

**Port Authority of New York and New Jersey**  
**Committee on Capital Planning, Execution and Asset Management Meeting Transcripts**  
**December 4, 2013**

[Chair S. Rechler] I ask the board secretary to give us any update on the recusals.

[K. Eastman] Yes, on the Port Newark item for Port Street Corridor Improvements Chairman Samson, Vice-Chairman Rechler, Commissioners Moerdler, Pocino, Sartor, Schuber, and Steiner would be recused.

[Chair S. Rechler] So who is here to vote on this?

[Comm. R. Bagger] Commissioner Bagger, beside her.

[K. Eastman] Yes.

[Chair S. Rechler] Okay, we'll have Mr. Bosco give the presentation on the Newark demolition, please.

[T. Bosco] Good morning, commissioners. Today I ask you to authorize a \$14.5 million project including a \$10.4 million construction contract to demolish vacant buildings 14, 95, and 332 at Newark Liberty and to resurface 10 acres of pavement, 5 acres of which will be used to accommodate overnight aircraft parking and for air traffic control to stage airplanes during bad weather. The remaining 5 acres would be used on a temporary basis for displaced taxis and charter buses as a result of other airfield construction. Next slide. The 15-acre work site is located on the northwest side of the airport shown here in the blue triangle in the upper right-hand corner. The work would add 5 acres to the existing 5 acres of aircraft parking after demolition of the buildings, which would accommodate up to 9 aircraft parking positions. It would be used, again, for overnight aircraft parking, which is in tight supply at Newark, and it would also be used by air traffic control to stage airplanes during bad weather, saving an estimated 18,000 minutes of annual aircraft delay, which translates to \$850,000 in annual savings in terms of aircraft-direct operating costs and the value of passengers' time. Ultimately, clearing the site provides an area that's compatible with future airport development. Here you have the economic impact. And the takeaway from this slide is that half of the total project cost is recoverable through the Newark flight fee. Commissioners, I ask respectfully that you advance this item to the full board for approval.

[Chair S. Rechler] Does anyone have any comments or questions? Can I have some legal motion to—[male speaker] So moved.

[Chair S. Rechler] Second? All in favor? You're recused. Mr. Bagger's done it. So are you. Okay, good. Thank you very much, Tom. The next item is the Port Newark Port Street Corridor Improvements, and Admiral Larrabee is going to give an update on that.

[R. Larrabee] Chairman, good morning. Commissioners, good morning. We're seeking authorization today for \$105 million project to complete final design and construction for what we're calling the Port Street Corridor Improvement Project. If you approve this today, we believe that this project could enhance safety, reduce congestion, improve our environmental footprint, provide better access and egress to our New Jersey terminals and result in an economic impact of 560,000 job-years, \$40 million in wages and \$156 million in economic activity. Commissioners, this is an overview of the area that we're going to be talking about. The Port Street project encompasses this area in this orange circle. Back in 2007, we did an extensive study with Engineering to look at roadway improvements that were necessary to keep up with cargo volumes and to address safety issues, and this is one of those projects that was identified. This area carries about 65% of the traffic in our port every day. Next slide. This is an area just west of the project that we're going to be talking about. I just want to describe this briefly. This is Parking Lot 6. This work has been completed. This is a project that is nearly completed. It will be completed by the spring of next year called the Port Street Brewster Road Project that allows us to realign this area, widen the roadways, and again, improve access. The third element of the north end of the project encompasses this area. What we're basically talking about doing is improving all these roadways out at Port Street, widening Port Street, improving intersections like the one here at Doremus Avenue and then reconstructing this flyover, which goes over the turnpike and the rail facility. This is a 50-year-old structure and is clearly past its useful life. Basically the project, when completed, will do the following areas, and just to give you an example, we've had 90 accidents in the area in question over the last 3 years, so it's a serious problem for us, not just in terms of injuries and damage to cargo but in terms of tying up the port. If you roll over a truck in this area, you've basically tied up the port for a considerable amount of time. It really has tremendous improvements. From a roadway efficiency standpoint, we've calculated that we'll save \$63 million in time saved as a result of improved transit times and reduction of congestion. What we're asking for, commissioners, is your authorization to finish the design. We've finished Stage II, so we'll do Stage III and ultimately Stage IV. It's \$105 million project. Construction is nearly \$70 million. The remainder of the funds will be used for design for acquisition of property for mitigation of wetlands, and it's a project that we'll get construction started in the last quarter of 2015 and completed finally in 2019. My only other comment is that the project is fully funded through our cargo facility charge. We'll recover all of those fees once the project is completed.

[Chair S. Rechler] It's fully funded, so it's not going to have any impact to capacity under any capital plan or anything of that nature.

[R. Larrabee] None.

[Chair S. Rechler] Any comments or questions? Can I have a motion to move this? Okay, moved. I want to thank you. Admiral Larrabee, thank you.>>Thanks, Chairman.

[Chair S. Rechler] Okay, terrific. This ends our public session. We're now going to adjourn to executive session.