

**The Port Authority of New York and New Jersey**  
**Committee on Capital Planning, Execution and Asset Management Meeting Transcripts**  
**February 19, 2014**

[Board Vice-Chair S. Rechler] —planning execution and asset management's public session Today's meeting is being held in public session in its entirety and is being broadcast live on the Port Authority's website for those interested in viewing today's proceedings via the Internet. At this point I'd like to ask the Board Secretary to advise the Committee of any Commissioner recusals on the item before the Committee at today's public session meeting.

[K. Eastman] There are none.

[Board Vice-Chair S. Rechler] Okay, with that I'd like to turn to Tom Bosco to talk about the rehabilitation of Runway 13-31 at LaGuardia Airport. Tom?

[T. Bosco] Good morning, Commissioners. Today I ask for your authorization for a \$39.2 million program to rehabilitate LaGuardia Airport's Runway 13-31. I also ask you to authorize the Executive Director to award a \$28.2 million contract for the same purpose. This runway was last rehabbed in 2005, and the proposed work is required in order to maintain the runway in a state of good repair. The runway is 7000 feet long and 150 feet wide. The proposed work includes the milling and repaving of the runway and associated taxiways as well as the parallel patrol road, shown in green at the top. Work also includes the replacement of aeronautical lighting, signs, and markings. The work will take place on nights and weekends so as to minimize any impact on aircraft operations at LaGuardia. Here you have the economic impact. Here you have the cost, and it's worth noting here that while we will apply for airport improvement program, or AIP, funding, the entire cost of the project is recoverable from the airlines through the schedule of charges. Commissioners, I respectfully ask that you advance this item to the full Board for approval.

[Board Vice-Chair S. Rechler] Any questions for Tom? Tom, just in terms of this project— is it in any way connected to the overall reconstruction of the— the broader reconstruction plans for the airport, or is this independent of that? [T. Bosco] No, Vice-Chairman. This is independent of the project, and it won't interfere with the construction of the central terminal building or associated infrastructure.

[Comm. W. Schuber] But I think it's fair to say that given the nature of some of the issues with regard to LaGuardia most recently, this is a positive step forward with regard to the utilization of the airport. Isn't that correct? [T. Bosco] Absolutely, sir. It is an important piece of infrastructure for LaGuardia, and we have to maintain it in a state of good repair.

[Comm. R. Pocino] Tom, what's the thickness of the asphalt that they mill over that? And then how much life will we get out of that, do you think, approximately? [T. Bosco] Yes. We're going to mill approximately 4 inches, max. And the life is approximately 7 to 10 years.

[Board Vice-Chair S. Rechler] Any other comments or questions? [Comm.] Move it to the—  
[Board Vice-Chair S. Rechler] Okay. All in favor? Okay, Tom, I appreciate it. We'll move this to the full consent calendar. Thank you.

[T. Bosco] Thank you, sir.

[Board Vice-Chair S. Rechler] And that ends our Committee on Capital Planning Execution and Asset Management. We're going to be reconvening in 15 minutes for a joint committee with Finance and Capital Planning in this room.