

The Port Authority of New York and New Jersey
Board Meeting Transcripts
November 13, 2013

[Chair D. Samson] Good afternoon. The Board Meeting of the Port Authority of New York & New Jersey and its subsidiaries is now called to order. As part of today's proceedings, a special meeting of the Operations Committee may be held to consider certain matters on today's agenda. [inaudible comment] [Chair D. Samson] Say again? [male] We can't hear you. [Chair D. Samson] You're going to have to talk to the audio folks. [male] Turn it on. [Chair D. Samson] Is that better? [inaudible response]

[Chair D. Samson] I apologize. Earlier today the Committees on Operations and Capital Planning, Execution & Asset Management, and the World Trade Center Redevelopment Subcommittee met in both public and executive sessions, and the Committee on Finance 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 earlier today to discuss matters in which the release of information could impair a right to receive funds from the United States or other grantor and matters involving external or internal investigations or audits. Before we start the formal order of business, I just wanted to make a note that today is the first time the Board of Commissioners is meeting in New Jersey since October 2001 following the 9/11 attack. It is our hope that we will continue to meet on a regular basis in New Jersey so that people who have matters they want to address to the Board will find it easier to attend if those people are New Jersey residents. Our first order of business today is a report from our Executive Director and Deputy Executive Director, who will highlight some of the actions that are being advanced today. Pat? Bill?

[Exec. Dir. P. Foye] Thank you, Chairman. I want to take a brief few minutes to discuss action that the Board is taking today. First, since the last Board Meeting, we have opened up a major pedestrian corridor at the World Trade Center site, to great acclaim, showing that infrastructure can still ignite the imagination. Yesterday a trade group announced what we already knew—that One World Trade Center is the tallest building in the Western Hemisphere. Today there was a ribbon cutting at 4 World Trade Center. Along with a \$255 million investment approved by the Board today, we continue to modernize and upgrade our aging facilities and support job creation in the region. Specifically, let me talk about LaGuardia. Today the Board of Commissioners is further advancing the redevelopment of LaGuardia Airport with the authorization of the design and construction of the new West Parking Garage. The construction of the West Garage will replace the existing structure and will also pave the way for construction of a new state-of-the-art Central Terminal Building, which is currently envisioned as a public-private partnership. Estimated at a total cost of about \$230 million, this West Parking Garage will accommodate expected passenger demand in the coming years by providing more than 3,000 spaces adjacent to what will be the new Central Terminal Building. The building of this garage not only accommodates passenger demands on our slot-controlled airports but also promotes efficiency within the terminal. The new parking structure will provide convenient, safe parking literally just steps from the terminal for our travelers. The project is expected to create over 600 direct jobs and nearly \$80 million in wages, with \$320 million-plus in overall economic activity. Now I'll hand it over to Bill.

[Dep. Exec. Dir. B. Baroni] Thanks, Pat. In addition to these key investments, we also pay very close attention to the health and safety needs of all those working in and visiting our facilities. Today the Board of Commissioners is being asked to approve a 2-year agreement for the Port Authority to engage the medical services of University Hospital, formerly the University of Medicine and Dentistry of New Jersey, for our facilities in and around Newark, New Jersey. Since 1985, University Hospital has provided critical ambulatory, basic and advanced life support, and other services to employees, tenants, and patrons at Newark Liberty International Airport, Port Newark, and Elizabeth-Port Authority Marine Terminal. This provides those at our facilities with 24/7 access to emergency medical services. Last year alone, University Hospital responded to 4,200 medical emergencies. As the only designated Level I trauma center in northern New Jersey, we believe this partnership with University Hospital— that they are well equipped to continue this vital role. Thank you, Chairman.

[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 today is Margaret Donovan. [inaudible comment] [Chair D. Samson] Say that again? [male] She's not quite ready. [Chair D. Samson] Not quite ready. Okay. Our next speaker is Richard Hughes.

[R. Hughes] I know you like to get the troublemakers out of the way. It's nice to see you all in New Jersey. It's been a long time. I'd like to read some excerpts from an editorial by Banksy, the world-famous artist and political activist who's been in the news so much for the past month or so. The editorial is titled "The biggest eyesore in New York is not the graffiti," argues Banksy, it's under construction at Ground Zero." "As a visitor staying in New York for the past few weeks one thing has become very clear to me," says Banksy. "And I say this as a friend—you've got to do something about the new World Trade Center." "That building is a disaster. Well no, disasters are interesting." "One World Trade Center is a non-event. It's vanilla." "It looks like something they would build in Canada." "The attacks of September 11th were an attack on all of us, and we will live out our lives in their shadow." "But it's also how we react to adversity that defines us." "And the response? 104 floors of compromise?" "Remarkably for such a tall structure, One World Trade lacks any self-confidence." "How does it stand up without a spine?" "It looks like it never wanted to be built in the first place." "It reminds you of a really tall kid at a party, awkwardly shifting his shoulders trying not to stand out from the crowd." "It's the first time I've ever seen a shy skyscraper." "It would be easy to view One World Trade Center as a betrayal of everyone who lost their lives on September 11th, because it so clearly proclaims the terrorists won." "Those terrorists have condemned us to live in a world more mediocre than the one they attacked, rather than be the catalyst for a dazzling new one." "Nobody comes to New York to bathe in your well-mannered common sense." "We're here for the spirit and audacity. Of which One World Trade has none." "One World Trade declares the glory days of New York are gone." "You really need to put up a better building in front of it right away." "Or better still, let the kids with the roller poles finish it off, "because you currently

have under construction a 1,000-foot-tall sign that reads, 'New York— we lost our nerve.'" Well, that's pretty tough words from Banksy. We at the Twin Towers Alliance take a more nuanced view of things. But he says something that we all should be thinking about. This agency once built greatly. That's not a great building across the river. But there's still time to build 2 more buildings that are great, and I urge you to think about that. There's time to change course and build something better than what you're planning to do, and we can all be proud of that when you do it. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Neile Weissman.

[N. Weissman] Good afternoon, Chairman Samson, Commissioners. First, thank you for giving me the opportunity to speak. And before I say anything else, I have to express gratitude for everything that you're doing on the Bayonne and the Goethals Bridge. The cyclist community appreciates that tremendously, and I have to state that. But getting back to the George Washington, as detailed on the CompleteGeorge.org website, the benefits of creating a robust path will benefit millions of North Jersey and New York residents— \$20 million in fuel costs, hundreds of thousands in reduced CO2 emissions, continued growth in cyclotourism, already half a billion a year just in New Jersey, enhanced resilience to weather, man-made events. But besides the infinite human cost, integration of anti-suicide barriers could save the Authority thousands of such incidents over the rest of the century. And having a robust facility could double as a staging area so you don't have to do as many lane closures, and that has to have a value. Contrast the no build option. The GWB was built in 1931. It has 8-foot paths narrowing down to 4 feet at towers and gates, substantially below current guidelines. In 1987 a thousand cyclists crossed the bridge at peak periods. In 2010 that's up to over 2,000. On weekends more bikes than cars travel on New Jersey access roads, and you have bike travel doubling every 5 years, and that growth belies that still in the New York area total bike usage is less than ½ of 1%. And if we hit USDOT targets of 5%, that means bridge traffic will be 10 times what it is now. If the Authority only does rip out the paths and restore them to 1931 specs, you're going to consign bi-state bike travel to a fraction of its potential. Conversely, if you build it, you will beacon it. And it is my understanding that whatever you do in the course of the recabbling will be half the cost of what you do later. Again, you have our gratitude for what you've done so far. Please consider this for what you do going forward. Thank you so much.

[Chair D. Samson] Thank you. Our next speaker is Nick Lento.

[N. Lento] Thank you for the opportunity to speak. I want to address the questions revolving around the closure of the George Washington Bridge lanes in September and the problems I have with it. But rather than just speak for myself, I want to repeat to you some of the words from your own director in an email that he sent to all of you folks. I'm not going to read the whole thing. I'm going to extract it. And he says, "I am appalled by the lack of process, failure to inform our customers in Fort Lee, and most of all by the dangers created to the public interest." "So I am reversing this decision now, effective as soon as TBT and PAPD tell me it is safe to do so—today." "I am making this decision for the following reasons." "This hasty and ill-advised decision has resulted in delays to emergency vehicles." "I pray that no life has been lost or trip of a hospital- or a hospice-bound patient delayed." "Two, this hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states." "That is contrary to the

directive we have from our governors to do everything possible to create jobs in both states." "I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays that follow." "Four, I believe this hasty and ill-advised decision violates federal law and the laws of both states." "I'm going to read that again. "I believe this hasty and ill-advised decision violates federal law and the law of both states." "To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for." "I intend to learn how PA process was wrongfully subverted and the public interest damaged, to say nothing of the credibility of this agency." And it goes on. I've got 58 seconds. Now I'm going to speak from my own heart and my own mind. I feel that you folks in charge here have done the millions of people who use the Port Authority facilities and spend billions of dollars funding this operation a disservice. Something is rotten in the state of the Port Authority, and I am determined to do everything I can to make sure that the truth comes out, whatever the truth is. So far, this smells like a cover-up. It smells like you guys are stonewalling. The director himself demanded a response, an answer. Where is the study? Where is the traffic study? Where is the rationale? Who authorized this? Who is going to get fired for this? Who is going to be held accountable for this? It's totally amazing that you allowed one election to go by and no one's being held accountable. Are you waiting for 2014 and 2016? My time is up now. I could go on for another hour but I won't. Thank you very much.

[Chair D. Samson] Thank you. Our next speaker is Senator Loretta Weinberg.

[Sen. L. Weinberg] Thank you very much and welcome back to New Jersey. I hope that your being in New Jersey might make each of you a little more acutely aware of what happened to New Jersey residents during that week of September 8th. This is my third visit to the Authority, and I know little more than I knew on my first visit back on October 7th. Unfortunately, what I have learned I've read in the newspapers. And what I have read is more troubling and leads to more troubling questions. I am here with Assembly Conference Leader and my colleague in District 37 Gordon Johnson, Assembly Transportation Committee Chairman John Wisniewski, and Bergen County Freeholder-Elect Jim Tedesco to express my continued frustration and the frustration of the residents of Bergen County who are looking for answers to this unilateral action— actions that caused horrendous traffic problems, actions that have created safety problems, actions that have appeared to have no legitimacy, and actions that were apparently taken without notification of the Board executive, Patrick Foye. When the circumstances surrounding the closure originally came to light, I, like Director Foye, wanted to know, quote, from Director Foye's email, "—how Authority processes were wrongfully subverted and the public interest damaged." At the last meeting I asked, and was assured by Director Foye, that an internal investigation was being undertaken to identify the internal failure that occurred. And today, Director Foye, I am asking you a direct question. Where are the results of this internal investigation? Despite all the troubling revelations about this incident, the Port Authority appears not to be treating this seriously. At the previous meeting I asked 3 questions that have yet to be answered, and I'm hoping you'll give us the courtesy of a response today. One, what are the details of the study of traffic safety patterns that were conducted the week of September 8th? What was the purpose and the duration of this study? Were local officials notified? And if so, when? Two, who was respon— Hopefully you will give me the courtesy of going beyond my 3 minutes. Two, who was responsible for the mistakes of the week of September 8th? And is there any plan to hold them accountable? Three, what steps will the Port Authority take in the

future to ensure that local officials and the public are notified so this does not occur in the future? Based on recent newspaper articles, I have a few more questions. And I'm sure you've all read the same articles. In the November 8th Wall Street Journal it was reported that the events of the week of September 8th were orchestrated by David Wildstein. Director Baroni, you stated in an interview with the Bergen Record, and I'm quoting, "Mr. Wildstein was hired as New Jersey's number 2 executive at the agency to pursue New Jersey's and Governor Christie's priorities to reform this agency." In the same interview, according to the governor's spokesperson, Mr. Wildstein, is he there in that job because he's well suited to playing a role in reforming the Port Authority in accordance with the governor's goals? Director Baroni, I put this question to you. How has Mr. Wildstein reformed this agency, and was he directly involved in the lane closures? So far there has been no comment in support or refuting the Journal's very serious allegation. Director Baroni, do you not believe that the public is entitled to a response? Are the allegations regarding an ambulance immobilized due to the traffic caused by the lane closure true? A letter from Mark Sokolich of Fort Lee, the mayor of Fort Lee, to Executive Director Foye and Deputy Director Baroni asks, and he asked, if the closures are a punishment of some sort. Specifically he says, "Having received absolutely no notice of this decision, "not having obtained any response to our multiple inquiries concerning the same, "and try as we may to understand its rationale without the benefit of a response from the Port Authority, we are reaching the conclusion that there are punitive overtones associated with this initiative." Mayor Sokolich went on to write, "What other conclusion could we possibly reach?" I still want to know if as a result of Mr. Foye's concern that state or federal laws have been broken. It is your own Executive Director who in that email suggested to each of you that there could have been state and federal laws broken. I'm here again because there are too many unanswered statements. I've included in your packets that I've given to you a Freedom of Information Act request for any and all documents—electronic or otherwise— relating to the closure of access lanes to the George Washington Bridge during the week of September 8th through September 15th between General Manager Robert Durando, Director of Tunnels, Bridges & Terminals, Cedrick Fulton, Deputy Executive Director Bill Baroni, Director of Interstate Capital Projects David Wildstein, and Director Patrick Foye. And I hope that I will get a response to that FOIA request. And don't plan on spending 3 or 4 or 5 months before you respond. Again, I appreciate your time, and now I'd like to direct something to several of you sitting here. Chairman Samson of Caldwell, New Jersey, Commissioner Bagger—I don't see you here—who is from Westfield, New Jersey, Commissioner Pocino of Lawrenceville, New Jersey, Commissioner Sartor of Scotch Plains, New Jersey, Commissioner Schuber of Oradell, New Jersey, Commissioner Steiner of West Orange, New Jersey, and Deputy Executive Director Bill Baroni, a former New Jersey Senate colleague, your constituents deserve a better response than we have received thus far. As a member of the New Jersey Senate Judiciary Committee, I voted on most of your nominations with the caveat that each of you—each of you—would advocate within the Port Authority on behalf of the residents of New Jersey. And a personal comment. Commissioner Schuber, I also voted on your nomination with great pride on the fact that you were going to speak out and speak up for Bergen County residents. You gave me a promise that you will get to the bottom of this, and I'm still waiting. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Assemblyman Gordon Johnson.

[Asm. G. Johnson] Good afternoon, Chairman Samson, Director Foye, and Board members. My name is Gordon M. Johnson. And like Senator Weinberg, I represent District 37 and Bergen County. My concern with the actions taken by the Port Authority in this matter extend beyond traffic jams and long commuting hours. My concern deals directly with the safety and security of our community. Public safety. As Bergen County sheriff during the aftermath of September 11th, I know firsthand the importance of communication between municipal government, local law enforcement, and the Port Authority. Continued vigilance is essential in guarding against future attacks in this area. Traffic jams caused by lane closures not only jeopardize the response of police, fire, and EMS and with it the health and well-being of our residents, but it ignores the integral and pivotal role and responsibility we all have in the continued security of this region. We need to remain vigilant against terrorist attacks, primarily by communication between all law enforcement agencies at every level of government. If the recent actions by this Authority are any indication, then the current state of emergency preparedness is poor and not a priority of the leadership of the Port Authority. These self-imposed traffic jams jeopardize response of police, fire, and EMS to emergency situations. We all know seconds count when taking someone suffering from a heart attack to a hospital or a fireman responding to knock down a fire. It is unconscionable that you would put people in this situation, literally risking their lives for a traffic study or whatever the excuse that yours is at this time, which begs the question, what happened? Why were the lanes closed? It has been months and we still do not have answers. The fact that months have passed without any explanation from this Authority amounts to dereliction of duty and responsibility to the commuters of Bergen County and the residents of the state of New Jersey. This is patently unacceptable. If you cannot even communicate self-imposed lane closures to other law enforcement agencies, then you need to do more than investigate this issue; you need to overhaul everything. And where is the request for proposal for the traffic study? Who is the vendor? Where is the vendor's contract? Where is this information? So I echo Senator Weinberg in questioning the Board and will continue in this same effort until this Authority is accountable to the people of New Jersey. And in closing, I have requested Assemblyman John Wisniewski, Chair of the Assembly Transportation Committee, to use subpoena power granted to his committee by Assembly Resolution 91 to investigate and find out exactly what happened. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Jim Tedesco.

[J. Tedesco] Good afternoon, Commissioners, and thank you for allowing me to attend this meeting and address you. I'm the former mayor of Paramus, New Jersey. I am a freeholder-elect in Bergen County, and I am also the Deputy Coordinator of the Office of Emergency Management for the Borough of Paramus. As a former mayor of Paramus, one of the largest towns in Bergen County that also provides more economic money to the state of New Jersey than any other town in the state of New Jersey, I understand economics and transportation. Over a quarter of a million or 500,000 people a day travel through a town that I was the mayor of. I understand the impacts of traffic. What took place in September, to me, was unconscionable. As the mayor of a town that has to deal with traffic and knows the impact on the lives and the safety of the general public, what took place in Fort Lee and what Mayor Sokolich had to deal with was a situation that no one should be put into. To have no correspondence, to have nobody pick up a phone, to jeopardize the lives of hundreds of thousands of people without even thinking about the impact of the decision that one person

made is unconscionable. I will represent almost a million people. A former freeholder and colleague, a friend from Bergen County, I know that none of you would want anyone to be impacted or to feel pain because of one person's action, or many. But that's what you did. We don't know the consequences of those actions because we don't know what person didn't get to the hospital or what baby may have been delayed in being born or the 3 hours that it took for somebody to get across the George Washington Bridge and lost their wages. But what we do know is there's no answers. And for that you all should be held accountable. As the mayor, I was held accountable. I had to be responsible to the electorate. If I didn't do my job they threw me out of office. Fortunately, that didn't happen because I did my job. And when I swore the oath I took that seriously. So ladies and gentlemen, I ask you and I encourage you to do the same thing. Provide the answers that we all ask. Don't hide behind a cover-up, because a cover-up is worse than the crime. And I implore you to do what's right for the people of the state of New Jersey and the state of New York. Thank you.

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

[M. Bodin] Always a pleasure to come to Jersey City. I parked my car, took a walk on the waterfront, looked at the New York skyline. The building that you're building is a classic design that will endure long past any of the other boxes. It's a pleasure to see it. Then I had the opportunity to have lunch. The Iron Monkey is an Irish pub, saloon. It's like being in the old country. It's always a pleasure to be there. One of the friends I have here took me to lunch there before, and it was really good today. Fire engines. Red fire engines. A year ago, Veterans Day in Midland, Texas, a trailer with veterans in a parade was hit by a train going 60 miles an hour. Four veterans were killed. The train didn't blow the horn because it was a quiet zone, it was a grade crossing. It was a parade. The driver didn't see the 2 red flashing lights. I read the report that came out last week by the Safety Board. They missed the point completely. Those 2 red lights were the same red lights that were designed 75 years ago when all they had was red lights. Today all your police cars have red and blue strobe flashers that take your eye out at night. So why aren't grade crossings using strobes? Well, because they like red fire engines. "We've always used red flashing lights. What do you mean, we should change?" Yes. Somebody has to ask. That's a function of the Manual of Uniform Traffic Control Devices, which is broken, to say the least. There are a number of things that can be done, but the responsibility has to start at the very highest levels. I don't know. I've spoken about a number of these issues before. I'd like some help. It has to be done within the law 100%. I see things differently. I'm wired differently. I see the same book that other people use, and I find opportunities to make transportation better, to make travel times faster, to reduce accidents. But I need some help. And I thank you again. One last thing. I have been abrasive over some period of time and I have said things that I wish I had not said, and to those people who I have improperly said the wrong things, I hereby apologize. We need to go forward. And I've made mistakes and I'm sorry I did them. Thank you.

[Chair D. Samson] Thank you. Our next speaker is Assemblyman John Wisniewski.

[Asm. J. Wisniewski] Commissioner Samson, Commissioners, good afternoon. Let me start by generally associating myself with the remarks made by Majority Leader Weinberg and Assemblyman Johnson and Freeholder-Elect Tedesco. The purpose of my coming here today was to join in their call but also to ask this Board for your leadership in bringing the day-to-day

management of the Port Authority out from behind closed doors and to create a more transparent culture at this agency. Despite the criticism of some, mine is not a partisan concern. This is an agency whose leadership is appointed by both a Republican and Democratic governor. I come here with this plea for one simple reason. This agency has a critical role to play in providing regional transportation that will ensure our future economic health and provide metropolitan area residents with access to jobs and amenities that form the foundation of their quality of life. For nearly 20 years I've spent my legislative tenure as a transportation advocate because of that firmly held belief. But recently I've become concerned that this agency is losing the public's support, and I believe that the loss of this and the loss of faith in the Port Authority threatens the future of this agency and the very important work that you are doing. We all recognize that there are a number of problems facing the Port Authority, but they really come down to this: At a time of declining resources, you're being asked to do much more. My overall concern is that faced with this challenge, instead of having an honest discussion with the public you serve and the state legislature that should really be your partner and ally, the people who run this agency on a day-to-day basis have chosen to hide behind closed doors and disparage the motivations of anyone who dares ask tough but important questions. So among the examples of that behavior that I'm talking about, agency staff have been unresponsive in the face of requests for information, which has already led to the New Jersey Assembly granting the Transportation Committee subpoena power. And now, because of that type of behavior, we're on the verge of the Senate doing as well. Instead of a dialogue with the public explaining the need for a toll increase, this agency approved a 5-year plan to increase tolls by 50% with only a token opportunity for discussion or public input at a time when inflation is negligible. And public concerns and questions about increasing debt have been met with silence. In response, the public has begun to question whether agency staff, people once viewed to be among the best in their fields, are up to the task. Commissioners, the agency needs to let the light shine in. And from the disclosure of documents about the bridge toll lane closure to a response to my committee's subpoenas, from a FOIA open request policy that meets the spirit of the state laws to an honest discussion about the financial challenges ahead, the agency needs to let the light of day shine in. And it needs your leadership to make this happen. You who serve on this Board have been given the responsibility that you have because of your stature, because of the respect with which you are held and the leadership qualities you've demonstrated throughout your lives. This agency and our region need your leadership to combat the growing threat to this agency's credibility and its future to our region's economic health and quality of life. As the Port Authority reaches its 100th anniversary, we need the wisdom and the integrity and the independence and the leadership skills which formed the basis of your appointment to this Board to make sure that this agency continues on the same path for another 100 years. We should be partners in this endeavor, and I am ready to help in that partnership. Thank you.

[Chair D. Samson] Thank you. Our last speaker is Margaret Donovan.

[M. Donovan] Good afternoon. I thank you again for your indulgence. I get brainstorms on the way, and now I just have to hopefully read my own writing. Congratulations to the Port Authority on your accomplishment. Sometimes I really wish I could see it all as you do. But knowing what I do, it would be dishonest to pretend. What is noble is the valiant effort on the part of so many workers. What is not noble is the manipulation and deceit behind the rebuilding process. Yesterday's decision by the Council on Tall Buildings was not surprising, but as one

New York magazine commenter noted, "It was decidedly uninspiring." What matters to me isn't which tower has the title, except that it makes me cringe to see New York look like a pretender. I was amazed to discover that in the New York Times the scornful comments were in the majority. Unfortunately, as long as someone standing on top of the Willis Tower can look down on someone standing at the top of the Freedom Tower, what can we expect? But what I do really care about is that a tower claiming to honor the year 1776 only exists through defeating the democratic process. I know that many of you don't understand why I say that. I promise you, you will. You have yet to see the report on what our LMDC Freedom of Information request turned up. But for now you can look into the farcical way our Freedom of Information requests are handled as recently as yesterday and you'll understand better where I'm coming from. One thing is certain. The new transparency looks just like the old transparency. Instead of all the money spent posting documents, many that no one will ever see, you could have started by posting what hasn't been fulfilled and it would give the public a much better gauge of what you are up to. But there's an even clearer way to establish the 1776 hoax. Where is the Koenig Sphere? That's one matter that has always had a consensus— the public, the families, and even the Executive Director of the Port Authority. What plainer proof could there be that what the people want doesn't matter at all? "Just keep those tolls coming but leave the driving to us." 1776 my foot. A few days ago, the ever-delusional Libeskind actually wrote a piece in the Journal suggesting that the WTC boondoggle has something to teach Washington about reaching consensus. Imagine that. Actually, all the WTC proves is that you can do anything if you have enough money. But when the money you are spending belongs to the people you are ignoring, it doesn't seem you have anything to teach Washington. They already have that down pat. It's the wrong symbolism. Why can't we get— I'm almost finished. Why can't we just get with the program and be happy? Because truth matters, the kind of truth that is established by Freedom of Information requests, not the so-called truth that is manufactured in press releases or planted in closed-door briefings. I bet Jay Carney would love to work for the Port Authority when his White House days are over. Truth matters. And like Governor Christie says, we fight for what matters. Thank you.

[Chair D. Samson] Thank you. May I have a motion to move the consent calendar for approval? [multiple commissioners] So moved. [Chair D. Samson] Second? [unidentified commissioner] Second. [Chair D. Samson] All in favor? [all] Aye. [Chair D. Samson] So moved. There being no further business, I move to adjourn the meeting. May I have a second? [unidentified commissioner] Second. [Chair D. Samson] All in favor? [all] Aye. [Chair D. Samson] The meeting is adjourned. Thank you.