

**The Port Authority of New York and New Jersey**  
**Board Meeting Transcripts**  
**October 16, 2013**

[Chair D. Samson] This meeting of the Port Authority of New York and New Jersey and its subsidiaries is now called to order. In addition, as part of today's proceedings a special meeting of the Operations Committee may be held to consider certain matters on today's agenda. The Committee on Governance and Ethics met in both public and executive session, and the Committee on Security met in executive session prior to today's meetings. In addition, earlier today the Committees on Finance and Capital Planning, Execution and Asset Management and the World Trade Center Redevelopment Subcommittee met in both public and executive session. Their reports will be filed with the official minutes of today's board meeting. The commissioners also met in executive session earlier today to discuss matters related to the purchase, sale or lease of real property or securities where disclosure would affect the value thereof or the public interest, matters in which the release of information could impair a right to receive funds from the United States or other grantor and matters related to personnel and personnel procedures and to discuss and act upon matters related to proposed, pending, or current litigation, judicial or administrative proceedings. Our first order of business as we approach the 1-year anniversary of Hurricane Sandy

is to have our executive director and deputy executive director highlight progress to date with regard to restoration and repair of our facilities and the long-term mitigation efforts, including an item before the board for consideration today to address certain latent damages. Pat, Bill.

[Exec. Dir. P. Foye] Good afternoon. We are a week and a few days away from the first-year anniversary of Superstorm Sandy, which had such a significant impact on our region and our facilities. Bill and I want to take a couple of minutes to discuss our progress to date. Since that fateful storm nearly a year ago, we have rebuilt critical components of our facilities, prepared for the hurricane season we're in the middle of currently, and have begun the process of applying for and receiving federal support for our emergency response and repairs. Now I'll hand it off to Bill to discuss the impact of the storm and our recovery.

[Dep. Exec. Dir. B. Baroni] Thanks, Pat. No one in New Jersey or New York or at the Port Authority has forgotten the impact of Hurricane Sandy and the lives that we lost. From more than 100 million gallons of water at LaGuardia Airport or the complete inundation of the PATH tubes from New York to New Jersey, this storm wreaked havoc on our ability and the ability of people and goods to move throughout the region. Hurricane Sandy resulted in an estimated \$2.2 billion in damages and losses for our agency. Some statistics. Over 900,000 airplane passengers were affected due to airport operation shutdowns. Approximately 25,000 containers were diverted from Port Authority marine terminals. More than 125 million gallons of water flooded the 16-acre World Trade Center site, which may have protected other vulnerable areas in Lower Manhattan. Our agency coordinated closely with the governors of New York and New Jersey to ensure timely restoration of our operations. Herculean efforts were undertaken by Port Authority staff and police and associated contractors to get our region moving again. Our airports were all open 3 days after the storm with Kennedy and Newark opening just 2 days after the storm. Once the Coast Guard had opened New York Harbor, the PA was back in business,

bringing goods much in demand and need to our region. PATH service resumed on a limited basis within 8 days, and our partners in the Federal Transit Administration, SEPTA, and the Chicago Transit Authority along with our private partners helped support that return, and it was amazing to see our region and our agency come together. Since then the facilities most impacted undertook major damage assessments and significant repairs to ensure that we are back at pre-Sandy functionality. Through August 2013 we have spent \$301 million on emergency response and initial repairs. We also have a commitment from the FTA for \$1.36 billion to date on transit-affiliated projects, mostly at PATH. Pat?

[Exec. Dir. P. Foye] Let me talk briefly about restoration and repair projects as well as priority protective measures. In March of this year, I commissioned the Storm Mitigation and Resilience Office to focus on Sandy recovery, including longer term recovery efforts. Since the storm, more than 200 projects have been identified by damage assessment teams comprised of members from the Port Authority, FEMA, and the FTA. These projects include permanent repair and restoration projects to rebuild the infrastructure affected by Sandy. Of this group, 120 projects are being processed for FEMA public assistance, and another 60 are being processed for FTA public assistance. We're working on a weekly basis with our state and federal partners to ensure that the Port Authority will recover funds that are eligible under the federal Sandy Assistance program. In addition to these recovery projects, we have also implemented priority protective measures which we discussed with you in May to prepare for the current hurricane and storm season already underway. This was a \$59 million investment to protect our facilities through flood protection measures such as metal panels, concrete bin blocks and more. We've also increased across the agencies, significantly increased our stockpile of emergency generators and mobile pumps under this initiative. To date, we've completed over 75% of these temporary measures to prepare the Port Authority for any storm that may come our way. While we focus on these priority measures and recovery projects, we've not lost sight of long-term mitigation efforts necessary to create a more resilient Port Authority. The Port Authority is studying what are the best ways to ensure we are prepared using a multi-hazard approach, and we would like to lead the way in working with our federal partners. That is why today we are authorizing the development of a flood resiliency program at the World Trade Center to protect the site from catastrophic flooding and storm surge for \$10 million. But we still have a long road ahead. Aside from these mitigation efforts we will embark upon, we have come to realize that there are still long-lasting effects of Sandy, even a year later. Bill will speak to the second authorization related to Sandy today.

[Dep. Exec. Dir. B. Baroni] Thanks, Pat. Earlier this year the Port Authority embarked on a major agency-wide study to understand the longer term effects of saltwater that may have remained on our infrastructure. Some of these interim reports show that saltwater infiltration to our assets have resulted in corrosion of some of our equipment and key components of our system over time. Removal of that salt residue will be a critical component, a necessary component, to our long-term recovery. To address this today we ask the board to authorize the program to powerwash the PATH tunnels and replace already affected power and communications equipment in those tunnels, an effort that we believe will cost \$50 million. In conclusion, as we approach this anniversary, we know there is still much work to do. But we believe our multi-layered, multi-hazard approach will ensure that we are protected today and we are protected tomorrow. From our work here, we seek to serve the residents, commuters,

visitors, and businesses of our region. Members of the board, the staff will continue to show the utmost commitment to Sandy recovery efforts and will continue to update this board on a periodic basis of those steps. Thank you.

[Chair D. Samson] Thank you. We will now provide an opportunity for members of the public to comment on other Port Authority matters. This public comment period, which may be limited to 30 minutes in total, provides an opportunity for members of the public to present their views directly to the board but does not provide for a dialogue. Members of the public wishing to discuss a specific matter with the Port Authority staff are advised to contact our public affairs department. Speakers are asked to comply with the fixed time limit of 3 minutes. Our first speaker is Margaret Donovan.

[M. Donovan] Good afternoon. Can you hear me? I didn't want to come here today. The fact is, I never do. I'm sure you wonder why I bother and can't fathom that I am here for the millions of people who would speak up if only they knew what is really going on at the World Trade Center and hadn't been fed years of PR Wonder Bread. But today I am here to speak up for 1 person only. I have received a daily dose of World Trade Center Google alerts for the past month. I have watched as a very fine man who lived a tremendously dedicated and consequential life be smeared in the press when he cannot defend himself. It is sad to watch as the so-called naming scam keeps appearing in one after another small-town press or foreign paper to see that no-nothings are still writing sensational, inflammatory, ignorant editorials without a shred of understanding of the facts or how much irreparable damage has been done. The goodwill of a lifetime has been tarnished, and for what? So that politicians can score some more points. The headlines still blare about how shameful it all is, but the word is not shameful: it is shameless. You talk about the Port Authority family, but you and your governors cannot really be a part of it, because if you were, you could never have assassinated the reputation of everyone's favorite Uncle Guy. Shawn Boburg's reports were very carefully written. The facts are for the most part there. But as the editors and the columnists and the bloggers keep demonstrating, it is the innuendos that stick while the details fall away. But the problem is not with ambitious journalists but with ambitious governors, and that has been the whole sad story of the World Trade Center since it was destroyed. I don't care whether the agreement to give the WTCA free space happens or not. The organization has cleared the decks of the Tozzoli people and changed the motto from peace and stability through trade to the banal prosperity through trade. But it is stupendously hypocritical after the non-stop giveaways to Silverstein, Durst, Conde Nast, and the 9/11 Memorial Foundation to suddenly get so offended by the deal that was struck by the man who was indispensable in making the Twin Towers a reality and building the brand in the first place. I read back over your press release after his death. It got many of the facts right, but it betrayed no real sense of who the only man who ever worked for both Robert Moses and Austin Tobin really was. He was a giant in his own right. You cannot take back the harm that has been done. It was clearly a case of malice of forethought. The timing makes that clear. The story was not the result of independent research, which was the result of someone's deliberate leak. Two former attorney generals and the Port Authority's assorted lawyers surely know better than to indict first and investigate later. There is no shame on Guy Tozzoli. I am honestly sorry to say the shame is on the Port Authority he loved and served so well. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Richard Hughes.

[R. Hughes] Good afternoon, commissioners. Those of you who pay any attention to New York real estate must have noticed some amazing things happening or about to happen here in the city. Extraordinary new towers have risen or are about to rise all along 57th Street. Some are almost as tall as the Freedom Tower if you take away the ridiculous TV antennae, and one is going to be considerably taller than the Freedom Tower, minus the antennae. All of them are more interesting, more exciting, more impressive, than the banal and mediocre Freedom Tower. Then look at what's about to go up at Hudson Yards. That project has captured the whole world's attention. It's got sizzle. It's got imagination. People are excited about it. Unlike the WTC project, where nobody is excited about anything, because there's nothing to be excited about. What do all these projects have in common? People with vision are behind them. What got people excited about the original World Trade Center? A man of vision was in charge, Guy Tozzoli. Thanks to the egregious Mr. Boburg, Guy Tozzoli's reputation has recently been sullied. Did Shawny boy crawl out from under his rock today to get more things wrong? People will soon forget Boburg's sneers and insinuations. He's just another thuggish member of the press who will be swept into the dustbin of history, and count your lucky stars if that is so, Shawny boy. Guy Tozzoli will be remembered as a man of vision. He's exactly what the current project needs. Unfortunately, he's dead, so where are the people of vision? We can't expect anything from Pat Foye here. He's a political hack. An amiable man, but a hack. And the fat boy in Trenton and Mario's boy in Albany are as useless as eunuchs at an orgy. So where do we look for people with a vision to recharge the project? I would lay dollars to dimes that there are people right here within the Port Authority who have the necessary vision if you'd just let them rise to the occasion. And this board itself has people who have shown vision, real vision, and accomplished important things in their lives. Mr. Steiner here, for instance. I don't know Mr. Steiner personally, but I do know he built Steiner Studios. It's the largest TV and movie studio in the country outside of Hollywood. Nobody thought it would work except Mr. Steiner, but it's a big success. It took vision and guts to make it happen, and that's what's needed at the new WTC. Otherwise the public once again is going to get screwed. The current project is a loser, but with some vision and imagination and leadership, and, hey, maybe 2 new Twin Towers, it could become a winner. Let's make it happen. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Jonathan Bien.

[J. Bien] Hi, I spoke to you last month about the upcoming closure of the Pulaski Skyway and that there is a solution to the impact it's going to have. Over the course of the last month I've been able to speak with the New Jersey Department of Transportation about what their mitigation plans are. They will not run a ferry service from Elizabeth even though it will have a tremendous mitigating effect on the traffic jams that you can expect. They're only looking at existing ferry locations piers, and the only ones they're looking at are in the Atlantic Highlands, which puts them an hour away by water, through an open harbor, and they're not going to work. They have told me they'll subsidize the run, but it's going to deliver perhaps hundreds of people, not the thousands you're going to find stuck in traffic. One of the reasons why the Port Authority should be paying attention to the subject is that this is going to impact a population and have an impact comparable to the closure of the Stanford train lines, the Metro North failure on the Stanford line. There were 40,000 rush hour commuters on that line. There are 40,000 vehicles passing through the Lincoln and Holland Tunnels at rush hour. If you shut down Pulaski

Skyway and rely on the turnpike extension to get to the tunnel and anything disrupts that turnpike extension, you're going to try to put the balance through the Lincoln Tunnel, which is about 75% above its peak capacity, and it's going to be above capacity for hours. I have this in an exhibit that will be handed to you by your staff. For the Port Authority, you're looking at passengers out of Newark Airport 30% according to your statistics. Thirty percent of your 18 million people who deplane in Newark are headed either to or from New York City. They're going to encounter delays getting into New York because even if the turnpike extension is open, they're going to see delays of an hour. It's my experience that if either road is shut down you add an hour to your travel time to get to New York. If both go down, they're going to be multiple hours getting to New York. The impact over a course of 2 years—it's not going to be 2 weeks like in Stanford where they were able to do partial restoration. It's going to be shut down for 2 years. People are going to give up and leave because the delays will be massive. I don't have time to go through the math behind an impact, but you're looking at 7 million man-hours a year, roughly 15 million man-hours wasted over the 2-year period as a result of the closure. What the DOT is doing about it is adding a shoulder lane to the turnpike extension. They're improving local roads, and they're considering ferry service from remote locations that won't intercept anywhere near as well as Elizabeth would. The World Trade Center location is going to see demand fall sharply because if you can't get to New York from New Jersey, a substantial number of the people come from there. If you look at the figure at the Pulaski Skyway website, you'll find that their catchment area is far too small. They anticipate 800 cars going through the Holland Tunnel at rush hour when actual volume over the 6 hours of rush hour is in excess of 15,000 cars. I don't believe when you shut down half the roadway you're going to lose that small a proportion. This is a problem on the order of magnitude of Stanford. It's comparable to Superstorm Sandy for the amount of damage it's going to do to you and your operations in the region. I am disappointed that I haven't heard more from the Port Authority. They haven't asked very many questions. I've had a brief dialogue, but there is no interest in pursuing this. I think in 5 months, in May of 2014 when the road closes and the turnpike backs up and truck traffic cannot pass through the northeast corridor that this will be a different story, and it will be a lot more interesting to a lot more people. Thank you for the extra time.

[Chair D. Samson] Thank you. The next speaker is Murray Bodin.

[M. Bodin] What's the safest color for fire engines? White? Bright yellow? Lime green? The Port Authority uses lime green at all their airports. New York City uses red. Why? Tradition. We've always used red. And since the firemen buy them, safety goes out the window. Fire trucks in New York City get into accidents at a higher rate than anywhere else. If they were bright yellow, they wouldn't. Likewise at LaGuardia Airport. The lines are wrong, illegal. They like them, and you can't make them fix it. I asked if there is any oversight. Zero. There is no oversight. In the Port Authority's family is somebody who does a phenomenal job and hasn't been recognized. I would like to do that today. Admiral Larrabee, would you please come to the podium? Rick, that's you. [applause] The economic vitality of this region depends on its infrastructure. One of the key people in developing that infrastructure is Rick Larrabee, and so I've created an award for him today. Rick, you, of course, recognize this as a piece of rusty anchor chain, right? I found some out on East Hampton a few weeks ago, and I figured I would do something with it. And so I've created a menorah, but it's special, and it has some significance, because 3 of my grandchildren have bar and bat mitzvahs, but they also have

Christmas trees. We live in a blended world. It's different. Most menorahs have straight arms. This one comes around in a curve, an embracing. So it looks sort of like this, and in recognition of the work that you've done for the people of the metropolitan area I want to thank you.

[applause]

[Chair D. Samson] Thank you. Our next speaker is Steve Sigmund.

[S. Sigmund] Thanks, commissioners, I'm Steve Sigmund, the Executive Director of the Global Gateway Alliance. I'm here to talk about the LaGuardia Central Terminal Building, and when you guys get it built, I'm going to give Ralph a big award. Wings of some sort. The members of our board of business, labor, government, and academic leaders today issued a statement on the LaGuardia Central Terminal project, and I want to summarize that for you today. We applaud the Port Authority's commitment to redevelop the Central Terminal Building and urge you to fast-track the project to cut years off the completion schedule. The agency is making real progress on the project with just 4 groups remaining in the bidding process. We're hopeful that New Yorkers and visitors alike are close to replacing an almost half-century relic with a 21st century terminal that's a showcase for design and engineering prowess. As you all have acknowledged, the existing CTB is a symbol of decay. Surveys from Travel and Leisure and Zagat have ranked LaGuardia as the worst airport in the country, citing the CTB as the primary reason. Zagat went so far as to say that the best thing to do was to knock it down and start over. Fortunately, the Port Authority's \$3.6 billion public-private partnership to rebuild the CTB does just that. And the project has a number of other important benefits. For example, it should stand as proof positive that public-private partnerships can not only protect but advance public infrastructure for the benefit of passengers, airlines, and our economy. In addition, it will bring thousands of much-needed jobs to the region. We recognize the difficulties of completing such a major project while continuing to operate an airport that serves 25 million people a year, but we urge you to take all and any available actions to take years off the completion schedule. We're confident that the Port Authority is on its way to matching and surpassing the efforts of competitors around the country and the world in bringing a new world-class terminal to the New York area. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Cyndi Steiner.

[C. Steiner] Thank you. Hi, I'm Cyndi Steiner. I'm the Executive Director of the New Jersey Bike and Walk Coalition. I serve as chair of the committee of cycling organizations that have been working with Bill Young of the Authority since last spring to ensure that the George Washington Bridge can continue to be crossed by bike throughout the upcoming cable replacement project. I wish to thank the Authority for their work thus far on this project, for the walkthrough with their engineers last spring, and the opportunity to brainstorm solutions to the problem of the north stairs. I also wish to thank the Authority for the work they're doing on the new Goethals Bridge on behalf of bicyclists and pedestrians. The committee has consisted of Paul Steely White from Transportation Alternatives, Bob Miller on the Bicycle Touring Club of North Jersey, and myself from the New Jersey coalition. Today I would like to introduce to the board an addition to the committee, Mr. Eden Weiss, who will be representing New York Cycle Club on this committee. Since last spring, New York Cycle Club has not had a representative on this committee. This committee represents over 100,000 cyclists in the New York/New Jersey

area. Thank you for your time. The committee looks forward to continued collaboration with the Authority.

[Chair D. Samson] Thank you. Our last speaker is Eden Weiss.

[E. Weiss] Good afternoon Chairman Samson, esteemed members of the board, and honored guests. My name is Eden Weiss. I am the Vice President of Programs for the New York Cycle Club. And recently I've been honored to be appointed to represent the New York Cycle Club on the George Washington Bridge Bike Path Remediation Committee. That's a mouthful. I'm very happy to work with and I'm looking forward to working with collaboratively and cooperatively other members on the coalition as well as the Port Authority, and I want to thank the Port Authority for the time, effort, energy, and resources they are bringing to eradicate the problems on the bike paths to make crossing the George Washington Bridge by bike safer and a more pleasurable experience. I have a letter from Bob Ross, our president, endorsing me as representing the club that I'd like to give you, Chairman Samson, and a letter to this effect has also been mailed to you. Thank you again, and it's wonderful to be part of the committee.

[Chair D. Samson] Thank you. May I have a motion to move the consent for calendar forward for approval? [male speaker] So moved. [Chair D. Samson] A second?>>[male speaker] Second. [Chair D. Samson] All in favor?>>[group] Aye. [Chair D. Samson] So moved. There being no further business, I move to adjourn the meeting. May I have a second?>>[group] Second. [Chair D. Samson] All in favor?>>[group] Aye. [Chair D. Samson] The meeting is now adjourned. Thank you.