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The Port Authority of New York and New Jersey
Board Meeting Transcripts
July 23, 2015

[Chair J. Degnan] The Port Authority of New York and New Jersey and its subsidiaries is now called to order. Earlier today, the Committees on Operations, Finance, and the World Trade Center Subcommittee met in public session. The Committee on Capital Planning and Execution and Asset Management met in both public and executive session. The Committee on Governance and Ethics will meet in executive session later today. Their reports will be filed with the official minutes of today's Board meeting. The Commissioners will also meet in executive session later today to discuss and act upon matters related to proposed, pending, or current litigation or judicial or administrative proceedings. On behalf of the Board, I'd like to welcome Commissioner Steve Cohen and Mike Fascitelli to the Port Authority. We all look forward to working with them on matters that will be coming before the Board. As some of you may be aware, former Port Authority Chairman, Dick Leone passed away last week. Dick served on this Board with great distinction from 1988 to 1994, including as Chairman from April 1990 through March 1994, which encompassed, of course, the tragedy of the February 26, 1993 World Trade Center terrorist bombing. Dick was a close friend of mine, and I'm deeply saddened by his passing. He was an extraordinarily talented public servant for many years, and a truly brilliant man. In the 1970s during the administration of Governor Brendan Byrne in New Jersey, it's fair to say that Dick was the ethical poll star for any of us who had concerns or questions about ethical matters. If the tone is truly set at the top, Dick's was one that I have tried to emulate throughout my entire career. While reviewing his record of achievements at the Port Authority during his tenure, I was struck by the similarities to current initiatives currently underway here. There was a commitment to increase accountability and transparency with the adoption of an open public meetings policy and the establishment of the Office of Inspector General. It was also the time of big ideas, with planning for an electronic toll collection system which would ultimately result in EZ-Pass, the implementation of the ExpressRail system at our ports, and capital investment to renovate the Port Authority Bus Terminal. Dick Leone was also a strong advocate for regional mobility having directly engaged with other public and private experts fostering dialogues on long term regional mobility initiatives for the benefit of all as well as participating in several Port Authority sponsored regional policy roundtables of all chairmen. He will be sorely missed. Dick was also a friend and teacher. Lead mentor, Commissioner Lynford has a few additional words to say.

[Commissioner J. Lynford] Thank you, Mr. Chairman. First, I met Dick Leone in 1970, he was my mentor at the Woodrow Wilson School at Princeton University. Two adjectives come to mind when I think of him fondly. Strategic and iconoclastic. A really illustrative example of these was when he was the director for The Center for Analysis Public Issues. He recruited me and sent me to the swamps of the Hackensack River to check on Minutes going back to 1945 with the water company, and then he had me undertake research and let me participate in a monograph entitled Local Attorney's Fees and Bond Issues: Nice Work If You Can Get It. Its title alone captures his modus operandi to garner public attention to issues which he felt strongly about. And when he added my name as co-author to the monograph, my pride knew no bounds. He also knew how to motivate those he had around him. Over the subsequent 45 years, Dick

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lived and led as he believed without fear or favor. Thus, I want to reinforce our Chairman's recognition of Dick's lifetime achievements of dedicated leadership in unto public service. Thank you, Mr. Chairman. >>

[Chair J. Degnan] Thank you, Commissioner. Recognition of Chairman Leone's service to the agency and to the bi-state region, I would ask that we endure a moment of silence in his memory. Thank you. As our next order of business, I'm going to call on Commissioner Steiner to offer some remarks about our Director of Port Commerce. Admiral Rick Larrabee is retiring from the Port Authority after 15 years of service.

[Commissioner D. Steiner] In recognition of Rick's 15 years of dedicated service to the Port Authority, we should all join to congratulate Richard Larrabee on his upcoming retirement. Since joining the Port Authority in September 2000 as Deputy Director, and then as Director of the Port Commerce Department, he followed a distinguished 32 year career in the U.S. Coast Guard where he retired as a Rear Admiral. Rick has been a strong leader, a consummate professional. He successfully steered the Port Authority's marine terminals into the 21st Century. He has taken a proactive approach to modernizing infrastructure upon which these facilities depend. Under Rick's leadership, the Port Commerce Department has actively engaged our industry partners in matters that will ensure the economic vitality and competitiveness of the Ports of New York and New Jersey in the future. Rick has also been instrumental in leading the establishment of numerous programs, projects, and initiatives to benefit the Port including the creation of the Council on Port Performance and the development and implementation of the Clean Air Strategy and Harbor Deepening Program. that will benefit the Port Authority and the region to come. But there is something else about Admiral Larrabee that most of you don't know. During the Iraq War, we lent the Admiral to the U.S. military, and he went over to Iraq and took care of getting the ports all organized. And I think we all owe him a deep sense of gratitude. I've personally worked with him, and I'm going to miss him because he's got good judgment. He's mature, and he's not afraid to speak up for what he believes in. So it's with sincere gratitude that I recognize and honor Richard Larrabee today for his fifteen years of dedicated service to the agency and the region it serves. If you'll come up, Rick, I have a little plaque.

[applause]

[applause]

[applause]

[applause]

[applause]

[Chair J. Degnan] I just want to- I just want to add one remark to that. In my interactions with you over the last years I've served on the Port Authority Board, you've come to me to exemplify the qualities I associate with so many people in the Port Authority. Deep substantive knowledge about your area of expertise which has benefited the Authority and through it the public.

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Enormous integrity in the fulfillment of your obligations to the Authority and incredible loyalty to the agency. So I want to personally thank you for your efforts at getting me educated and up to speed over the last year, but also for all the great work you've done for the Port Authority over these last fifteen years. We'll miss you.

[Richard Larrabee] Thank you.

[applause]

[applause] We're going to proceed with Pat's report before we do the public comments.

[Exec. Dir. P. Foye] Yes, sir.

[Chair J. Degnan] Thank you, Pat.

[Exec. Dir. P. Foye] Thank you, Chairman. Christine Weydig, the newly promoted director of the Office of Environmental and Energy Programs is going, in a couple of minutes, to update the Board and the public on our environmental initiatives. Chairman, I want to spend a couple of minutes in particular to highlight the Port Authority's award-winning leadership role in advancing a clean air strategy at our ports which I think is important for the public and the Board to know and appropriate just given the tribute that was just made to Admiral Larrabee. We take our role as environmental stewards very seriously and have committed significant resources over the years to advance this goal at the ports. Thanks to those efforts between 2006 and 2013, our initiatives at the ports help contribute to a 33% reduction in pollutants, even while cargo volumes grew by 7%. I believe that's a tremendous accomplishment for our agency and the reflection of serious commitment to environmental sustainability. In fact, the EPA awarded the Port Authority a Breath Easy Leadership Award in 2012 for our achievements. Today I want to note that we have voluntarily entered into an agreement with the EPA that acknowledges our comprehensive programs that have meaningfully reduced emissions from Port-related activities and have agreed to commit a further round of a total of \$200,000 in funding over five years to help replace older-model trucks serving our port terminals with newer, cleaner truck models along with their agreement to install signs along our Port roadways reminding truckers of their responsibilities to minimize idling. Further, subject to the Port Authority container terminal tenants deciding to employ clean energy cargo handling cranes, and further subject to future approval of this Board, the Port Authority's agreed to commit an amount not to exceed a million and a half dollars in total to provide financial incentives for clean energy cranes and other equipment. Again, subject to receiving requests from a container terminal tenants and the approval of this Board. We're entering into this agreement today entirely voluntarily and in coordination with the EPA. As committed stewards to the environment and with our host communities. This agreement will build upon the \$69 million we have committed to replace hundreds of older model trucks along with our \$600 million total investment in ExpressRail facilities at the ports to move cargo by rail instead of truck. Our incentive program for ships to use low sulfur fuel, and our investments to retrofit port locomotives with ultra-low emission equipment that Mike Massiah mentioned in his presentation. Our investments to move shipping containers by rail port docks have taken literally millions of diesel truck trips off the roads. Last year we moved a record 465,000

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containers by rail, up over 9% versus 2013, a 23% increase over 2010. Rail now accounts for about 15% of our ports' total container volume and continues to grow. We've also invested in a shore power facility for cruise ships at the Brooklyn Marine Terminal, the first such system anywhere on the east coast. The significant investments the Port Authority has made and continues to make in improve roadways and rail, which depend critically on reimbursement from the port-wide cargo facility charge are not just good for the environment, they're also critical to our port's overall competitors. Under Admiral Larrabee's leadership, we're working closely with port stakeholders, including labor and local community on implementing the recommendations of a port performance task force that the Port Authority convened in late 2013. Improving Port efficiency will have critical benefits for the environment such as reducing truck idling. Many of the key recommendations such as a truck management system and creation of chassis pulls should directly reduce truck fumes and therefore idling and improve our ports' overall efficiency and performance. Again, good for our port business and great for the environment and communities we operate. Finally, I'll note that our port operations is ISO 14001 certified, an internationally recognized standard of achievement in environmental management systems. Chairman, back to you.

[Chair J. Degnan] Thanks, Pat. Any questions of the Commissioners of Pat following his report? Pat, as you know, I want to make a few remarks about the Port Authority's bus terminal. Last July, this Board authorized \$90 million quality of commute program for the Port Authority Bus Terminal to provide short term fixes to enhance the customer's experience while we plan work to continue for a new bus facility. A year later, I'd like to give the Board a brief update on what's already been done and on a new initiative we will launch in the coming weeks to provide more reliable trips for our bus passengers and to reduce crowding conditions in the facility. Since the Quality Of Commute Program launched, here are some of the key changes that have been made. On the operations front, New Jersey Transit and the other commuter carriers have substantially reduced their travel time given to drivers of empty buses to go from their New Jersey lots to the bus terminal creating in effect a just in time delivery system for the buses. In addition, the Lincoln Tunnel modified criteria for diverting inbound empty buses to improve flow into the building during the evening peak period. On the capital side, the rehabilitation of the second floor restrooms is complete, and two additional restrooms in the south wing will be rehabilitated by Labor Day. We've also installed supplemental air conditioning units on the third floor platforms and circulation fans on other platforms. The installation of cell wifi services is ongoing, and will be completed by the end of the year. Hudson News, a major bus terminal tenant, plans to upgrade all of its stores in the terminal and just opened its first rehabilitated store last week. In the customer communications area, we held four commuter chats in the past year where commuters could talk to bus terminal senior management about questions and concerns. The next chat is scheduled for August 18. Now we're about to embark on an ambitious initiative by significantly realigning bus gates within the terminal building to increase operational efficiency and to improve the reliability of the trip to 200,000 people who use this facility every day. The realignments that we'll put into place in early September would not have been possible without the cooperation of all of our major commuter carriers including New Jersey Transit, Rockland, Lakeland, DeCamp, Short Line Suburban and Community. Under the changes, most New Jersey Transit operations will be consolidated into the facility's third floor giving that carrier greater control and management over the movement of its buses on and off the facility without interfering from other carriers. This has been a major problem in the past. In

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addition, Coach USA, the Port Authority Bus Terminal's second largest carrier, will have its operations consolidated on the terminal's fourth floor in a Coach USA corridor. This also will improve reliability and allow bus passengers an easier time to find their particular bus gate. Our goal is that these changes will remove major impediments to bus flow, reduce the number of re-circulating buses in the north wing, and allow Port Authority bus terminal staff to target its resources to areas with its greatest needs. During the coming months, Port Authority staff will continue to work with all of the carriers to develop new schedules, to install way finding signs, and to develop new operating procedures. Our goal will be to make an early September launch as seamless as possible but making sure our customers notice changes coming on what we will be doing to accommodate them during a transition period. We believe that our commuters will experience a more reliable trip while at the same time we continue to work with staff to develop a final plan for construction of a new modern bus facility. In closing, I want to thank not only the Port Authority Bus Terminal staff, which has been remarkable to work with over the last year as they embraced the mandate to make temporary fixes to improve the quality of the commute, but also our partners at NJT, the coach carriers of Suburban, Short Line, Rockland, and Community Transit, Lakeland, and DeCamp for their collaboration on this significant effort. Through this cooperation, we'll all work better, I think to provide a more reliable, efficient, and safe commute for the thousands of Port Authority Bus Terminal users. We're now going to provide as we do for the benefit of the new Commissioners an opportunity for members of the public to comment on Port Authority matters. This public comment period, which we hope to limit, but don't often, 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 three minutes. The first speaker on the list is Neile Weissman. Chairman Degnan, Director Foye, Commissioners, another take on the Biblelink summit and again with profound appreciation for the work the Port Authority is doing to build awareness and build consensus. Robert Garran observed that any plan for the region must demonstrate benefits to both states or nothing will happen. If so, then some of the benefits of widening the bicycle pass on the George Washington Bridge should include creating new commuter capacity between Bergen and Manhattan potentially buying own trips along the corridor. Moreover, numerous studies have demonstrated that placing cycling facilities in proximity to residential property appreciates their value, similar to mass transit. For New Yorkers who consider cycling critical to their quality of life, the GWB remains the indispensable amenity, which is why we must see it maintained as such. A widened GWB is critical to the bicycle business of both states, particularly New Jersey, which ranks 47th in job creation. Bike shop sales, and consequently, staffing will be directly impacted by your decision to expand or constrain capacity. Cyclists who cross the GWB are acutely aware how increased use has magnified its defects. The current seven foot path serving pedestrians, runners, and cyclists already grades an F on the Federal Highway Administration scale, and will grow progressively worse as use doubles over the decade. Even when you separate out pedestrians in 2024, you'll still be funneling 1000 cyclists an hour onto a single seven foot path. Cyclists proposal calls for 33-feet of total width with discreet paths for pedestrians, runners, and cyclists will meet national guidelines for high use, provide meaningful improvement within five years, and acceptable levels of service through a mid century. Estimated cost for cyclist's proposal is \$100 million or half what U.S. D.O.T. deems reasonable for local agencies to add bicycle pedestrian facilities to transportation projects. Culling published accounts par the Port

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Authority's plan less the anti suicide barriers is \$20 million. Comparable expenditures include \$60 billion to restore the high bridge over the Harlem River. \$275 million on the Bayonne and the Goethals, and \$400 million for the facility on the New Tappan Zee. Considering that the GWB will be asked to sustain more traffic than all of them combined, widening its main span would appear to be your best buy. In July, 13 more groups signed on to widen the George Washington Bridge bringing the total number of bike club shops and advocacy groups and elected officials to 36. Thank you, and have a good summer.

[Chair J. Degnan] Thank you, Mr. Weissman. Margaret Donovan.

[Margaret Donovan] Good afternoon, Commissioners. Now that the Board has been reconstituted, I think I should explain why we at the Twin Towers Alliance take six minutes of your time ten times a year. Those 60 minutes reflect the experience we have gained over ten years of effort as engaged citizens to "promote" what the people want and America deserves. Because we are convinced that if citizens can't get honest, transparent, accountable, and responsive government at the World Trade Center, we won't get it anywhere. If we come across as opinionated or strident, I apologize, because that interferes with the delivery of our message which we take very seriously. Because it is obvious to us, the rebuilding of the World Trade Center is nothing less than a litmus test of the viability of our democracy. that in no way discounts the fact that the WTC is a prime commercial enterprise because there is no intrinsic conflict. It simply requires that we hold those commercial interests to the highest standards, and the only way that is possible is through verifiable transparency and accountability. But that is not possible as long as the agency's open meetings policy deviates starkly from the laws of the two states with which it is pledged to be consistent. The P.A.'s interpretation of "limited exceptions" is frankly bizarre and hard to understand with so many lawyers on Board. The last 14 years have been layered with actions that were improperly hidden from the public and never would've been tolerated if they had been done in the open. As a result, billions of dollars have been squandered that never would have been spent if your executive sessions had been conducted according to established open meetings protocol. It can't go on. A correction is inevitable and would already be underway if the governors had not nullified what more than 600 of the people's representatives approved. It was a profound violation of the public's trust. They engaged in naked subterfuge when they claimed in their joint statement to have vetoed the accountability and transparency bills because they wanted elements of the Special Panel Report to be included. As if we don't know a red herring when we smell one. They weren't willing to be direct, because they knew they would never get away with scuttling bills that had passed without a single dissent. Instead of explaining their position, they chose to make no mention of their real objections, which have been stripped out of the current legislation. It was despicably dishonest and deprives both men of any credibility as public servants. Any lack in the original bills could have been easily handled by supplemental legislation, but not so with the current bill, because to pass a bastardized version by claiming that some of the particulars that had already passed both legislatures might be added into some future bill is an outright attack on our system of government. We should all be offended when our governors choose to behave like despots and treat the people like fools. Thank you.

[Chair J. Degnan] Richard Hughes. Mr. Hughes, you gonna speak? You're up.

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[applause]

[Richard Hughes] For the new Board members, I'm Richard Hughes of the Twin Towers Alliance. I'd like to bring up another subject, something that's sort of been buried under the carpet. And for the new members, you may not be aware of it, but I'd like to know what happened to that \$1.8 billion that somehow got sent to Governor Christie for road repairs in New Jersey, primarily for the Pulaski Skyway, of course, but other road repairs that had nothing to do with Port Authority business. I know Sean Boburg of the Record and Steve Strunsky of the Star Ledger did some excellent reporting on this in the past, and it's time to keep digging and find out why the money isn't being returned to the Port Authority. How did that money go out and it isn't coming back when it obviously shouldn't be used for those functions. And now we have Governor Christie running for President, or for the Republican nomination, and I think the question that should be asked is why did you steal this money, Governor? I mean, why do you think it belongs to you and the people of New Jersey and not to the Port Authority and the people of the region for use for very specific things, for the tunnels, the bridges, the airports, whatever for capital improvements including the bus terminal, which Pat Foye here forgot to mention in his ten year capital improvement plan. \$1.8 billion is a lot of money. It should come back to the agency. I see these good people every month coming in from Unite Here and the other unions who are looking for a living wage that the Port Authority dances around. \$1.8 billion would go a long way to pay a living wage and still have money left over for tunnels and bridges and everything else.

[applause/cheering]

[applause/cheering] Is it really too much to ask? I mean, if you're going to throw away money, let's spend intelligently. Let's give it to these people if you don't want to spend it on what you're really supposed to do, and these people can have.

[applause/cheering] I think we're all for a living wage. People should worry if they work hard, they should be able to come home with something that gives them food, shelter, and a little extra. I don't think that's too much to ask, and when we look at what the Port Authority employees make, maybe they should all be part of the Port Authority. They work in your terminals, they work in your airports, they work in your properties. Why shouldn't they be part of the Port Authority? Maybe that's something that should be considered.

And maybe those of you who live in New Jersey should pick at the Governor and ask him why did you take that money to pay for bridges and roads that should've been paid for with the gas tax, which he didn't wanna raise because he's running for President. but maybe you should ask him that. Maybe you should ask him why that money came out of the coffers of the Port Authority and went into New Jersey's pockets to take care of his political career. Thank you.

[Chair J. Degnan] Antwan Harvey? Mr. Harvey?

[Antwan Harvey] Hello, good morning. My name is Antwan Harvey, and I'm a food service worker with HMSHost at Newark Airport. I'm here to share the news and my brothers and sisters from Compass and MS Launch in LaGuardia organized and joined our union Unite Here

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local 100. They are extremely proud of being New York ambassadors for all of the travelers who come through LaGuardia Airport, and are also proud of our union organizer. Our union victory happened peacefully. You didn't hear anything about strikes, you didn't hear about no pickets, or boycotts. And it's because my brothers and sisters at LaGuardia Airport organized a labor peace agreement the Port Authority should enforce the labor peace policy of other food service companies. I hope you can fix those issues so everyone can organize their union as peacefully as we did. Thank you very much.

[Chair J. Degnan] Christina Dortin?

[Christina Dortin] Hello, my name is Christina Dortin, and I am a cashier/sales associate at Hudson News at Newark Airport. I am also a proud member of Unite Here Local 100. You might be aware that the Port Authority has a labor peace policy, which requires food and retail companies to have a labor peace agreement. Some companies have not been following this policy properly, and we need to fix this problem. My union and I have organized thousands of workers under labor peace agreements. Just last week, the food workers at the American Express Lounge at LaGuardia won their union, and again, you didn't hear about strikes, pickets, or protests because those companies had labor peace. So for the sake of everyone, and especially the traveling public, please enforce your policies. Thank you.

[Chair J. Degnan] Thank you. Reverend Ronald Tuff?

[Reverend Tuff] Good morning, my name is Reverend Ronald Tuff. I am the Second Vice Chair of the New Jersey Black Issues Convention, and also Associate Pastor of First Bethel Baptist Church, and a member of the Baptist Ministers and Clergy of Newark, New Jersey. First I want to say congratulations to the young man that spoke. Let's give him a round of applause. Come on.

And second, I want to say as a man of faith, I feel it's my duty to speak out against injustice. The Reverend Doctor Martin Luther King Junior said, "Justice delayed is justice denied." Airport workers know this well, because they have been waiting for months for the Port Authority to release its wage plans. You've heard the big announcements the New York wage force has called for a \$15.00 minimum wage for fast food workers. This is a historic decision that will help lift so many hard working men and women out of poverty. To the Port Authority I say today, you too can be on the right side of history by releasing a wage paring that gives airport workers what they may deserve a living wage. Somebody say amen! All right!

[clapping/cheering] You have the power to have a positive impact on thousands of workers lives, and the ball today is in your court. Delta Contractor Aviation safeguards and 32BJ have signed an agreement that meets the workers' goals to unionize. The victory was possible because the workers stood up for their rights. And they will continue to do so until you, the Port Authority, takes action. Follow through on your promise to raise this wage. Come on, somebody!

Yes, the first increase in the salary wage to \$10.10 was a good start. But I'm telling you, \$10.10

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adds up to less than \$24,000.00 a year. Less than the federal poverty level for a family of four. Low wages don't just hurt workers, they impact on their families and communities. And because of low wages, many airport workers have to rely on taxpayer-funded paid government programs like SNAP or food programs. Let me close by saying, you can help lift workers out of poverty by releasing your wage plan. Airport workers deserve dignity in their work, and that comes to a living wage, vacation pay, affordable benefits, and respect for their jobs. So don't delay, please help the workers today.

And let me just say, and I want to sit in my seat by saying to the director, Mr. Foye and to the Chairperson, I demand an apology, because at the Board meeting before this, I asked for a meeting with you and I asked for a meeting with your assistant, and to today, I have not got that meeting. I've been calling and I get the run around. These people deserve a living wage. Am I right? Come on! I demand. >>

[Chair J. Degnan] Thank you, Reverend. I demand an apology, and I demand a meeting. Thank you so much. >>

[Chair J. Degnan] DaQuan Allen, please. DaQuan Allen, please. >>Thank you so much.

[Chair J. Degnan] If DaQuan Allen is here, we'll proceed. If not, we'll go to the next name. Thank you.

[DaQuan Allen] Good afternoon. My name is DaQuan Allen. I've been an employee of Newark International Airport for a year. Now, since the last Port Authority meeting, fast food workers in New York have won a fight to get a \$15.00 minimum wage. The New York Wage Board heard their pleas, now hear ours. Countless airport workers who work day in and day out to keep this empire that is the Newark International Airport in working order are finding themselves tired, frustrated, and barely able to provide a comfortable living for themselves or their families. It's nothing but mind boggling that the workers that are the very foundation of the airport are qualifying for assistance from the government, and that this injustice has yet to cease. The time for elevation to commence is long overdue, and myself and countless airport workers feel it's time to get the respect, the gratitude, and stability that we deserve. So we're here today to speak out and to keep pushing and striving until the day that us, the workers are no longer facing the trials and tribulations of low wages, lack of healthcare, people aren't able to enjoy retirement with reliance on government assistance, but instead standing tall and proud and rejoicing in the triumph of having a union. Thank you.

[Chair J. Degnan] Rasmaran Maharaj? Rasmaran Maharaj? That person not being here, we'll move on to Anthony Stramaglia. That's okay.

[Anthony Stramaglia] Good afternoon, Chairman Degnan. Commissioners, Port Authority staff, members of the press, and the public. Well, I see many new faces since the last time I spoke back in 2013, but I think many of you will remember me. My name is Anthony Stramaglia, and I worked alongside Kalev Savi on the global campaign that sought to save the former PanAm Worldport at JFK. In its heyday, PanAm was the pinnacle of international travel. A symbol of American innovation and pride. PanAm's presence and influence were ubiquitous around the

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globe. Not only was PanAm an airline, but it became a cultural icon. Even today, many airlines aspire to be what PanAm once was, but sadly they fall short. PanAm was also one of New York City's largest employers. It, as well as many other now airlines long gone helped build JFK and were responsible for many of the innovations in air travel we now take for granted. Looking out from the air train around JFK, you would never know that was once a bus link terminal three between terminals two and four. While it was home to Delta for 21 years, terminal three was built in 1960 by PanAm, and was then known as the WorldPort. Sadly, all traces of its magnificent four acre flying saucer had been forever erased from the JFK landscape, and with it, all traces of PanAm as well. The Port Authority and Delta gave their word that they would build a fitting tribute to PanAm, one of the most influential airlines in history. So I would like to remind you of the June 26, 2013 joint Port Authority and Delta press release that read, "Recognizing the former PanAm WorldPort's place in JFK's aviation history, Delta Airlines and the Port Authority will partner to create a suitable tribute to the WorldPort during the redevelopment of the Terminal 3 site." Well, over two years have passed, and Terminal 3 redevelopment has come and gone, and there has been no initiative on this tribute whatsoever. When Kalev Savi spoke two months ago at the May Board meeting, he was given some reassurance that the Port Authority and Delta were going to move forward on this. Well, it is now July, and unsurprisingly, no new developments. As Kalev also mentioned, the most fitting tribute would include Milton Hebald Zodiac, which the Port Authority has had stored in a warehouse for over 20 years. The zodiac was one of the most recognizable elements of the WorldPort adorning its front entrance for over 30 years. Mr. Hebald sadly passed away earlier this year, and his final wish was to see his masterpiece, the Zodiac, restored and placed on display once again for the public to enjoy. Kalev and I as well as thousands of supporters around the globe are anxiously looking forward to this tribute, and so, we hope to start working with you on making it a reality. I appreciate the opportunity to speak with you once again. Thank you very much, and I hope that you will be in touch with us very soon.

[Chair J. Degnan] Michael Carey. Michael Carey here?

[Michael Carey] Yes I am here. Good afternoon. As we all know, everyone in this room should know by now about the real and imminent threat of a strike that was referred to at the last minute yesterday. Because of our employee agency safeguard decided to listen to the voices of over 1200 workers at LaGuardia and JFK airport. While we embrace that victory, we need to put forward to you the Port Authority Board, you said you want to make this airport a 21st Century airport, and we'd like you to embrace us in your dreams by making our wages a 21st Century wages. as the logo on my hat says, [inaudible]"don't fly" so I'm embracing you, please to listen to us and to put your proposal out there for all wage increases. Thank you very much. My name is Michael Carey.

[applause/cheering]

[Chair J. Degnan] Rabbi Feinberg? Is Rabbi Michael Feinberg in the audience? Not being here, we'll move on to Jason Rice if he's in the audience. Okay, great, thank you.

[Jason Rice] Thank you for your time. I'll keep this short. My name is Jason Rice, I am a fast food worker, and as you know if you've been paying attention to the news, yesterday Governor

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Cuomo and the wage Board gave us what we've been fighting for for the last couple of years. And honestly, I'm here in support with our brothers and sisters at the airport, if they can do it for us, it's no reason why you guys can't do it for them. I think it's really quite simple. Pay your workers a liveable wage so they can live with dignity. Thank you.

[applause]

[applause]

[Chair J. Degnan] Luis Sanchez? Luis Sanchez? Good afternoon, my name is Luis Sanchez. I work at Terminal 5 at JFK. As many of you know, yesterday thousands of my colleagues were prepared to take the drastic step to go on strike, which was averted at the last moment when their company, Aviation Safeguards came to an agreement. And when the company came to this agreement with us, they told us that they would respect any wage that would be passed by the Port Authority. And as you all know, just yesterday, the wage Board recommended \$15.00 an hour for fast food workers and that took only a relatively short few months for the wage Board to come to that conclusion. The question that I have here today is what is taking you so long to release your plan? The question that I have on behalf of all of my colleagues here, all the airport workers is what is taking so long? And we work in some of the most sensitive and important airports in this country, and if any of us was to make the smallest mistake, we would be subject to reprisals from the Port Authority. And because of this great responsibility that we have, to guard and clean and help make these airports function, we believe that we deserve to be compensated in a way that matches and that honors that responsibility.

[applause] Thank you very much. Thank you.

[Chair J. Degnan] The last speaker is Damason Mejia. If that person's not here, we're going to close the public comment. Okay, thank you.

[Damason Mejia] Good morning, my name is Damason Mejia. I've been working at JFK since three years ago. Yesterday was a wonderful day for the airport workers. You know without aviation safeguards 1200 workers was planning to strike. It was canceled because Aviation signed an agreement with our 32BJ union. When the company found a way to respect our rights, they also said they would respect any rights of the Port Authority Board gave us. The ball is in your court. Raise the wage so we can raise our family with dignity. I know the pressure that you have been through. This process is going to be too long. There must be a balance between what the airport workers deserve and what the company are capable to give us. I want to remind you that the Constitution of the United States was established upon the principle of dignity, equality, and humanity. And it's time for you to honor the Constitution of the United States. Thank you very much.

[applause/cheering]

[applause]

[Chair J. Degnan] That brings to a close the public comment period. I will now request that our

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new Director of our Office of Environmental and Energy Programs, Christine Weydig provide an update on our environmental initiatives. Christine? You might want to wait just a minute and let things quiet down. Okay, Christine, thank you.

[Christine Weydig] Great, thank you. Good afternoon, Commissioners. Today I will update you on Port Authority environmental and energy initiatives and progress towards Port Authority sustainability goals. I will also present key elements to an update on our existing environmental policy. The Office of Environmental and Energy Programs, or OEEP acts as an agency-wide sustainability leader. We work closely with line departments to align sustainability efforts with broader Port Authority business objectives. We implement programs to ensure regulatory compliance, reduce energy and water consumption, and minimize the environmental impact of our operations. We help streamline the permitting process for replacement transportation infrastructure projects. The Port Authority has a longstanding commitment to environmental protection. In 1993, we formally issued an environmental policy statement pledging to provide transportation, terminal, and other facilities of commerce in an environmentally sound manner. Over the years, the Port Authority has expanded this policy. In 2006, sustainable design guidelines were issued. These guidelines aim to reduce environmental impacts related to new and renovated buildings. A sustainability policy was approved by the Board in 2008. This policy committed to reduce Port Authority greenhouse gas emissions 80% by 2050 in line with state and federal targets. Furthering sustainable design practices, Sustainable Infrastructure Guidelines were issued in 2011 and this year design guidelines for climate resilience were issued. As the graphic on this slide demonstrates, these policies and guidelines were adopted during a time of great policy and regulatory change. Driven by rising energy prices, growing concerns about climate change, and interest in improving resilience to manmade and natural events. Today, I'd like to highlight some sustainability achievements over the last five years which have been possible through close collaboration with line departments. Our ongoing metering improvements have resulted in \$15 million in recovered tenant utility charges since 2010. We are pursuing an additional \$2.4 million. Our portfolio of energy efficiency projects has yielded \$5 million in annual savings and 24,000 metric tons in greenhouse gas reductions, the equivalent of taking 5000 cars off the road for a year. These represent a 9% reduction in Port Authority greenhouse gas emissions. The costs of these projects are fully offset by the utility savings they generate. In 2011, the Board approved development of a solar project at Newark Airport. The project was constructed at no capital cost to the Port Authority through a Power Purchase Agreement. We expect to save \$1.25 million over the project term. Additional solar arrays are currently being installed at PATH's Harrison Car Maintenance Facility and Stewart Airport. In 2010, we performed the Port Authority's first online reverse auction for energy. To date we have performed three such electric auctions and one natural gas auction resulting in \$5 million in savings. Pat already mentioned the shore power installation at Brooklyn Cruise Terminal, so the only thing I would add is it's the only installation of its kind on the east coast. We are also exploring on-site generation at our port facilities which would promote facility resilience. Gas fire generators could also provide an opportunity to prepare for possible use of liquefied natural gas at our port facilities. Again, since Pat covered the Clean Air Strategy, I'll move on. In 2014, we established the Port Authority's first ever green roof at the Holland Tunnel Administration Building. It's expected to reduce cooling costs, reduce storm water runoff, and improve the longevity of the roof. We continue to promote sustainability and procurement in operations. Consistent with executive orders in New York and New Jersey,

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Port Authority has implemented a green cleaning program. This year, we also launched a go-paperless initiative which promotes electronic processes and forms. This past April, the Board reauthorized the Hudson-Raritan Estuary Resources Program which was initially approved in 2001. Strategic land acquisitions balance the environmental impacts of our development activities, preserve ecosystems and habitat, provide for public access to water front and create a natural buffer around Port Authority facilities which promotes regional resilience. In 2013, the Board approved the wide deployment of Advanced Metering Infrastructure. Ours is the largest sub-metering program of its kind in New York state. The front end Port Authority utility management platform will be integrated with New York Energy Manager developed by the New York Power Authority which is the state's first energy management network operation center. At Stewart Airport we are conducting a feasibility study for a microgrid. In partnership with our utility Central Hudson, the town of New Windsor, and NRG. Funding for the study has been awarded through the New York prize community microgrid competition. The microgrid would increase the airport's ability to maintain full terminal operations and advance the New York Public Service Commissions "Reforming the Energy Vision" initiative. Port Authority is also part of the Zero Emissions Vehicle Task Force, a partnership of eight states including New York that committed to having at least 3.3 million zero-emissions vehicles on the road by 2025. Critical to the market penetration of these vehicles is infrastructure such as electric vehicle charging stations. We've already installed seventeen such stations in public lots at Kennedy, LaGuardia, and Newark Airports, and the Port Authority Bus Terminal. We're also exploring EV charging at the Brooklyn Cruise Terminal to further utilize the electric capacity made available by the shore power installation there. In 2014, staff was authorized to purchase more than 200 "green" vehicles making 85% of the Port Authority fleet environmentally friendly. This led to our fleet being named third greenest in the nation. To maximize this investment, we have secured funding from the New York State Energy Research and Development Authority to test anti-idling technology on our fleet vehicles. This technology could drastically reduce engine idling and associated emissions and fuel costs. This next slide shows how our agency-wide sustainability efforts are keeping the Port Authority on track to reach our 80% emissions reduction goal. Since 2008, we've been performing greenhouse gas inventories. The data presented here is from our 2012 inventory, the most recent year for which a full data set is available. In 2012, the Port Authority was responsible for 267,000 metric tons of carbon dioxide equivalent from operations under our direct control. As you can see in the pie chart, energy consumption, that is electricity, fuel for heating and cooling, and transportation fuel account for 95% of our emissions. The bar graph shows emissions since the baseline year of 2006 which have declined by 15%. It is important to note that while the downward trend is a valuable performance metric for sustainability initiatives, we must continue to adapt our programs to maintain the trend now that some of the low-hanging fruit has been harvested. Much has happened since the last Port Authority environmental policy was updated. In recognition of events like Superstorm Sandy and broader state policy and regulatory shifts, we are working on an update to the policy. Building on the solid foundation of what the Board approved in 1993 and 2008, this update will capture four key elements. Among these is the need to better integrate sustainability and resilience efforts to make lasting improvements to Port Authority assets and operations. Another element arises from what is increasingly referred to as the "global water crisis". Given regional water infrastructure vulnerabilities and consistently rising water rates, a heightened focus on water conservation, reuse and improved Port Authority water metering and infrastructure would be identified as a priority in the updated

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policy. Consistent with Port Authority's mandate and New York and New Jersey efforts to promote regional economic development, the updated policy can articulate our commitment to promoting the clean economy and associated job creation. Related to this is growing interest of the global investment community in sustainable or socially responsible investing such as Green Bonds. The updated policy can pledge to improve the incorporation of sustainable and resilient project features in the capital planning process and leverage instruments such as Green Bonds for funding these within the context of the capital plan. In better integrating sustainability in capital planning, we can also enhance our consideration of project impacts on host communities. We anticipate presenting the updated policy for your consideration in September. Thank you for this opportunity to update you on our progress towards our sustainability goals.

[Chair J. Degnan] Thank you, Christine. Excellent report. Do any Commissioners have any comments or questions? Commissioner James.

[Commissioner H. James] Two weeks ago, Mayor de Blasio announced a major initiative or RFP to bring renewable power to the city and essentially use all renewable power going forward. Are we tied into that discussion? Are we going to piggyback on that? Is that something we can do also to increase our use for renewable power? I would have thought if we could join the city, we could get some economies of scale

[Christine Weydig] Sure, that's an excellent point, and I'd like to point out that we actually already, within our energy mix, approximately 20% of our needs are met by renewable energy. And we're actually under a contract, a bilateral contract through the New York Power Authority for an additional 167,000 megawatt hours of power from a biomass facility near Stewart Airport. That being said, you're correct that there could be some economies of scale through the city's initiative. At this point, they're issuing an RFI, so it's really about getting information from the market about how they could go about getting 100% of their energy needs from renewables. So I think at this point, we're in dialogue with Diecast who issued the RFI, and so based on how that goes, I think we could consider increasing the mix of renewables in our portfolio.

[Chair J. Degnan] Rich Bagger?

[Commissioner R. Bagger] Thank you. Thank you for that important report and Pat, also thank you for the report on the ports earlier. So I take it this reported on activities directly within the Port Authority's control. How do we work with our partners like the airlines in terms of their plans to reduce their footprint at the airports?

[C. Weydig] Well, we're, I'm sorry, we do actually have a regular dialogue with many of our tenants on this topic. One thing that we're working on is we have an agreement with the New York Power Authority for energy services, and we're exploring how we could- we're the direct account holder, so we would need to be the counter party for any improvements that our tenants might make to their facilities. But we are in dialogue with them about how we might be able to facilitate their access to these programs. We're also looking into how airlines that are interested in doing renewable energy project on site renewables, how we might also be able to be involved with that to the extent that most of these agreements, the power purchase agreements are very

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lengthy agreements. So we're talking about at least 20 years, and so the tenure of those agreements really is something that is often a challenge for our tenants whose business planning might not actually include the possibility of them being there that long. So we are looking at potentially backstopping those to the extent that the rates that are negotiated are acceptable to us because we would need to live with those for the long term.

[Vice-Chair S. Rechler] Good report, that's good to hear actually a whole comprehensive set of programs. One area that I was curious about, peak usage, we just went through a couple of record days with the heat this past week. Do we have any programs that we try to shed the use or use back up power that's not on the grid for the areas where there's peak usage days?

[C. Weydig] We do. So those are what are collectively referred to as demand response programs, and we're very active in demand response. We have a number of facilities both on the New York side and New Jersey side that participate. At this point, we participate primarily in the emergency program, so on days like what you mentioned, we might get called to reduce our load by either the system operator or the local utility. Interestingly this week was not one of those weeks. You would have thought it might be, but when the temperature declines at night, often the grid is able to sustain their operations. But that being said, we see it as a big opportunity for us, we generate revenue from it, actually. So around half a million dollars a year at this point, and we're really looking to increase that over time. Among the challenges that we have is even we have backup generators. They are not necessarily permitted for anything other than emergency use, and the states have different views of what emergencies are. And a grid emergency at this point is not among them. So we have a working group established to look at how we could potentially change those permits, and also add some load to these generators because often even if it's a big generator, there isn't necessarily a lot of load that's attached to that, so the reductions wouldn't be significant. But it's something that we're working on, and we're also looking to potentially participate in regulation markets. So there is one in New Jersey, and looking at some of our large pieces of equipment and how that could support the grid that way.

[Commissioner K. Lipper] First of all, congratulations to your group on a wonderful effort and a great report. I noticed at the beginning of your report, you had a figure that you saved \$15 million from correct billing. I guess due to the metering? Is there any possibility of recovering past payments that you made if there is an assumption that there was incorrect billing?

[C. Weydig] Just guide me if I'm misunderstanding your question. But that \$15 million figure is actually net of any flight fee credits, so when we do back billing or metering corrections and we pursue collecting past amounts, we do have work with our aviation department to make a corresponding credit to the airlines for the flight fee, because some of that may have been already accounted for in some of the common charges that they're assessed.

[Chair J. Degnan] Libby may have a comment to add to that.

[Libby McCarthy] Yeah, I believe your question might have been if we felt we were over billed, would we have a chance as opposed to what Christine was referring to was a situation where we sub meter and bill to our customers, our lessees, that's where we underbilled. So we've gone

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back and collected. In terms of the other collections, you can address.

[laughter]

[C. Weydig] Thanks for clarifying that for me, Libby. So we do actually have a recovery audit contract with a recovery audit firm, and they on an annual basis look at all of our utility bills, and they actually, it includes telecomm which isn't under my purview, but that's among the things that they look at, and they identify any overcharges by our utilities and it's a contingency contract, so they actually then need to pursue the correction with the utility, and they only get a percentage of the recovery once that's been credited to our accounts.

[Chair J. Degnan] Thank you. >>

[C. Weydig] You're welcome.

[Chair J. Degnan] Any other comments or questions? Thank you, Christine. We have several other items on today's agenda for which the respective committee chairs will be asked to provide a brief report prior to the matter being considered by the Board. I'm now going to ask Commissioner Bagger as Chair of the Committee of Finance to provide his report.

[Commissioner R. Bagger] Thank you, Mr. Chairman. On behalf of the Finance Committee, I am pleased to recommend for the Board's action the two items we discussed in our Committee session earlier this morning. The first is with respect to approving the Plan of Finance for the next three years and specifically this involves approving a series of resolutions which I propose we do in one roll call vote, and before I describe that, let me just ask the Corporate Secretary if we have any recusals on the Plan of Finance.

[K. Eastman] No, no recusal. So therefore I will go ahead and ask for a motion to approve resolutions which do the following: that rescind unissued series of consolidated bonds and notes of the prior three year Plan of Financing that authorized the establishment issuance and sale of up to 20 series of consolidated bonds to effectuate this plan, to authorize the issuance and sale of the five series of consolidated notes in accordance with this plan to authorize the continued issuance of versatile structure obligations, variable rate master notes, equipment notes, and commercial paper obligations as necessary to effectuate the plan, emphasizing as I did previously that this is just a plan, and any specific issuances come before the Finance Committee for approval. May I have a motion? >>So moved. Second? Any discussion? And if not, can we have a roll call on the resolutions to effectuate the Plan of Finance? Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>[inaudible] Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes. Thank you, that is approved, and our second and final item also as discussed previously relates to the Commercial Paper Program. Are there any recusals on this? Karen?

[K. Eastman]Sorry, no recusals. So therefore I would ask for a motion authorizing the extension of the Port Authority's Commercial Paper Program through the end of 2020 with the total

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program limit of \$750 million including \$250 million for a new series of commercial paper obligations. Is there a motion? >>Second. Any discussion? Roll call, please? Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>[inaudible] Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Chair J. Degnan]Ok, on behalf of Committee of Operations, which I chair, I will now submit several items for the Board's consideration, the first of which authorizes a lease extension with KLM Royal Dutch Airlines to provide for its continued use and occupancy of building 261 at JFK International Airport pending the relocation of its cargo operations to redeveloped space at building 78. The lease extension is expected to generate \$1.1 million in fixed rent, and \$1 million in percentage sales. Prior to making a motion on this item, I ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] There are no recusals. Do any Commissioners have any comments on the item? Is there a motion to move it? >>So moved. Second. Karen, would you call the roll, please on that?

[K. Eastman]Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Chair J. Degnan]Before we close this meeting, let me ask point of order. Commissioner Fascitelli was away for just a couple of minutes during the prior to roll call votes. Is there a procedure by which he can indicate his position on that vote to you later and then be recorded in the minutes as having voted on it?

[K. Eastman] We can do it right now. I want to be fair to him, though, he needs to know what he's voting on. But I think given his attendance this morning, he's entitled to be recorded as a vote. So Rich, maybe you could very quickly go through the two items that this passed, Commissioner, unanimously, but you are a vote, and I think Rich could sum it up for you in a couple of minutes, and you can indicate if you'd like to whether you're a yea or nay.

[Commissioner R. Bagger] Our first vote was on the 3-year financing plan that Cheryl described previously, and then our second vote was on the five-year Commercial Paper Plan that Cheryl described in the Finance Committee earlier this morning.

[Commissioner M. Fascitelli] Yes on both

[K. Eastman] Thank you.

[Chair J. Degnan]The next item from the Operations Committee authorizes six lease agreements covering seven concession spaces in Terminals A and B at Newark Liberty International Airport, consisting of nearly 5,000 square feet of space for the operation of food, beverage, and

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retail concessions. The total aggregate rental over the terms of the agreements is approximately \$3.1 million, which will be shared with the airlines consistent with the terms of the terminal leases. Prior to making a motion, I ask Karen to indicate whether there are any recusals.

[K. Eastman] No, there are no recusals.

[Chair J. Degnan] Commissioners have questions or comments on this item? If not, can I have a motion? >>So moved. Second? >>Second. >>Karen, would you do the roll call?

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes. The votes are in order, the item is approved. The next item which was discussed in public session earlier today authorizes a lease agreement with New Jersey Transit Bus Operations concerning its operation and maintenance of the Lincoln Tunnel Park-and-Ride. The lease agreement will provide annual rent to the Port Authority of \$875,000.00 with annual escalations of 1.5% for the balance of the existing lease term through August 2018. In addition, the monthly rental for the period May 1, 2012 through June 30, 2015 would be waived by the Port Authority. The execution of the supplement is contingent upon the approval of New Jersey Transit's Board which we believe will occur at a September Board meeting. Are there any recusals?

[K. Eastman] No recusals. Do any Commissioners have any comments or questions about this item? If not, can I have a motion? Second? >>Second. I now request Karen to take the roll.

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Chair J. Degnan] Votes are in order, the item's approved. I'll now ask Vice Chairman Rechler as Chair of the Committee on Capital Planning to provide his reports.

[Vice-Chair S. Rechler] Thank you, Chairman. As Chair of the Committee on Capital Planning Execution and Asset Management, I'm going to report on the items that we discussed in Committee. The first item we authorized is a project for the reconstruction of a section of Corbin Street including the Berth 3 wharf at Port Newark at an estimated amount of \$47.9 million which represents an increase of \$8.9 million, the previously authorized project amount to address unforeseen field conditions identified after the commencement of construction. Prior to taking a motion, I'd like to ask the Corporate Secretary if there's any recusals.

[K. Eastman] No recusals.

[Vice-Chair S. Rechler] Okay, do I have any Commissioners with comments? Do I have a

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motion? >>So moved. Second? Okay, can I have a roll call vote, please?

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes. Okay, as the votes are in order, the item is approved. The next item authorizes Phase Three of Newark Liberty International Airport's Terminal A Redevelopment Program at an estimated cost of \$40 million including \$25 million to construct a new bridge to connect the central terminal area to the southern end of the airport, and \$15 million to continue program management and design services to support the program. And also authorized the Executive Director to submit an application to the Federal Aviation Administration to recover these costs via airport passenger facility charges. Prior to making the motion, are there any recusals?

[K. Eastman] There are no recusals.

[Vice-Chair S. Rechler] Okay, do any Commissioners have any comments? Do I have a motion? Okay, request for roll call vote, please?

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Vice-Chair S. Rechler] As the votes are in order, the item is approved. the next item reauthorizes a project to complete the electrical mechanical rehabilitation and ventilation system equipment that serves the Holland Tunnel at an estimated cost of \$232 million, which represents an increase of \$25.6 million to the previously authorized project amount to address the impacts of the loss of land site access to the New Jersey River ventilation building via Pier 9. As a result, materials and equipment will need to be delivered via barge to the project site. Prior to making a motion, I ask if there are any recusals.

[K. Eastman] No recusals.

[Vice-Chair S. Rechler] Okay, do any Commissioners have any comments? Can I have a motion? Okay. Can we have a roll call vote, please?

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Vice-Chair S. Rechler] As the votes are in order, it is passed. Now, as Chair of the World Trade Center Redevelopment Subcommittee, I will now report on certain matters that were discussed

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in public session of the Subcommittee earlier today. The first item authorizes \$112.9 million project for at-grade flood mitigation and resiliency improvements at the WTC site including the award of a contract to Skanska, USA Civil for the fabrication, installation, and development of a bollard protection system for the WTC Vehicular Security Center at an estimated amount of \$3.5 million. The item also authorizes the Executive Director to submit an application to the Federal Transit Administration to reimburse the Port Authority for 75% of eligible expenditures up to a maximum of \$84.7 million. Prior to taking a motion, I ask if there are any recusals.

[K. Eastman] No recusals.

[Vice-Chair S. Rechler] Okay. Do any Commissioners have any comments? Do we have a motion? A second? May we have a roll call vote?

[K. Eastman] Chairman Degnan? >>Yes. Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Vice-Chair S. Rechler] Votes are in order, the item is approved. The last item I have authorizes the award of a construction trade contract for construction and architectural fit outwork for the WTC Vehicular Access Project. The project would be awarded to Paul J Scariano, Inc. at the estimated amount of \$32.9 million. Authorization also includes an increase in compensation to agreements with Tishman Construction Corporation for related construction management services for the project. And Jacobs Engineering New York for sustainability, commissioning services, and the item also authorizes the extension of an agreement with WSP Group for expert professional engineering services to support the project through December, 2018. Prior to making the motion, are there any recusals?

[K. Eastman] No recusals.

[Vice-Chair S. Rechler]No recusals, any comments by any Commissioners? Can I have a motion? Second? Can we have a roll call vote?

[K. Eastman] Chairman Degnan? >>Aye Vice Chairman Rechler? >>Yes. Commissioner Bagger? >>Yes. Commissioner Cohen? >>Yes. Commissioner Fascitelli? >>Yes. Commissioner James? >>Yes. Commissioner Laufenberg? >>Yes. Commissioner Lipper? >>Yes. Commissioner Lynford? >>Yes. Commissioner Schuber? >>Yes. Commissioner Steiner? >>Yes.

[Vice-Chair S. Rechler]The vote and this motion has passed. I now hand it back to you, John.

[Chair J. Degnan]No further business, I move to adjourn the meeting. Is there a second? >>I'll second that. All those in favor, please say aye. >>Aye!

[Chair J. Degnan] Meeting is adjourned, thank you
