easier to find bathrooms.

Thank you for taking the time to read this, and more importantly, for opening yourselves to suggestion. Those of us following the news can see who really is to blame here, but the new bridge crossing, spearheaded by the Port Authority, is a very public showing of faith on your part, that I believe the general public (especially commuters) will appreciate, and reward you for.

From: Adam Semanchick *Ex-1*
Sent: Monday, April 28, 2014 3:02 PM
To: Reform
Subject: Regaining the trust of the Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Port Authority of New York and New Jersey,

Let us start off by simply making the Port Authority a good neighbor! In Bayonne, NJ we have what close to 300 acres under Port Authority control. You pay 0 taxes and are currently making headlines daily for the suffering to the people under the Bayonne Bridge. You are going to have more of a headache when the first house comes crashing down and sad truth is there are a lot of people here who suspect it may happen.

Property taxes in Bayonne are sky high and probably rank near the highest in the state. All the while you make billions in proceeds on the Bayonne Bridge and soon the be the Peninsula at Bayonne Harbor. The only long term thing you do for our city is allow us to use a 200ft by 100ft square for a ballfield. You ARE A BAD NEIGHBOR!

In addition to being a bad neighbor, you continuously raise tolls between two residential and commercial zones which would make for a strong economic area for both Staten Island and Bayonne. Let's face it the Bayonne bridge is lightly used by commuters in comparison to other properties under your jurisdiction. Want to see it thrive, lower the dang toll. While I also frequent New York City (Manhattan, I have come to terms with that toll price.) However with Staten Island they have a mall in close proximity as well as great shopping all about 5 minutes from me but I would rather spend 20 minutes in traffic, \$2.70 on the turnpike and \$3 on paying for parking to visit Newport Mall.

In conclusion, as a 28 year old man living all my life in Bayonne I can firmly attest to the fact that you have done NOTHING for this community and I solemnly swear that if I am ever elected to Public Office I will explore ways to rid our town of the Port Authority. And the what the heck are you thinking \$13 to cross a bridge, I can cross the turnpike extension for \$1.65.

Sincerely,
Your Angry Neighbor
Adam Semanchick

From: *Ex. 1*
Sent: Wednesday, April 30, 2014 5:00 PM
To: Reform
Subject: Response to PA Board's request for comments
Attachments: PARA - statement to PA Board re Reform april2014.docx

Follow Up Flag: Follow up
Flag Status: Completed

To the PA Board:

Please see the attached statement from the Port Authority Retirees Association Board (PARA) in response to the request for comments on the Board's "Reform" efforts.

Dave Gallagher
President, PARA

Port Authority Retirees Association, Inc.

PO Box 2002
East Millstone, New Jersey 08875

April 30, 2014

To the Port Authority Board:

This is being submitted on behalf of the **Board of the Port Authority Retirees Association, Inc (PARA)** in response to the article in the recent issue of the **PA News** regarding your request for comments from the public in connection with the current "Reform" efforts being considered by the Board's Special Oversight Committee.

Introduction

A small group of PA retirees attended the Special Oversight Committee's meeting on April 21st to observe firsthand the input from the outside panel and the discussion which followed their opening remarks. We were most encouraged with the candor and constructive exchange of views among all participants. We are hopeful that many of the suggestions that were offered will be accepted and implemented in the near term. To do so will demonstrate the Board's ability and willingness to address these issues on its own without the need for outside direction.

Those of us who attended that meeting did so not out of idle curiosity but rather from a sense of long standing connection and commitment to the organization where many of us spent the overwhelming portion of our adult working life. It has been both sad and shocking to be reading about the continuous stream of revelations that have surfaced during these past few months. We are hopeful that the Board will act boldly to redirect and revitalize the organization, consistent with the founding core principles which governed the Port Authority most successfully as it pursued its evolving regional mission for these past 93 years - - as of this date.

Strengthening that regional concept, a central guiding principle during the PA's history, remains even more vital now and into the future. In cooperation with the state DOT's, the toll road and bridge authorities, and other agencies in both states, the PA has led a number of planning initiatives benefitting all areas of the region. The PA's independent, bi-state, regional perspective needs to be re-energized as soon as possible.

In our view, the PA has worked well for most of its history and there is no need to radically reshape it such as dividing its assets among the states. We believe that it can be made to work well within the context of the Port Compact and the later bi-state legislation. We believe a return to performing projects and directing revenues within the PA's core functions are essential.

The PA retiree community, taken as a whole, is a unique, valuable source of experience, history, perspective and professionalism. In that vein, we offer the following for your consideration.

Board Governance and Leadership

We strongly support the outside panelists' suggestions that the Board should act to eliminate the inappropriate impact from outside political pressure on the board's actions. To this end, we emphasize that the Board members need to act on behalf of the Port Authority's best interests – not the parochial or partisan interests of either Governor or any individual Board member. The Board members' governance and fiduciary responsibilities require allegiance to the agency and its mission - not to the appointing Governor.

We support the notion that the Board itself ought to select its Chairperson from among its own ranks. The Chairperson ought not be selected by the Governor. Clearly, the Board needs to work *with* the Governors in pursuit of the PA's regional agenda but, at the same time, the Board needs to be independent *from* the Governors in accordance with the basic intentions of the founders. To be sure, there are occasions when the Board needs to be able to say "No" to the Governor and negotiate a different outcome if a particular request is not in the best interests of the region or the agency. The Port Compact seems to be rather clear on this point. The Governors surely will always have their veto prerogative but the Board's agenda and its actions ought to be consistent with the PA's regional mission not the individual, parochial "wants" of either state.

Any Board member who has the faintest perception of a conflict of interest on any specific item brought to the Board should recuse himself immediately from any discussion or any vote on such an item. That recusal ought to be made in public in the spirit of full transparency.

We fully appreciate that it is the responsibility of the Governors, not the PA Board members, to nominate new commissioners. It is our understanding that there are several current vacancies on the board. We nevertheless suggest that Board members encourage the Governors to nominate individuals whose experience, expertise and statesman-like record will contribute affirmatively to the PA's mission and agenda rather than to the Governor's preferences to satisfy his own state's interests.

Executive Selection and Leadership

We fully support the recommendation from the outside panelists that the Executive Director should be chosen by the Board. For obvious reasons, the Port Authority deserves to have the best leader possible regardless of where the individual resides or what his/ her personal political leanings may be. In this way, it would be clear that the

Executive Director reports to the Board, is responsible to the Board and takes direction from the Board.

We also agree that the Executive Director should have the full authority to form his/her own organizational structure and to select the top executive staff (advisors, deputies, assistants, etc) consistent with well established Human Resource policies and practices. In this way, the notion of a dual line of authority (NY/ NJ) should be completely eliminated as quickly as possible. It is clear that this phenomenon only adds to organizational dysfunction, conflicting agendas and priorities, and uncertain allegiances – none of which are in the best interests of organizational effectiveness. We strongly suggest that the executive management teams which have performed well should remain in place regardless of changes in state administrations. Effective leadership over an extended timeframe provides much needed continuity and contributes to strengthening the agency while frequent changes in priorities and management approach have had the opposite effect.

Staff Selection and Promotion

All staff appointments throughout the organization should be accomplished in accordance with long standing and well established Human Resource policies. There should be no outside directive for political appointments at any level. All positions should be filled based on merit and acceptable qualifications of an applicant vis-à-vis the requirements of the specific position. Political appointees owe their allegiance to their political patron. All staff, on the other hand, should be committed to the best interests of the Port Authority and its regional mission.

Investment and Allocation of PA's Resources

There has been much discussion about the appropriate allocation of the PA's resources, particularly its financial resources. We take no specific position on which projects ought to be approved. That is the rightful purview of the PA Board. But we feel confident in suggesting that all non-Port Authority projects should be curtailed immediately. The overwhelming needs that have been identified for security related work at all facilities in the aftermath of the attack on the World Trade Center in 2001, the growing need for upgrade and rehabilitation of the existing facilities, and the need for new facilities including the Goethals Bridge and the reconstruction of the World Trade Center have demanded a major commitment of the organization's financial capacity. Expenditures at this time for non-PA projects only distract from the broader regional mission. This is particularly true without a source(s) of new revenue to support the growing financial needs. The PA's funds appropriately belong to the region – not to either state. This is a fundamental premise underlying the Port Authority's creation nearly a hundred years ago.

Perhaps the most valuable resource of the organization lies in the men and women who comprise the workforce. These "human" resources too need to be nurtured and developed in a thoughtful and aggressive way so that the professionalism, innovation, excellence and commitment that have been hallmarks of the agency for decades can continue into the future. In every respect, the Port Authority staff ought to be recognized leaders in the public sector. It used to enjoy that reputation throughout the nation and across the globe. With the current clouds of uncertainty hovering over the workplace and with the outflow of so many staff who are retiring, we are concerned that there may well be a severe skills gap in the near future that will lead to further decline in the PA's capabilities to meet its regional agenda going forward. We encourage a strong support from the Board for strengthening the career service concept which has proven to be so valuable in the past.

Conclusion

The efforts of the Special Oversight Committee offer much hope for bringing the PA back on track. It seems that the organization has been off kilter for far too long. We are very encouraged by the comments of the outside panelists and the interest expressed by the Board members during the April 21st meeting. We realize there may not be unanimous acceptance of all recommendations but that is a part of the process. There will always be differences of opinion on policies or project proposals but such differences do not equate to dysfunction as has been alleged. Healthy debate is useful and it should promote thoughtful, constructive discussion but it needs to be managed well and the decision maker(s) need to act for the benefit of the organization's mission and with genuine respect for the parties. Again, we hope that a renewed commitment, consistent with the PA's historic core principles, to the basic goals and practices can be forged in order to promote the best interests of the region, the public, the staff and the Port Authority itself.

Our interest, commitment and concern about these issues continue. We sincerely hope that the Board will address the underlying root causes of these current problems. We are available to explore these or other ideas in further detail at your request.

Submitted on behalf of the PARA Board.

Dave Gallagher,
President, PARA

From: STRUNSKY, STEVE [SSTRUNSKY@STARLEDGER.COM]
Sent: Monday, April 28, 2014 5:11 PM
To: Reform
Subject: Test of the reform@panynj email address

to determine if there is a bounce back, or automated reply indicating receipt of the email.

Thanks.

-SS



Steve Strunsky | One Star-Ledger Plaza | Newark, NJ 07102-1200
P: 973-392-1544 | M: 973-986-6848 | E: SSTRUNSKY@STARLEDGER.COM

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From: Rosemarie and Rich Sheer *Ex. 1*
Sent: Wednesday, April 30, 2014 1:17 PM
To: Reform
Cc: PA Retirees Assoc.
Subject: "Restore" rather than "Reform"

Follow Up Flag: Follow up
Flag Status: Completed

To the Members of the Special Oversight Committee of the Port Authority Board,

As a Port Authority staff member from 1968 to my retirement in 1998, I was a witness to evisceration of the Port Authority by the States of New York and New Jersey. With the forced retirement of Austin Tobin in the 1970s, the States began their takeover of the PA for their own purposes, and not the benefit of the Region it was intended to serve. It began with patronage appointments to the highest management positions that previously had been career staff opportunities, along with self-serving Board appointments. This resulted in the dissolution of long-term planning, replaced by short-term, four-year election cycles. What followed was the use of PA revenues to supplement State projects, clearly an abuse of the PA's charter under the Compact Clause of the U. S. Constitution.

These selfish practices by the States have turned the Port Authority from its mission to the detriment of the Region it was intended to serve. They have almost killed the goose. It is time to restore the Port Authority of New York and New Jersey to the self-governing entity it was intended to be, with only minimal oversight by the States.

Richard Sheer
Proud Port Authority Retiree

From: George Molloy *Ex. 1*
Sent: Wednesday, April 30, 2014 6:11 PM
To: Reform
Subject: Sale of Non Core Real Estate Properties

Follow Up Flag: Follow up
Flag Status: Completed

The sale of non core real estate assets such as warehouse properties @ Port Elizabeth/Newark would generate much needed revenue and reduce reliance on bridge and tunnel toll revenue. Furthermore, these monies could be applied to projects such as Bayonne Bridge raising, new Goethals Bridge and other on going capital projects. Good and much needed publicity!

From: Alexander Mijares [alex@mjmmfg.com]
Sent: Monday, May 12, 2014 12:23 PM
To: Reform
Subject: sheet metal fabrication

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon,

I hope this email finds you well. I recently came across your website; and wanted to contact you and see if we could be of service in regards to your metal fabricated parts.

My company MJM Manufacturing, Inc. (<http://www.mjmmfg.com>) is a minority-owned DBE small business, that specializes in turn-key, precision sheet metal fabrication, cnc machining, and assemblies.

We would greatly appreciate the opportunity to be able to assist you and your company on your next RFQ for any of your sheet metal fabrication & cnc machining requirements. Anything you can send our way is greatly appreciated.

Thank you very much and we look forward to an opportunity to work together. Have a wonderful day!

Sincerely and Respectfully,

Alexander Mijares

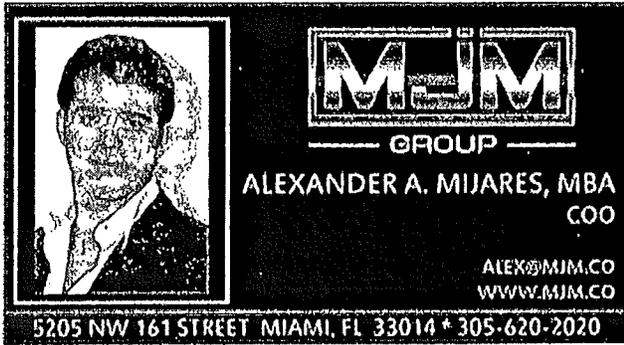
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From: Cynthia Bisman ^{Ex. 1} some concerns.txt
Sent: Wednesday, April 30, 2014 8:31 PM
To: Reform
Subject: some concerns

Follow Up Flag: Follow up
Flag Status: Completed

I have become most concerned about the difficulties of air travel in the NYC area.

Newark Airport -- while I was prepared for the highway repairs, I learned about the runway repairs only upon arriving for a US Airways flight connecting in Phoenix to Sacramento (visiting my son for his 40th birthday). We were early for our flight so avoided the worst of the mayhem that ensued that afternoon -- no-one would reach their connecting flights on time and none of those flights were adjusted to accommodate the fact that flights leaving NJ were all going to arrive late at their destinations.

*It is very important to work with the airlines to make adjustments on connecting flights AND to alert people scheduled for these flights well ahead of time (not everyone has smart phones).

On a return trip to NYC, our flight scheduled for Newark was delayed by over an hour (would get me to NYC after midnight). I was fortunately able to change my destination to LGA, however, once there the plane had to keep circling and ultimately landed in an area requiring bus shuttle service the terminal. Folks around me said -- "so this is NYC!"

*LGA needs full renovation to meet the needs of a global public used to better airport facilities

Thank you for your attention

Sincerely,
Cynthia Bisman

Stewart International Airport.txt

From: Behany, Thomas Civ USAF ANG 105 CES/RPE [THOMAS.BEHANY@ang.af.mil]
Sent: Friday, April 25, 2014 1:10 PM
To: Reform
Subject: Stewart International Airport
Attachments: SWF_LAND_USE PHOTO PANYNJ.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Good Day!

Like the Air National Guard, the Port Authority is a tenant on NY State land on the Airport Property, which is owned by NYS DOT. The Port Authority's presence at Stewart International Airport puts it in a unique position. Many of NY's aqueducts run through our Hudson Valley, and one (the Catskill Aqueduct) runs right under Runway #34 here at Stewart. I believe it's NYC/DEP property. Like all the other aqueducts, at some point, leaks will have to be fixed. I propose that when the portion of our Stewart Airport area aqueduct is shut down for repair, at least three 12 foot in diameter water turbines are to be placed inside the aqueduct during its downtime. With generators attached, the electrical energy produced by such an endeavor could power the entire Airport, free of charge, with power to spare for "netmetering" credits back to Central Hudson. This type of financial "reform" is just what the Port Authority needs. Our landlord, the NYS DOT would be involved and profit, also. Tom.

Mr. Thomas Behany, DMNA
Real Property Examiner
Stewart ANG Base
1 Maguire Way Bldg 207
Newburgh, NY 12550-5075

EX:1

Thomas.Behany@ang.af.mil



From: Paul DeHope *Paul DeHope*
Sent: Tuesday, April 29, 2014 8:41 AM
To: Reform
Subject: Stop political appointment's

Follow Up Flag: Follow up
Flag Status: Completed

Stop political appointment's for friends, relatives and classmates of Governors.
Cut pay and benefits the same as other public employees have been subjected too.
Is it true after just five years some PA employees are eligible to collect a pension???

Sent from my iPhone

From: Jeanne C Majors *Ex. 1*
Sent: Friday, May 02, 2014 1:33 PM
To: Reform
Subject: Suggestion - TRAINING

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I retired from the Aviation Dept. 8 years ago. I loved my job and had plenty of training to do my job well.

I would suggest that in order to stick to the core values of what the Port Authority was created to do is to have line and staff thoroughly trained in the mission of the PA and why it was created. Construction projects and monies spent need to be looked at with more oversight and whether affects the region and the people who live and work in the region.

*Jeanne C. Majors
Retired (2005) Sr. Office Assistant /LGA- Public Safety*

From: Dan Moffit ; *Ex. 1*
Sent: Monday, April 28, 2014 3:26 PM
To: Reform
Subject: Suggestion

Follow Up Flag: Follow up
Flag Status: Completed

Go back to the basics...Re-establish public and private trust in the integrity and ability of the Port Authority of NY & NJ.

The board of commissioners are appointed by the Governors. No issue there. The commissioner term of 6 years is supposed to transcend a singular governor's term, thus avoiding the need of a political appointment in favor of the independent appointee.

The board's role is strategic, not operational by design. The capital plan, long term project development and financial self-sufficiency are their responsibilities. They achieve this through their singular employee – the Executive Director.

Adherence to the strategy and delivery of project performance is evidenced at monthly board and committee meetings. Any direct contact by commissioners with staff, other than at a Board/Committee Meetings, is inappropriate and smacks of interference, impropriety, and undermines the authority of the Executive Director.

A bifurcated leadership suite doesn't work either. As difficult as this is in private practice, it appears impossible in a bi-state governmental setting. Governors need to hire one leader to deliver the vision of the two states. This should not be hard to do given the talent pool available in the NY / NJ region. **Only requirement is that the Governors trust each other.**

The states' should also recognize that the practice of NY selecting the Executive Director and NJ the Board Chair may not always be optimum and in the best interests of the region.

Daniel H. Moffit
Retiree, 2003

From: Ex. 1
Sent: Tuesday, April 29, 2014 8:43 AM
To: Reform
Subject: Suggestion

Follow Up Flag: Follow up
Flag Status: Completed

After 26 years of proud service as an attorney at the Port Authority I am dismayed at the attacks. This agency is a most important asset of the region. I strongly suggest that actions be taken to assure the most important bondholders of the stability and strength of the financial status of the agency. This will be accomplished by staying true to your mission of supporting bi-state projects within 25 miles of the Statue of Liberty. There must be no competition between the Executive Director and the Deputy Executive Director. Austin Tobin set the best example of one strong Executive Director appointed by the Commissioners.

Herb Ouida

Suggestions for cleaning up the PA.txt
From: Neil Geminder
Sent: Monday, April 28, 2014 11:38 AM
To: Reform
Subject: Suggestions for cleaning up the PA

Follow Up Flag: Follow up
Flag Status: Completed

1. Completely eliminate patronage hires
2. Hire and pay well only highly trained professionals
3. Eliminate use of consultants, lobbyists, et al.
4. Perform a wall to wall waste assessment
5. Establish a REAL oversight commission free of political connections
6. Treat the public with respect. Remember: You work for them.

Neil Geminder
Ex. 1

From: ... *Ex-1*
Sent: Monday, April 28, 2014 1:09 PM
To: Reform
Subject: Suggestions for Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

Sent from my T-Mobile 4G LTE Device

my suggestion to the Port Authority of New York and New Jersey would be to show in the newspaper every month how much money was collected from the toll booth and other areas.

Then I would show another chart indicating where these funds were spent in salaries or maintenance or distributed to some other area. After all it is the taxpayer who's giving you this money and they deserve to know how much you are getting and where you're spending it.

Best Regards
LES BELL

From: Jon Clark *Ex. 1*
Sent: Friday, April 25, 2014 4:42 PM
To: Reform
Subject: Suggestions

Follow Up Flag: Follow up
Flag Status: Completed

I retired from the Port Authority in 2009 after 31 years of service, beginning as a Management Trainee in 1968 and ending, after a break in service between 1972 and 1979, as Senior Manager, Airport Services Programs. As members of the committee certainly know, the Port Authority changed dramatically from 1979 to 2009, and things haven't gotten any better since then.

When Peter Goldmark spoke at the Port Authority a few years back, he made a point of saying that, during his tenure, a commissioner urged him to hire someone for a high level position at the PA. He said he told the commissioner that either he or the recommended person would be working for the PA, but not both. The commissioner backed down, and that may have been the last time an Executive Director had the balls to do that. His answer was prompted by a question from a useless high-level appointee from New Jersey who was essentially defending his own flimsy resume as sufficient reason to employ people like himself.

After his talk, I asked Goldmark if he knew that an action of his turned out to be the beginning of a steady downturn at the Port Authority. He didn't. When the states of New York and New Jersey realized that they didn't need all of the space that they had rented at the Trade Center (mostly to pump up its occupancy during its early years) they were allowed to essentially sublet the space (which they had secured at a big discount) at market rates and pocket the difference. This flow of cash alerted the governors (especially in New Jersey) to the potential of the Port Authority as a piggy bank for projects that either marginally, or not at all, could be justified under the Port Authority's bistate transportation mandate. They also apparently saw that salaries of Port Authority employees would go steadily up, even when money for state employee salaries was in short supply. That was the beginning of political hacks (again, mostly from New Jersey) started showing up in high-level positions at the PA, some filling real vacancies, many not. Human Resources even created a position to handle these referrals, something that would never have been countenanced under Goldmark or before him.

I think Tony Shorris, recently appointed First Deputy Mayor, was the last Deputy Executive Director chosen by the Executive Director, Stan Brezenoff at the time, rather than by the New Jersey governor. That started when George Pataki rewarded George Marlin, the head of the Conservative Party in NY State, for providing the critical margin of votes that put Pataki in office. Marlin was the first clueless empty suit to serve as Executive Director, and morale at the Port Authority sank to new lows under him. After Christine Whitman, who had to approve Pataki's selection of Marlin, interviewed him she apparently told Pataki that she would only approve him if she could put someone in as Deputy Executive Director who had actual public administration experience. That started the "tradition" that produced more than one Deputy Executive Director to whom the Executive Director barely spoke.

The recommendation of your committee that the Board select the Executive Director and that the Executive Director select his or her own Deputy is an excellent one, but unless the governors can be effectively divorced from that process, it probably won't make a lot of difference. Rotating the Chairmanship between the two states for two-year terms is probably the most important recommendation you made. You should recall that local titans of industry used to comprise the PA board, and that they considered it a "giving back" to the region that helped them prosper. That was so much the case that, when the former head of the MTA, I think, came to the board decades ago, it was seen by some as improperly political.

If you are in investigation mode, you might look into "donations" from the Port Authority to local governments, agencies and non-profits over the past 20 years or so. Sometimes in cash, sometimes in materials or equipment, sometimes in construction or renovation projects that were ostensibly for the good of the community, these political payoffs grew over the years. I don't know if the accounting is transparent enough to allow you to discover them, however. You already know about the gifts of WTC steel to local recipients in New Jersey. Bill Baroni's responsibilities were almost completely ceremonial/political.

As you may detect, I have a much lower opinion of the actions of the New Jersey branch of the Port Authority.

However, the ridiculous charade that surrounded the last toll increase, where both governors Cuomo and Christie pretended they were unaware of the board's intentions (in its history, the governors have NEVER been unaware of the board's intentions, especially on big issues) so that they could seem to be "responsible" by approving a smaller increase than the one originally floated, was so laughable to anyone who knew anything at all about the Port Authority that I'm surprised that any reporters gave any credence to the story. Of course, honest reporting would probably have made it more difficult for a reporter to continue to have access to state government operations. The recent move to more transparent board deliberations is a good one, but doing the "real" business in "executive session" should be abolished as well.

I hope you can come up with standards or procedures that clearly define what kind of projects the Port Authority should legitimately undertake. I'm surprised that no bondholder has taken the PA to court (as they did when the World Trade Center/PATH deal was first proposed) to stop the PA from undertaking non-revenue-generating projects that don't have a close and clear connection to interstate transportation. No reasonable person would include the renovation of the Pulaski Skyway in that category, and I'm sure there have been others like it.

When I first came to the Port Authority, it was proudly described as a "quasi-governmental" agency, with the "quasi-" being the important distinction. Promotions were made within the staff, and I think the first high-level outside hire was when Peter Goldmark hired an executive recruitment firm to find a Director of Aviation. He hired Robert Aaronson, who had been director of the Metropolitan Washington Airports Authority, not a resident of either New York or New Jersey. Staff took pride in the quality of their work and their dedication to the Port Authority, and many of them became leaders of professional organizations in their fields. Staff were even expected and encouraged to participate in such organizations as part of their job responsibilities. Eventually the idea that staff were traveling on the PA's dime to conferences in conjunction with those organizational responsibilities came to be considered a luxury junket (most politicians only know official travel in that context) and the ability of PA staff to advance their own knowledge through contact with fellow professionals around the country and to enhance the PA's reputation as a highly regarded public agency, was sharply curtailed.

I wish all the members of the committee much good luck in implementing specific, clear rules and procedures that will build up the "quasi-" and diminish the political aspects of the Port Authority. It would be nice to think that the Port Authority could have more to be proud of as it celebrates its centenary in 2021.

Sincerely,

Jack W. (Jon) Clark, Jr.

P.S. Larry Silverstein has sucked enough out of the insurance companies and the Port Authority. If he thinks 3 WTC should be built, he should build it with his own money or credit. I'm glad the media have shined a light into this dark corner of the PA's negotiations.

Suggestions.txt

From: ^{Ex. 1}
Sent: Monday, April 28, 2014 12:04 PM
To: Reform
Subject: Suggestions

Follow Up Flag: Follow up
Flag status: Completed

Hello,

After reading an article on nj.com about suggestions being welcomed to fix the port authority - I have one main one. Fix public transportation. There is much more to this than lane closures or toll hikes on the GWB and I realize the NJ Transit is state-run however judging by the fact that it's the main form of transportation to get from NY-NJ and vice versa, it needs to be fixed. The NJ Transit is such garbage compared to other countries where public transportation is second nature. The following are suggestions on fixing public transportation, please help.

1. Easier way to track our buses/trains - other countries (and even cities in the US) have "high tech" bus stops that enable you to see when the next bus is arriving.
2. LATE NIGHT TRANSPORTATION - we are trying desperately to stop people from texting & driving that we forgot all about drunk driving. The last bus/train home from NYC (or even Hoboken) to other areas of NJ or vice versa should not be at 1am. Most bars do not even close till 2a-3a and people are left to drive drunk instead of having the option of public transportation. For example - hoboken. There are so many young people that go out here every weekend. They have access to the PATH which runs all night and that's amazing for New Yorkers but what about the NJ folks? The latest train to bergen county is 1:32am which leaves anyone who misses it or does not want to take it left to drive home drunk or pay \$90 for a cab. Ridiculous. Even just one more train at 3am would cut down the danger.
3. The cost of commuting is ridiculous and needs to be looked at further. We are paying hundreds of dollars for nothing. The buses are rarely ever on time. You're not doing me a favor by allowing me to take public transportation. The seats are disgusting and uncomfortable and I am wasting my life away in frustration.
4. Traffic must be regulated better. The bus lane takes 10x as long as it should. There needs to be more emphasis on public transportation and more incentives to take it than driving.

Thanks.

From: *Ex. 1*
Sent: Monday, April 28, 2014 1:32 PM
To: Reform
Subject: suggestions

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for taking commuter suggestions on how to reform the Port Authority (PA).

- 1) The PA should not extend the PATH trains to Newark Airport. This would be duplicating service already provided by NJ Transit, would be considered wasteful spending and save the PA over \$1B.
- 2) Reduce salaries. The PA is known to pay staff (administrative and union) more that 20% above the normal salaries for the same functional position in the private and public sectors. This needs to be reduced to gain back the public's confidence in the PA's habitual gross excesses.
- 3) Reform "Conflict of Interest" meaning. I will give an example to get my point across: If a lawyer on the PA staff is linked in anyway to an outside law firm by way of employment or client representation, then that law firm can not represent that client in front of the PA. This will ensure law firms with connections to the PA will be eliminated from any representation by clients with possible conflicts of interest. After the David Samson issue, the PA lost all credibility and this will ensure it doesn't ever happen again.
- 4) Make public the entire organizational chart of the PA. We, the public, want to know how big the PA is, and can better discuss why the organization is as large as it is in certain departments.

Dan Fabrizio
A daily NJ Commuter from Princeton, NJ

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From: leon wallace *Ex: 1* suggeston.txt
Sent: Tuesday, April 29, 2014 10:46 AM
To: Reform
Subject: suggeston

Follow Up Flag: Follow up
Flag Status: Completed

Perhaps the Port Auth. of NY/NJ should look at the pending legislation in regards to improving operations at the Delaware Valley Bridge Comm. It seems to make sense after all the publicity the Port Auth. has been receiving.

Leon K. wallace

From: Joann Deak [Ex. 1](#) Takeover.txt
Sent: Monday, April 28, 2014 2:06 PM
To: Reform
Subject: Takeover

Follow Up Flag: Follow up
Flag Status: Completed

This agency should be taken over by the Feds.

You're all crooks sitting on nice big salaries at the expense of the taxpayers.

Thank you for great information help kiosk.txt
From: Cynthia Spalding
Sent: Saturday, May 17, 2014 5:08 PM
To: Reform
Subject: Thank you for great information help kiosk

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

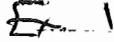
I wanted to let you know that the man behind the information booth at Port Authority this afternoon (5/17 at 4:50 pm) could not have been nicer or more helpful. He was very friendly and calm which was needed as I rushed to my bus.

If possible, please tell his supervisor. He was in the north section I believe, right by the escalators.

I'd like to thank him for his speedy and invaluable help. Now I'll make it to my friend's wedding on time!

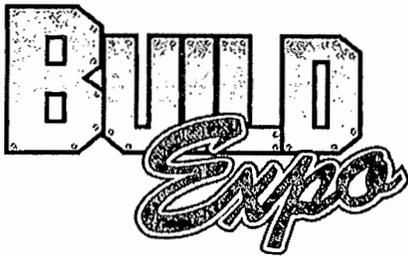
Sincerely,
Cynthia Lyons

Warning, sent from my iPhone so a word or two may be misspelled-I have large thumbs.

From: Amy Shoulders 
 Sent: Tuesday, June 03, 2014 7:49 AM
 To: Reform
 Subject: The area's #1 show is coming up next month



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June 3, 2014

Dear Invited Exhibitor,

You are invited to display your products and/or services to 1,500-2,250 decision makers in the building and construction industry on July 8-9, 2014 at the Meadowlands Expo Center in New Jersey.

Our show caters to the regional building and construction market. Invited attendees include principals and decision makers in the following fields **Architects, Engineers, Builders, General Contractors, Sub-Contractors, Developers, Facility Managers, Building Owners, Property Managers, Home Builders, Building Superintendents and City, State and Local governments**. Build Expo is a private buyers event where only professionals with buying power are invited to the show, unlike home shows. The entire purpose of this event is to provide these buyers with an opportunity to find the products and services they need for their current and upcoming projects.

The New Jersey Build Expo will feature over 120 local exhibitors, hundreds of attendees and over 30 expert seminars, workshops and keynotes, making it a full-service industry networking event.

Please contact Mary at 877.219.3976 to discuss booth availability. mary@buildexpousa.com.

Sincerely,

Build Expo USA, Inc.
www.buildexpousa.com

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From: katzhouse: Ex. 1
Sent: Wednesday, April 30, 2014 1:29 PM
To: Reform
Subject: The political side of the Port Authority

Follow Up Flag: Follow up
Flag Status: Completed

It appears as though the politicians have unfettered rein on the Port Authority. No question the two governors have ultimate control of the P.A., but the recent actions by Gov. Christie demonstrates that this is no longer effective.

Three of Gov. Christie's appointments have brought shame and embarrassment to the Port Authority. Exec. Dir. Salmon was perhaps the worst example of political (I'm struggling for a word. I'm tempted to say criminal activity) activity that may border on criminal. I read somewhere that the revenue for his former law firm was about \$100,000 until Salmon took over at the PA. The revenue rose, according to this article, to about \$100,000,000. I believe both Gov. Christie and Salmon should be in jail!!!!!!

As to the two or three other people that Christie put on the P.A. payroll, and were largely responsible for Bridgegate, they should also be in jail. This should be another criminal charge against Christie. Take control of the P.A. away from the governors.

From: Brett McIndoe *Ex.*
Sent: Monday, April 28, 2014 5:54 PM
To: Reform
Subject: Tolls on Bridges and Tunnels

Follow Up Flag: Follow up
Flag Status: Completed

I recently started commuting from Long Island to NJ and the tolls are crippling to my budget. \$11.75 to drive across a bridge is excessive. I see that the budget surplus on bridges and tunnels is \$700-\$800 million to pay for losses in other areas. This is unfair to drivers and costs should be shared more equally across users of all services to create an operating model that can continue in the long run.

Thank you,

Brett McIndoe

From: Esther | *Ex*
Sent: Tuesday, May 20, 2014 6:30 PM
To: Reform

Good afternoon,

We had a problema this afternoon. We bought two smart link cards. The machine didn,t work properly and it charged es twice un pone of the cards. Se usted two diferentes cards and i hace realized that un pone of the smart link cards i país twice, with two diferentes crédito cards. What should i do?

Thank you,

Esther

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Enviado desde mi teléfono con Hotmail Mobile Go Mail.