

**The Port Authority of New York and New Jersey
Committee on Security Transcripts
October 22, 2014**

[The Port Authority of New York & New Jersey]

[Board Chair J. Degnan] —so already. So we are now going through a series of public sessions of the various committees which will be chaired by the respective chairman of those committees, after which we will go into the public board session. So at this point, I think the first committee meeting on the agenda is the committee on security that is chaired by Commissioner Schuber.

[Comm. P. Schuber] Thank you, Mr. Chairman. Thank you very much. I want to thank you very much. Public session (inaudible) public and press (inaudible). In the public session of the committee on security, we'll now hold our public broadcast live on the Port Authority website. Those interested in viewing today's— viewing today's proceedings via the Internet. The committee met in executive session earlier today to discuss matters involving public safety or law enforcement. And at this point, I would ask the board secretary to advise us of those present of the composition of the committee and any commissioners' recusals on items before the committee at today's public session meeting.

[K. Eastman] Thank you. The committee is composed of Commissioner Schuber, the committee Chair, Commissioner Moerdler, the committee Vice Chair, and Commissioners Pocino and Rosado. With regard to recusals, there are no recusals for the one item on World Trade Center site-wide integrations that are required.

[Comm. P. Schuber] Thank you, Madam Secretary, and our first item is a World Trade Center item. Site-wide integration of live safety, emergency response and operation systems, phase two, integration of utility meters, vertical transportation, management system, electrical security access control system, project authorization. Mr. Kleeman, if you will explain the language first and then give us an overview of the proposal.

[J. Kleeman] Sure. So good morning, Chairman. Good morning, Vice Chairman, and good morning, Commissioners. So today's phase two I'd like to talk about is the site-wide integration and the integration is the World Trade Center. It's essential to the World Trade Center. It will enhance the life safety. It will improve the emergency response and support the centralized operations. And at the same time, it will create a maximized operational efficiencies. A little bit of a background on it, in February in 2011, the Board authorized \$8.1 million to conduct a gap analysis of all operational systems at the World Trade Center site. May 2013, the Board authorized \$33.7 for fees, one, inclusive of the \$8.1 for the planning for the first two initiatives. The fire alarm integration will integrate the fire alarms' panels and enhance situation awareness for first responders in an emergency. The leveling and labeling will standardize room and leveling identifications and give us a more erect nomenclature to the leveling and labeling and give the site a geographic unified site. Phase two, which is what I'm asking for authorization today, is \$6.3 increase in the total project cause for phase two, and that is for the access control, vertical transportation, and utility metering. A little bit about the access control. The access control will provide and consolidate the view of control tool for access control systems. What that does, it also supports the first responders by facilitating—

facilitating them access to required areas. And what that does, it actually makes one platform. Right now, the way the access control is right now, it's broken up as individual. This would create one platform and will reduce cost by not having people serving in different areas. It will also at that time be able to just integrate as the enterprise system through the Lenel system.

[Comm. P. Schuber] It provides us a unified system?

[J. Kleeman] Yes. Vertical transportation is also an integration system, and that system is a lift net software to monitor the elevators and provide 24/7 awareness for immediate emergency response for entrapments. What that does, it takes all of the Port Authority assets that are across the site, and it integrates the elevators and escalators so that you have one point of monitoring and seeing all the elevators at one time opposed to being individual.

[Comm. P. Schuber] So it unifies that system also?

[J. Kleeman] Yes. Yes, Chairman. Utility metering. Utility metering will ensure the accurate and efficiency to the tenant billing. It will eliminate human error with automated readings. It will provide an Energy Star benchmark for consumption, and it will integrate World Trade Center meters to work with the agency on a web-based utility management platform. Economic impact, 170 total job-years, \$11 million in wages, \$58 million in economic activity. Requesting authorization. Previous authorization for phase one, leveling and labeling firearm integration was \$33.7 million. Request authorization for phase two, \$6.3. Total project phase one and phase two is \$40 million within our capital budget. Contract authorization furnishing install integrated utility meters recommended award to resource one, the lowest bidder, an estimate of \$5.1. Furnish and install Lenel-based electronic security access control, recommended award to the lowest bidder in pursuit of competitive bid process, at a total estimate of \$2.2 million inclusive of allowance for extra work. And furnish and install elevator monitoring system, which will increase the contract, which will increase Zwicker Electric and ThyssenKrupp Elevator by \$257,000. Project set schedule for completion, 2016, the fourth quarter. That's all I have.

[Comm. P. Schuber] So as I understand it from the presentation and the material I was given, the \$6.3 that you're asking for on phase two here is already in the capital budget?

[J. Kleeman] Correct.

[Comm. P. Schuber] Any commissioner have any question they'd like to ask with regard to this proposal?

[Board Chair J. Degnan] I may have missed it, but \$6.3— \$6.3 is an additional expenditure over what you originally believed you would have to spend or is simply phase two which was always in the plan?

[J. Kleeman] Yes. It's phase two, and it was always anticipated for phase two going back.

[Board Chair J. Degnan] All you're doing today is seeking authorization for that additional expenditure which was in the original proposal?

[J. Kleeman] Yes, Chairman.

[Board Chair J. Degnan] Thank you.

[Comm. P. Schuber] Any other commissioner have any questions of Kleeman? Does the Executive Director or the Deputy Executive Director have anything they'd like to add to this at all?

[Ex. Dir P. Foye] No, sir.

[Comm. P. Schuber] With that, then, I'll entertain a motion that this be passed on to the full board.

[commissioner] I move.

[Comm. P. Schuber] Is there a second? All in favor? Aye. Opposed? So ordered. All right.

[J. Kleeman] Thank you.

[Comm. P. Schuber] Thank you, Mr. Kleeman. Our next matter for the public session will be with our security official. Joe Dunne will bring us up to date on public health coordination efforts. That is a—basically an overview of— I think this is an overview of the challenge that we face now with the Ebola crisis. So we're going to take this up. Some of this has been in the press already. There's been an incident at Newark Airport last night. We want to bring everybody up-to-date with regard to the actions of the Port here. Joe.

[J. Dunne] Right, and this is basically to tell you about our public health coordination efforts that exist here at the Port Authority. And I'm happy to say that the Ebola didn't trigger our efforts in this area. We've been active in this area for some time. Going back to 2009, in response to the bird flu problem, a Pandemic Working Group was formed to communicate knowledge and information, to solicit feedback, and to create best practices from the subject matter experts, and to develop and manage an implementation of policies. So we've had this group in existence for quite some time. In December of 2013 when Ebola first came on the radar screen, Director McCarty started discussions with New York City Health for protocols dealing with infectious diseases. So we were trying to stay ahead of the curve on this from the beginning, and I commend Director McCarty from OEM for leading the way here. In August of this year, we had discussions with New Jersey and New York state agencies to continue with dialogue and collaborate as partners in this bi-state area to deal with health matters. We're continuing to collaborate weekly with subject matter experts and our partners in the Federal and State level to share information, recommendations, and policy. The agency is also holding daily coordination meetings, which I sit on as well, to remain current on the status of all involved facilities. So once a day, our facilities report in on a telephone conference, and we have a discussion run by OEM but Deb is on the line and so it Pat, and we hear what's going on out there. I'll talk to you a little bit about enhanced screening. All travelers arriving from Liberia, Sierra Leone, and Guinea are screened. The screen—

[Board Chair J. Degnan] How many flights a day is that?

[Ex. Dir P. Foye] Chairman, it varies.

[Board Chair J. Degnan] It varies.

[Ex. Dir P. Foye] Yeah, there were no direct flights from countries, most from Paris, Brussels, Amsterdam, but there are occasionally one or two passengers from other points of origin.

[Board Chair J. Degnan] OK, so it's where the passenger emanates from, not necessarily where the flight emanates from.

[J. Dunne] It's where the passenger's coming from, correct.

[Comm. P. Schuber] And I know the incident last night, the passenger had come by way of Brussels, I believe, by United to our facility at Newark Liberty.

[J. Dunne] Screening is conducted by Customs and Border Patrol. If they find somebody who could be a problem, they refer them over the CDC who is also (inaudible) and they are separated from the group and further assessed by CBC. They are either allowed to enter the US or not allowed to travel on commercial aircraft or mass transit and referred to public health for further evaluation. Similar process is also in effect at the ports. So in effect, we're kind of a back up to the federal agencies at the airports. They more or less run the show and make determinations whether these people can proceed into the country or need to be isolated or taken to a hospital. And we stand by to assist.

[V. Chair S. Rechler] This includes not only the airports though, Joe, right? It includes the Port facilities also?

[J. Dunne] Yes, the Port as well, correct.

[V. Chair S. Rechler] Right.

[J. Dunne] OK, the list of partners is up on the board. There's 2000 people that we deal with on almost a daily basis, and, you know, they represent the Federal, State, local, and the private sector. And we're all working together to manage this very difficult issue.

[Comm. P. Schuber] Who's the coordinating entity? Is it CDC?

[J. Dunne] CBC.

[Comm. P. Schuber] CBC.

[J. Dunne] Is that correct, Jerry? CDC, excuse me. It's the Center for Disease Control, I'm sorry, yes.

[Comm. P. Schuber] CDC?

[J. Dunne] CDC. [laughing]

[Comm. K. Lipper] Joe, may I ask a question. I'm sorry.

[Comm. P. Schuber] So CDC now— CDC has the jurisdiction in the airports to handle these matters in coordination with all the entities that are up on the board right now.

[J. Dunne] Yes, but they work generally with CBC, Customs and Border—

[Comm. P. Schuber] Customs and Border Control.

[J. Dunne] Yeah, at the site.

[Comm. P. Schuber] Right, OK. My concern obviously as we mentioned on another area is there are so many agencies involved here and it's a critical issue is the coordination of that. Are you satisfied with the coordination that you received from and the cooperation you've received from the CDC and the CBC?

[J. Dunne] I think generally—[laughing] I think generally yes, but I think there's a lot of unanswered questions that we're still trying to work through, and I think the Federal government is also trying to do that. So we have to be flexible with all of these things and plans and what do we do with people who become suspiciously infectious or perhaps, you

know, not— not sick but exposed to someone who may be sick. What are we going to do with those folks?

[Comm. P. Schuber] That was an issue last night, I guess, with the passengers on that plane. The individual was taken to the hospital, but the passengers were let go.

[J. Dunne] I understand his wife was put in a cab.

[Comm. P. Schuber] Yeah, I mean, I think there's still some holes in the— not from our perspective so much, but still in all it's our facility and our facilities. But there still appears to be some holes in the protocol here.

[J. Dunne] Well, and we stand ready to meet any eventuality and I'll talk to you a little bit about our training in the next slide. And that's a big part. We need to be flexible.

[Board Chair J. Degnan] Joe, the decision as to who would be detained if anyone other than the sick passenger, made by Border Patrol or Custom and Border and not by us?

[J. Dunne] Definitely not by us, no, sir.

[Comm. P. Schuber] I mean, our goal there is to assist the CDC in whatever their operation requires. Is that correct?

[J. Dunne] Correct.

[Comm. P. Schuber] OK. Yes Ray.

[Comm. P. Schuber] I'm sorry, Ken first and then Ray.

[Comm. K. Lipper] I understand that we don't have any authority, that it's the CDC that has the authority. But do we have any input as to our recommendations, as to best practices? Is there some policy coordinating committee, or is it just an implementation coordinating committee?

[J. Dunne] We certainly have a voice in how the process will run and we do this through exercises that we've run— tabletops and things like that— and CDC would come to us and ask us well how are we going to get this person out of the airport, and we stand ready to assist them and to give them our recommendations about how it should proceed.

[Comm. K. Lipper] Do we have any input on the policy underlying whether there should be people from these countries coming in, or is that all decided at a level above us?

[J. Dunne] That's a level above— certainly above my—

[Comm. K. Lipper] We had nothing to do with that?

[J. Dunne] No sir.

[Comm. K. Lipper] Thank you.

[Comm. P. Schuber] Ray.

[Comm. R. Pocinno] [inaudible]

[J. Dunne] Yes.

[Comm. R. Pocinno] [inaudible]

[J. Dunne] The ports employ the same program that's employed at the airports. It's just not as widely reported on, but it's the same program.

[Comm. P. Schuber] We're screening—they are— obviously that's a cargo— those are cargo ports but for the most part. But there the case is screening the crews I am assuming is what you're saying.

[J. Dunne] Yes. Jerry, Correct me if I'm—

[Exc. Dir. P. Foye] Commissioner, I just want to provide the following data. As of last night at JFK, 389 passengers from the three West African countries have been screened, 68 at Newark. The screening began at JFK October 13, at Newark on October 16, and there have been no positive indications for Ebola including with respect to the passenger that was taken to University Hospital in Newark last night.

[Comm. P. Schuber] Thank you very much for the update on that.

[J. Dunne] OK, I just liked two more slides if I can impose upon your time. [laughing] One is the training that we'd like to talk about just briefly. We've trained our first responders to effectively respond to Ebola and other similar hazards using federal standards and best practices as guiding principles. Thanks to the efforts of the PAPD, the OEM and procurement, over 1000 Level C Hazmat protection suits have been obtained and distributed to our police officers should they be called upon to render assistance to someone who may be infected. This is a big deal. These are Class A Hazmat protection suits and we're happy that we have them out there for our police officers. I think we may be the only police agency in this region that was able to meet that need. And of course, all of our officers have been trained in the proper use of the equipment and disposal as well which is a rather complicated step. In addition, our officers receive annual training and refresher courses to ensure their proficiency in these areas. So we're kind of ahead of the curve and have been for some time, and I congratulate the OEM and the staff at the police department for being so vigilant in this area.

[Comm. P. Schuber] This challenge, has this required us to deploy extra personnel for this purpose?

[J. Dunne] Not at this time. Next steps is finally continue the enhanced communication, coordination, and notification between our stakeholders. We're working tirelessly with the Pandemic Working Group to keep everyone up to date on trends and what's new and what's going on and to stay current with these trends. Every day it seems that things change, and we have to stay— we have to stay flexible and fluid and we have to be able to respond to changing conditions. And I'm confident that the Port Authority will meet all these needs without any problems.

[Comm. P. Schuber] Well, I think that from my perspective, having, you know, received the memos with regard to this from Director Foye and from yourself and the briefings I've seen and the coverage I've seen of it. I think we can say that the personnel of the Port, yourself, Jerry McCarty who, I think, is behind you, and your team have been really ahead of the curve on what has been a significant challenge globally quite frankly to meet a relatively new challenge. I think that the fact that we've had some experience in the past that goes back a couple of years and having been able to be what I'd like to see proactive in this area. Given the nature that we're not the controlling entity of the whole issue I think has been a very good point of appreciation on the part of the Board. I think I speak for all the commissioners on that on the job that's done. And we just have to keep it up. Jerry's got a—does Jerry have an exhibit with him or something?

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[J. Dunne] He does. He was going to put it on, but I thought it would be too much. [laughing]

[Comm. P. Schuber] It would be great for the press, I guess, but the fact—maybe you could show the commissioners what you've got there, Jerry.

[J. Dunne] This is the Level C Hazmat suit that all of our police officers have available to them at least at the airports right now.

[Comm. P. Schuber] Jerry, you don't have to put it on.

[J. McCarty] I wasn't going to, sir.

[J. Dunne] You know, a lot of these suits are kind of like paper that some of the agencies have. This is the real deal. Maybe you could just pass it across.

[J. McCarty] The suit itself is not Level C. Its case says there's a respirator, face mask, gloves, and medical tape that goes with this. So by itself it's just a suit; but with the accompanying accessories brings it to a Level C which is more than accommodating. It shows—

[Comm. P. Schuber] It covers the neck, I gather. Yes, it does.

[J. McCarty] And it's got a hood, and the millennium mask that the police have, put that there and then they cover that. So they're actually encapsulating.

[inaudible]

[Board Chair J. Degnan] And they're one-time use?

[J. McCarty] You prefer that (???)

[inaudible]

[Comm. P. Schuber] You may want to show the other commissioners.

[Board Chair J. Degnan] I think we should ask Director Foye to put it on. [laughing]

[J. Dunne] Does he need to be punished? [laughing]

[Exc. Dir. P. Foye] Chairman, I do have one in my office, but I have not put it on. Can I just make the following point? After consulting with the Chair, the Vice Chair, and my colleague, Deb Gramiccioni Friday and over the weekend. I directed that at Newark and at JFK that the restrooms in the Customs and Border Protection federal-controlled area, that the frequency and the intensity of the cleaning of those restrooms and aircraft arriving at either airport, JFK or Newark, with passengers from the three West African nations be doubled in frequency and intensity. And I did that to protect the traveling public, members of the Port Authority Police, OEM, as well as airport workers. It will address the following concern. The doctors have told us that the Ebola virus will survive on a hard surface for two to three hours more or less. And passengers arriving from these three countries, there's by definition a delay in screening. For instance, one flight came in from Morocco. There were seventy passengers from these three West African nations. And by definition, they'll be an hour or hour and a half lag by the time they are all screened, and we wanted to make sure that passengers using those BBP-controlled restrooms which the cleaning obligation is on the terminal operators or their cleaning contractors that we did everything to minimize the risk to the travelling public. So with respect to those restrooms and aircraft with passengers arriving from the three West African nations, I ordered that over the weekend after conferring. The Port Authority lead the way because Terminal B at Newark which we control and operate was the first of the terminals to put this

protocol into effect and it continues. And I also reserve the right after checking with the Chair, the Vice Chair, and Deb to put further steps in place. But I wanted to report to the Board and the public on that. Thank you.

[Comm. P. Schuber] And I congratulate you, Pat, being proactive on that and the memos and keeping the Board up to date with regard to it. We appreciate it very, very much. And it gave us all a greater sense of comfort on an issue that had really generated concern and continues to generate concern, particularly in this region.

[J. Dunne] Just one final comment. I wanted to thank Dr. Fisher's office and his team here at the Port Authority for all of their assistance in the technical areas with this disease and how it behaves. And they've been a great help to our team along the way. >>

[Comm. P. Schuber] If you would, identify them for us so— again, these are—

[J. Dunne] I don't know if the doctor is in the office. >>

[Exec. Dir P. Foye] The doctor's in the back. Doctor's in the house, Joe.

[J. Dunne] Doctor's in the house. Where is he?

[Comm. P. Schuber] Doctor, thank you very, very much for your help, and we appreciate it very, very much.

[Exec. Dir P. Foye] Hey, Pat, can I also just give a brief shout out to the New Jersey and New York Departments of Health which have been terrific partners on this and which we—Deb and I— have worked and the entire team worked very closely.

[Comm. P. Schuber] And the same goes, yes, very much so. Joe, do you have anything you want to add to this presentation?

[J. Dunne] No, sir.

[Comm. P. Schuber] OK. So we stand prepared to handle any eventuality with regard to this situation should it develop.

[J. Dunne] I have all the confidence that we can, yes.

[Comm. P. Schuber] And the commissioners like show and tell, so that was appreciated also. With that then, thank you. And I'm sorry. Are there any other questions for Mr. Dunne? All right. Joe, thank you very, very much. With that then, I will ask for a motion to adjourn the public session of the security committee. Second? Second. All in favor? Aye. Opposed? This meeting stands adjourned, and we'll move on to the next public meeting.

[The Port Authority of New York and New Jersey]