

**The Port Authority of New York and New Jersey**  
**Public Board Meeting Transcripts**  
**October 18, 2012**

[Chair D. Samson] ..for the delay, but we're off and running. The Board Meeting of the Port Authority of New York & 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. Prior to today's meeting, the Committees on Operations and Capital Planning, Execution and Asset Management met in public session, the Committee on Finance and the World Trade Center Redevelopment Subcommittee met in both public and executive session, and the Committee on Security met in executive session. Their reports will be filed with the Official Minutes of today's Board Meeting. The Commissioners also met in executive session prior to today's Board Meeting to discuss matters involving ongoing negotiations or reviews of contracts or proposals, matters involving public safety or law enforcement, and matters related to the purchase, sale, or lease of real property or securities where disclosure would affect the value thereof or the public interest. Our first order of business is the Executive Director and the Deputy Executive Director will provide some highlights of the actions that they're advancing today and are working on. Pat? Bill?

[Exec. Dir. P. Foye] Thank you, Mr. Chairman. Bill and I want to take a few minutes to discuss actions that the Board and Board Committees considered earlier today. The Board's actions today continue to represent crucial investments in our facilities, which will drive job retention, job creation, and economic development in the region. They include airport investments for high-speed taxiways that Bill will discuss and continued significant progress on the World Trade Center site. We also continue our commitment to green initiatives as we work to meet the Port Authority's environmental goals. At the World Trade Center Transportation Hub, the World Trade Center Redevelopment Subcommittee, part of the new Capital Planning Committee, met today to discuss reauthorization of the World Trade Center Transportation Hub budget in order to align with our most recent cost estimate. This project has been reauthorized at \$3.99 billion plus financial expense and is on track for completion by December of 2015. Today's Board action also formally increased the Federal Transit Administration's commitment by \$280 million. The FTA has now committed approximately \$2.8 billion to the World Trade Center Transportation Hub. As you know, third party funding is crucial to Hub completion. The FTA grant now represents more than half of the total project cost and is consistent with our goal, as laid out in the Navigant report to the Special Committee, to pursue and confirm third party reimbursements. Already today we have commitments or payments from third parties in excess of the amount that Navigant projected in its recent report. Today's action also ensures successful completion of this important landmark in the Lower Manhattan skyline, and it is expected to generate an additional 23,000 jobs. The Board also discussed World Trade Center retail, specifically the Cortland Way construction award, which is a construction contract for the fit-out of Cortland Way, 16,000 square feet of street-level retail at the site. This is yet another site, together with the Westfield joint venture, that returns world-class retail to the World Trade Center. Located between Towers 3 and 4, Cortland Way will provide first-rate amenities to our residents, workers, and visitors. This contract award is estimated at slightly over \$11 million. This project supports the continuation of the financial viability of the World Trade Center Retail Program and will create a positive impact on the local community. Bill?

[Dep. Exec. Dir. B. Baroni] Thanks, Pat. Mr. Chairman, Mr. Vice Chairman, members of the Board I speak about 2 projects that the Board today undertook. First, at Newark Airport the Board authorized \$31.5 million for the rehabilitation of Taxiway P at Newark Liberty International Airport. Taxiway Papa handles approximately 190,000 aircraft movements annually. The surface has deteriorated over time due to normal wear and tear. This project will include the asphalt paving and realignment of 2 high-speed taxiways to accommodate future aircraft fleet. This allows planes to leave the runway at higher speeds after landing, which minimizes idling time and reduces harmful emissions. This project will create more than 200 jobs in the region. This project does 2 very important things for the Port Authority. It both helps our environment and it helps make traveling better. Speaking of the environment, consistent with our overall commitment to the environment, we have furthered the Port Authority's goal of protecting land from development by a project within the Hudson-Raritan Estuary Resource Program of the Port Authority. As the Board knows, in July of 2001 the Board authorized \$60 million in funds to acquire property for conservation purposes by establishing the Hudson-Raritan Estuary Resources Program. Earlier this year, the Port Authority made a \$4 million commitment to the conservation of Staten Island's Pouch Camp. Today the Port Authority has contributed \$1.3 million from the program to complete the purchase of waterfront land, the Essex County Riverbank Park Extension. This totals 12 acres of much-needed public recreation space in Newark, New Jersey. Public park benefits include a greenway which spans 8 city blocks, soccer and baseball fields, tennis and basketball courts, and 2 playground areas. This support will also provide vital Passaic River waterfront access to the local community. The Port Authority is proud to support this development of open green space in our urban setting. Thank you, Chairman.

[Chair D. Samson] Thanks, Bill. Thanks, Pat. We will now provide an opportunity for members of the public to comment on other Port Authority matters. This public comment period, which is 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 today is Margaret Donovan of the Twin Towers Alliance.

[M. Donovan] Good afternoon. The writer Jessica Mitford, who exposed the corruption of the American funeral industry in her book, *The American Way of Death*, once wrote: "You may not be able to change the world, but you can embarrass the guilty." Many of the faces have changed since Richard Hughes included that quote in his first statement to the Port Authority Commissioners in September of 2010, but what hasn't changed is our purpose: not to embarrass or to annoy but to ask why fellow citizens who were appointed by elected officials feel free to run Ground Zero by imperial fiat and then present the bill with never answering a single question. You are so averse to answering questions that you even moved the so-called press gaggle at the end of each meeting behind closed doors, and that was at the very meeting when you rolled out the new, quote-unquote, transparency. I know you think you are doing-- Excuse me. I know you think you are doing the right thing, that you're eminently respectable individuals doing the eminently respectable thing, but I believe the record tells a very different tale. You had 2 prominent 9/11 family members here last month and the leading civil rights attorney in the

country and his associate enumerating the compelling reasons why the WTC land swap is ill-advised and improper at this time, and Vice Chairman Rechler condescendingly brushed it all off as an emotional issue without addressing a single objection. I see no discernible difference between the methods of Vice Chairman Rechler and Executive Director Ward. The rationale for everything you do is decided behind closed doors. I would be inclined to say that you think you're serving the public interests, but if you can't explain your actions, you clearly understand that you are not. We have been asking for the financial information regarding the Silverstein involvement at Ground Zero for well over a year. If you're so proud of everything you've done, why can't we get something that simple? Every month I get this answer saying, "Oh, in another month you're sure to get the answer." We never get any answers. If I had to choose one word to describe the way the Port Authority operates, it would be corrupt. We thought we were going to get answers when we spent \$2 million for an audit, until I got to the last page and found out that everything the auditors said was based on information you gave them. There was no independent investigation after an entire year. It may be business as usual at the Port Authority, but it's not business as usual in the country. There's a different climate. You work for 2 governors who want to be president. Overriding the public through their proxies is not the way to get there. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Kalev Savi.

[K. Savi] Good afternoon, gentlemen. Thanks for giving me the opportunity to speak to you again today. I addressed this group one month ago regarding this wonderful building, JFK Terminal 3, and with our proposal around preserving the original structure and reinvesting for the future. You would have received by now well over 1,000 petition signatures from people representing 35 countries of the world. In fact, I just had a petitioner from Tegucigalpa in Honduras yesterday. I'm not here to rehash old history from last month but just to update you on happenings since. As I delve further and further into the history of this terminal, I find that I'm not the first person who has actually tried to lead a campaign for historic preservation. I'm probably about the third person. The New York State Historical Preservation Office already had an application back as long ago as 1988 to list this property, and they deemed it eligible. Then in 2001 a consultant's report from Fitzgerald and Halliday was sent to New York SHPO, State Historical Preservation Office, that advised that it was ineligible due to extensive modifications. Under Freedom of Information regulations, I obtained that consultant's report, and in discussions with New York SHPO, we have found that report to be extremely one-sided and biased towards negative. The good news this week is New York State Historical Preservation Office has agreed to reopen the case. A lot of things have changed. First of all, the building is now more than 50 years old, so that satisfies a criteria. In fact, they've asked in whatever resubmission I do--and we have 30 days to do it-- not to even waste any time arguing the history behind the structure or the uniqueness behind the structure but to concentrate on satisfying 4 out of 7 criteria, which I won't have time to go into today. Other than that, I just wanted to thank particularly Susan Baer and her group at JFK. A lot of times you guys get criticized for your staff not being responsive, but I've really found my dealings with Susan and Jim Steven to be-- They're quite professional, they're very courteous, and they're very quick to respond. I even sense they're sympathetic to this cause; but I understand their hands are tied. I just want to share one last picture today with you. This photograph--and I realize it's probably hard for you to see this-- was taken 2 weeks ago just at sunset at JFK. Last month I told you that we call our project the "From Eyesore to

iCON Project," but I'd say have a look at this again. This building is a gem, it is a treasure, and I think it's a travesty if it comes down. I'd like to say that I think the sun is rising on this terminal instead of setting. Thank you for your time.

[Chair D. Samson] Thank you. Our next speaker is Robin Beck from UNITE HERE.

[R. Beck] My name is Robin Beck, and I've worked at Newark Airport Terminal C for 9 months as a host and cashier. I'm a member of UNITE HERE. The recent transition in concessions companies at LaGuardia Terminal C is being handled smoothly thanks to cooperation from OTG and thanks to the Port Authority Labor Peace Policy. I want you to know that there are more upcoming changes to concessions at Port Authority airports. The concessions management company Westfield will soon be choosing new food companies for Newark Airport. Delta Airlines has very big changes happening next year at JFK which will affect members' jobs. We want to make sure that all of these changes happen in a responsible way that protects our jobs. We look forward to working with you and staying in touch with you about this process. Thank you.

[Chair D. Samson] Thank you. Our last speaker is Murray Bodin.

[M. Bodin] I can't see Pat if I sit over there. The last speaker--good afternoon--was very interesting. He brought up a point that nobody's brought up before. He read his presentation from his phone. The world is changing, people. Last time I was here-- Well, you've heard on the news that the MTA at the Henry Hudson Bridge is going to go to cashless on their bridge, which means all E-ZPass are photography, right? Only one problem: They didn't take out the tollbooths. Why would you not take out the tollbooths if you will never use them again? It becomes an obstruction and a dangerous situation. Cedric saw me there--how long--a year ago, a year and a half ago? A year and a half ago I told them that if you're going to take out the toll, take out the tollbooths. You have 3 lanes of traffic. Two of them were E-ZPass. They had 4 total E-ZPass lanes. So you forced people to go apart and then you came back together again. That's crazy. New Jersey Turnpike has on the northern end 2 high-speed lanes-- 2 lanes for E-ZPass, 2 lanes go through. There's no merge, there's no-- Why is this important? Because on the lower level of the George Washington Bridge, I've suggested that you refine it and you use 2 E-ZPass lanes going because you only have 3 lanes going underneath anyhow. Two are E-ZPass and the other separated by a double white line would be for cash and everything else. You do it at night. Last time I was here I thought I would meet with these people and go over it. Didn't happen. And why is it important? Because at the airports you put the long lines down and you make it difficult for people to find out where they're going. The same mentality that cannot understand how to put tollbooths on the lower levels is making it more difficult for your people at the airports. I worked at the airport with one of your people. He was very helpful. He's constrained by Traffic Engineering. Now, can other people work well? Yeah, they can, because I had questions about traffic at the George Washington Bridge, and Mike's staff went over and looked at some of the suggestions I made, and they came up with a better plan than I could have possibly imagined: reduced traffic, reduced staffing, made it safer. So I know that Mike can't get everything I want, but his team listens carefully. And that's in the best interest of the Port Authority. The Traffic Engineering team does not-- Yes, I know. The Traffic Engineering team does not listen correctly, and I'm at the end of my wits to figure out how to save lives, save

money, make it more appealing to the traveler. I don't know what to do next. Thank you for your time.

[Chair D. Samson] Thank you. May I have a motion to move the Consent Calendar forward?  
[Comm.] So moved. >> [Chair D. Samson] Second? >> [Comm.] Second. >> [Chair D. Samson]  
All in favor? >> [All Comm.] Aye. >> [Chair D. Samson] There being no further business  
before the Board, I move to adjourn the meeting. May I have a second? >> [Comm.] Second. >>  
[Chair D. Samson] All in favor? >> [All Comm.] Aye. [Chair D. Samson] The meeting is  
adjourned. Thank you.