

The Port Authority of New York and New Jersey
Committee on Construction Meeting Transcripts
August 5, 2010

[Comm. R. Pocino] ...Committee on Construction. The first portion of today's meeting of the Committee on Construction is being held in Public Session, after which the Committee will meet in Executive Session to discuss matters involving ongoing negotiations or reviews of contracts or proposals. In addition, the public portion of this meeting is being broadcast live on the Port Authority's website for those interested in viewing today's proceedings via the Internet. For discussion, the first item is the Newark International Airport Terminal B Modernization Project Reauthorization, and William Radinson is going to do that for us.

[W. Radinson] Commissioners, I'm here to seek your approval for additional funding to complete the Newark Liberty International Airport Terminal B Modernization Program which we expect to be offset by passenger facility charges and other sources. I would also like to provide you with an overall update of the program and discuss some of the major challenges associated with its implementation. By way of background, the program provides for the expansion of the Terminal to accommodate international traffic and will transform the facility from two levels to a three-level terminal. The new Terminal will handle international departures at the top level, domestic departures at the middle level, and arrivals at grade level. The program goals include reducing congestion at check-in, at passenger screening, and at the front gate, and at the frontage roadway, improving the efficiency of international baggage screening, relocating an increasing domestic baggage claim area, expanding post security concessions, and providing space for airline lounges, ticketing and back office operations, along with improvements to the international meeter-greeter area of the facility. Since the program was first approved by the Board in December 2004, six major contracts have been awarded to complete the various elements of the program. Commissioners, the program status is as follows. The Lower Level Ticket Counter Project replaced the former terminal parking area with a new lower level floor and constructed 18 new check-in counters to relieve congestion and provide swing space for future construction activities. This contract was substantially completed in the summer of 2007. The In-Line Baggage Screening Project provided for deployment of a fully automated next generation in-line baggage screening system. This contract was completed by the summer of 2009. The Connectors Expansion Project was recently completed to provide additional building space for three new passenger screening checkpoints. In addition, new space was created for post security concessions and lounges. The Lower Level Expansion and B1 Vertical Circulation Project provides for the development of a new domestic baggage claim hall, which was opened in the Summer of 2009. The project's scope also included upgrades to the electrical substation which are partially in service, with the remaining electrical distribution elements forecasted for completion in the fall of 2010. The Mid and Upper Level Improvements Projects provides for the reconfiguration and replacement of the upper level check-in counters and for construction of a new domestic departures hall in the middle level. This contract is progressing on schedule and is forecasted for completion in the Spring of 2012. The Meeter-Greeter Project is in development and is currently scheduled for design completion in 2011. This project provides for passenger flow improvements at the point where passengers arriving on international flights are met by friends and family. In addition, concession spaces and lost baggage offices will be reconfigured and improved. Since construction under this program

began, the Terminal has maintained operations, handling an average of about 5.7 million passengers each year. Consistent with the program goals, the completed components I just described have already improved the passenger experience. However, there have been notable challenges in delivering these projects. Four major challenges are attributed to the anticipated program cost increases. The Transportation Security Administration issued updated in-line baggage screening standards mid-project, requiring the redesign of four out of five screening systems. These changes resulted in a \$3.3 million cost increase. Integrating new technology at the expanded passenger checkpoints and for the in-line baggage screening system placed a greater than anticipated demand on the existing electrical substations. The required temporary power panels, intricate staging, and numerous project changes substantially extended the contract duration and resulted in an estimated increase of \$7.8 million. Unforeseen conditions in the Connectors Expansion Project caused an anticipated increase of \$7.3 million. There were significant challenges with integrating the new building structures with the existing terminal, including utility relocations and working through complications resulting from conducting work adjacent to the AirTrain system. Since the 2000 Program reauthorization, newer operational requirements call for scope changes to the Meeter-Greeter Project. An increase in Continental's arrivals in Terminal B require an expansion of the passenger recheck areas. There is also a greater need to better handle oversize baggage in this area. The estimated cost to integrate these changes is an additional \$4.1 million. Commissioners, the overall program is nearly 80 percent complete and is expected to be completed by the Summer of 2013. Full program completion, however, is expected to exceed our current authorization due to the challenges I just described. In order to bring this project to final completion, an additional \$22.5 million or roughly 7 percent of the current authorized amount will be required. With your approval, we will also submit an amendment to the passenger facility charge application to allow for the collection of additional funds for the program. I ask that you advance this item to the full Board for approval. Thank you.

[Comm. R. Pocino] Any questions or discussion?

[Comm. A. Sartor] How much do you expect to get from the feds?

[W. Radinson] Thirty-nine million.

[Comm. A. Sartor] Thirty-nine million? An additional \$39?

[W. Radinson] An additional \$39 million.

[Comm. A. Sartor] Okay.

[Comm. R. Pocino] Any others? Can I have a motion for approval to move it on to the Board?

[Comm. A. Sartor] So moved.

[Vice-Chair S. Grayson] Second.

[Comm. R. Pocino] All in favor?

[all] Aye.

[Comm. R. Pocino] Okay, the next item is Port Authority Bus Terminal Seismic Retrofit Program Project Reauthorization. Cedrick Fulton.

[C. Fulton] Good morning, Commissioners.

[Comm. R. Pocino] Good morning.

[C. Fulton] I'm here today to discuss project reauthorization and additional funding

[inaudible] In 2003, we received a \$46.3 million grant from the Federal Emergency Management Agency to perform seismic retrofits at both the GWB and at the PA Bus Terminal. It's important to note that the grant was based on 75 percent of a \$62 million order of magnitude estimate for the total project cost. In order to meet the grant application deadlines, the \$62 million estimate was conceptual in nature without the benefit of preliminary engineering studies. In 2004 after preliminary engineering investigations had progressed, the Board authorized a \$75.9 million combined program comprised of \$49.2 million for the Bus Terminal and \$26.7 million for the GWB. The scope of the work at the Bus Terminal was to add interior and exterior steel bracing and reinforce concrete walls in the south wing. This photo shows steel brace trusses, known as fin trusses, and new concrete walls along 40th Street. The scope of the work at the GWB was to replace bearings, reinforce columns, and install cable restraints. Once the scope of work was fully defined and designed, less work was required at the GWB than originally envisioned, while more work was required at the Bus Terminal. Separate contracts were awarded in '04 at the GWB and 2005 at the Bus Terminal. Work at the GWB was successfully completed in 2008 under budget at a total cost of \$12.3 million. The work at the Bus Terminal turned out to be significantly more complex than was originally anticipated. In January 2009, based on the status of the work, the Board authorized a transfer of \$14.4 million in unused GWB funds to the Bus Terminal and an overall increase in funds for the Bus Terminal to \$86.4 million, bringing the combined program cost to \$98.7 million. This increase was necessary to address conditions that were unknown at the time of original authorization, including utility relocations, additional work for engineering design and construction management required to coordinate tenant work, and delays in obtaining permits from New York City DOT. The contract is now 95 percent complete, with all exterior concrete walls and exterior steel work finished. In order to complete the project, an increase in contract and total project award is needed as we have encountered additional costs for areas that had not yet been opened up at the time of the 2009 increase in authorization. In the remaining tenant lease hold areas, we underestimated the amount of time that we needed to negotiate with the tenants to work out the details of either relocating or reconfiguring their space and operations in order to make the work area available to the contractor. The picture on the left shows completed work in a tenant area. Coordination with New York City MTA's Number 7 subway work at the lower bus level resulted in additional delays to the project as we had to implement temporary bus traffic flow patterns throughout the work area at the lower bus level, making those areas unavailable from early 2009 through June 2010 due to these new operational requirements which delayed work on that level. The photo on the right shows a temporary deck constructed

over Number 7 subway excavation in the lower bus level. In many of the remaining work areas, we found more asbestos than was anticipated. Since it was concealed behind finishes, the full extent of the abatement could not be assessed until it was exposed. In several tenant areas, once the asbestos present was fully assessed, it then took additional time to plan the abatement to minimize the impact to tenant operations and protect the general public. The picture on the left shows a work area separated from the active tenant operations. Steel braces and connections could not be installed until all utilities were relocated, affecting operations and delaying the contractor. The picture on the right shows a large, newly installed steel truss with numerous relocated utilities. In several work areas, utilities could not be relocated. Instead, the steel connections had to be redesigned in order to accommodate the utilities. As a result of all of the issues that have been occurring since the start of the contract, construction was delayed and the contractor has requested compensation for schedule impact costs. Today I am requesting additional funding in the amount of \$9.3 million, bringing the total project cost to \$108 million. This increase will ensure the completion of structural repairs needed to adjust seismic vulnerabilities at the Bus Terminal. PA staff have worked very closely with the contractor and tenants in resolving issues impacting progress and mitigating the delays. We now expect project completion in the fourth quarter of this year. Commissioners, I request you advance this item to the Board for approval today.

[Comm. R. Pocino] Commissioners, any comments, questions?

[Vice-Chair S. Grayson] I've got a question. This is probably more a general question which I think will help me understand these projects a little more. Initially we authorized this project at \$98.7. In that authorization, I assume there was some contingency amount included therein.

[C. Fulton] Yes, sir.

[Vice-Chair S. Grayson] And now we're authorizing an increase of \$9.3. Does that mean that we spent the contingency in the \$98.7 and we need an additional \$9.3? And in that \$9.3 is there any contingency in that, or is that actual dollars that will actually be spent for the project?

[C. Fulton] There is an element of what we call risk incorporated in \$9.3 additional monies that we're requesting today.

[Vice-Chair S. Grayson] Is it the same ratio? I mean, if you have a 5 percent contingency, is there 5 percent in your increase?

[E. Butcher] No. We're trying to get away from ratios. What we're trying to do is focus on what the actual risks are and try to make a determination about the value of that risk. And as we look at the \$9.3 million, what we're considering the risks to be are significantly less than the risks that we had in the \$98.7.

[Vice-Chair S. Grayson] Okay. My second question is, where you're doing the retrofit, were all the tenants affected or just a percentage of the retail tenants affected?

[C. Fulton] Twenty tenant areas were impacted, so there were a significant number of tenants

that were touched on. The project is very invasive throughout the entire South wing.

[Comm. R. Pocino] Anyone else? Okay. Can I have a motion for approval to the Board?

[Vice-Chair S. Grayson] So moved.

[Comm. A. Sartor] Second.

[Comm. R. Pocino] All in favor?

[all] Aye.

[Comm. R. Pocino] The ayes have it. The next item for discussion is the Port Newark Berth 6 Wharf Reconstruction Project Authorization. Rich Larrabee.

[R. Larrabee] Good morning, Commissioners.

[Comm. R. Pocino] Morning.

[R. Larrabee] Today I'd like your authorization for a project to reconstruct the wharf structure at Berth 6 in Port Newark to restore full operational serviceability and to provide a renewed 50-year service life to preserve the long-term value of this marine terminal asset. As background, condition surveys of the 45-year-old wharf structure at Berth 6 at Port Newark, which is circled here in red, revealed that the supporting timber elements of the wharf structure had progressively deteriorated due to increased marine borer activities. Subsequent analysis of the supporting timber elements determined that future loads on the wharf structure would exceed the capacity of the wharf and allow for only limited use of the deck during cargo loading and offloading operations. In light of these results and in anticipation of an ongoing cost for continued inspection, maintenance, and repair of the wharf structure, staff determined that a full reconstruction of the structure would be the most cost-effective course of action. Staff further recommended that the new wharf structure be designed and constructed so that no additional work would be required on the structure should the Port Newark channel be deepened in the future from its current depth of 40 feet to 45 feet below mean low water. Commissioners, today I request that you authorize a project to reconstruct wharf at Berth 6 at a total estimated cost of \$43 million. The project provides for the removal of the existing low level timber relieving platform, concrete deck, stone, and dike and timber piles, the removal and relocation of existing utilities, the construction of a high level concrete deck support on steel piles, dredging the face of the wharf to 45 feet below mean low water, and the transport and disposal of approximately 40,000 cubic yards of dredge material and 30,000 tons of stone material. Work is expected to begin this November. It would be completed in March of 2013. As you may recall, earlier this year your reauthorization of a project to reconstruct the wharf structure at Berth 8 and part of Berth 10 was necessary due to two critical issues that occurred during the construction that adversely impacted the project schedule and its cost. These issues included the delay in obtaining approval for ocean disposal work and unforeseen soil movement that occurred when the existing timber piles were removed. The knowledge gained during the Berth 8 project has been applied to the scope of the work for Berth 6 to ensure that the project remains within

budget and is completed on schedule. The reconstruction of Berth 6 will restore full serviceability to the wharf structure, increase the load capacity for safe cargo handling, and achieve a new, 50-year service life, thereby preserving the long-term value of the asset. In addition, the results of an economic impact assessment indicates that 180 direct and indirect jobs would be supported over the life of the project, with a total economic impact of \$12 million in wages and over \$64 million in economic activity. Commissioners, I request you advance this Item to the full Board for approval today. Thank you.

[Comm. R. Pocino] Commissioners, comments, questions?

[Comm. A. Sartor] Is this going to be design-build, Rick? Or is it going to be design-bid-build? What's the thought process here?

[R. Larrabee] It's designed.

[Comm. A. Sartor] It's already designed?

[R. Larrabee] Just as we did with Berth 8.

[off camera speaker] Similar to 8 and 10.

[R. Larrabee] So we'll come back to you with the project.

[Comm. A. Sartor] It's always good to hear about the lessons learned. That's good.

[R. Larrabee] Basically, we've already got the permits in hand, which was a problem before.

[Comm. A. Sartor] I understand. I understand. Okay, so you're going to bid this basically.

[R. Larrabee] Yes, sir. And we'll come back to you with a--

[Comm. A. Sartor] Okay.

[Comm. R. Pocino] No other further comments or questions?

[Vice-Chair S. Grayson] I'll make a motion.

[Comm. R. Pocino] We have a motion. A second?

[Comm. A. Sartor] Second.

[Comm. R. Pocino] All in favor?

[all] Aye.

[Comm. R. Pocino] Opposed?

[silence] The ayes have it. The next Item is the Port of New York and New Jersey Brooklyn Port Authority Marine Terminal Shore Power Installation Project Authorization. Rich?

[R. Larrabee] Thanks, Commissioner. In November of 2008, the Board reaffirmed its support of the Port Authority's continuing environmental improvement initiatives by adopting a statement of principles that demonstrates its commitment to reducing Port-related emissions that affect air quality in the region and contributes to climate change. I previously discussed with you the development of a clean air strategy for the Port and various initiatives to expand our efforts to reduce emissions from all Port-related sources which include ships, cargo handling equipment, trucks, and rail. Today your authorization is requested for a new initiative that supports our clean air strategy through the installation of a shore power infrastructure at the Brooklyn Cruise Terminal which will enable cruise ships calling at the facility to shut down their diesel powered auxiliary engines and plug in to shore side electricity. As background, New York City Economic Development Corporation currently leases Piers 11 and 12 in Brooklyn under an agreement that expires in December of 2058. The New York City EDC developed the Brooklyn Cruise Terminal, and the first full cruise season at the world-class facility commenced in the Spring of 2006. The Port Authority currently operates the facility for EDC under an agreement that provides for compensation to the Port Authority for its labor and expenses associated with operating the cruise terminal. In 2009, the Brooklyn Cruise Terminal handled 45 cruise vessels with two ships owned by Carnival Corporation accounting for 90 percent of those vessel calls. Carnival, through its subsidiary Princess Cruises, is an early pioneer and leader in the use of shore power for cruise ships. They were the primary users of the first US shore power installation in Alaska and currently have shore power capability in Canada, Washington State, and California. Carnival has committed to retrofit at a minimum its two primary vessels that call at Brooklyn Cruise Terminal to connect to the shore power equipment once the landside electrical infrastructure is put in place. Commissioners, today your authorization is requested for a project to install landside electrical infrastructure at the Brooklyn Cruise Terminal to allow cruise vessels to connect to a landside electrical grid while at berth at a total estimated cost of \$15 million. An approximate \$2.9 million grant from the US EPA will be used to fund a portion of the project, and the Port Authority will fund the remaining \$12.1 million in costs. The project will consist of an installation of the new substation, cable handling equipment for the vessel interface, and the routing of power from the new substation to the vessel interface. Authorization is also requested to enter into negotiated agreements with Cochran, Incorporated, for consulting, project development, and engineering services and the purchase, testing, and commissioning of the shore power equipment at a total estimated cost of \$3.1 million, and with Lizardos Engineering, Incorporated, for the final design of the shore power infrastructure and construction support services at a total estimated cost of \$660,000. In its lease agreement, New York City Economic Development Corporation is responsible for all costs associated with the operation, staffing, and maintenance of the shore power infrastructure once installed. Since landside electrical production often emits one-tenth or less of the air emission production by a ship's diesel generators, the use of landside power can significantly reduce total emissions while vessels are in port. The proposed shore power facility will have a useful life of 20 years with a total emission reduction project to exceed 1,786 tons of nitrogen oxide, 122 tons of particulate matter, 1,800 tons of sulfur dioxide, and 40 tons of volatile organic compounds. Additionally, the project is expected to reduce fuel use by the cruise ship

berthed at the Brooklyn Cruise Terminal by over 2.4 million gallons and carbon dioxide equivalent greenhouse gas emissions by approximately 28,000 tons over the 20-year life of the project. Lastly, the project will create and preserve approximately 14 local construction jobs in the region during its two-year construction period. Commissioners, the proposed Shore Power Installation Project represents our continuing effort to implement actions in our clean air strategy. I request that you advance this Item to the full Board for approval today. Thank you.

[Comm. R. Pocino] Commissioners, comments, questions?

[Comm. A. Sartor] Yeah. The document in front of me shows that you went sole source to Cochran.

[R. Larrabee] Yes.

[Comm. A. Sartor] Why?

[R. Larrabee] Engineering did an extensive search of producers of this equipment. They are the only ones that have successfully installed equipment. This will be the first installation on the East Coast. They've successfully put installations on the West Coast.

[Comm. A. Sartor] The fees are pretty steep. You're looking at 20 to 25 percent fee between the two firms.

[F. Lombardi] The construction cost is about \$10 million, Commissioner. The total engineering and planning is about 20 percent.

[Comm. A. Sartor] \$3.7 million on \$10?

[F. Lombardi] \$3.7 on \$10?

[Comm. A. Sartor] Yeah. It's \$3.1 plus 6.

[F. Lombardi] I have \$2.2 on \$10.

[Comm. A. Sartor] Go back. Show me that \$2.2. \$3.1 and 6.

[W. Ellis] The difference is Lizardos is going to be doing design work, so that's the \$660 over the about \$10 million. So the design itself is about 11 percent. Cochran is actually going to be providing construction equipment. They're doing one of the substations, so it's also construction materials, not just design. They're a provider of equipment. So Lizardos is basically doing--

[Comm. A. Sartor] Isn't that in the \$15 million project?

[W. Ellis] Yes, but I'm just saying there's a difference between the design cost, which is Lizardos, plus some in-house costs. We're running about 11 percent for design services. The Cochran is really a vendor that's going to supply--

[Comm. A. Sartor] He's a vendor.

[W. Ellis] Yeah. He's providing the substation--

[Comm. A. Sartor] Because as it reads here, he's doing engineering work also.

[W. Ellis] He's providing the specific equipment because for the shipping it's a variable substation, so it's two substations. He's providing the substation that provides it to the ship.

[Comm. A. Sartor] What kind of return do we get on this \$15 million investment at the port? Anything?

[R. Larrabee] No.

[Comm. R. Pocino] Commissioners?

[R. Larrabee] We've done some analysis that suggests that the overall value of this from a health perspective is in excess of \$100 million. I can provide you the details of that study so I think the overall public benefit to this project I think is far in excess of what we're spending.

[Comm. A. Sartor] I was just wondering if we could charge a fee.

[chuckling]

[R. Larrabee] There's a couple of other components. First of all, the total cost of converting the cruise ships is about \$4 million. In addition to that, the cruise ships will take on the responsibility for operations and maintenance for at least the next five years. The City, along with New York Power Authority, will be adding additional funding because there's a fairly significant delta between what the ship can produce electricity at, which is at about 12 cents a kilowatt hour, and 28 cents a kilowatt hour, which is what it's normally supplied at. So there is a delta that's being made up there. This is really a partnership that I think is pretty significant in terms of bringing this project to completion.

[Comm. R. Pocino] Stan, did you have something?

[Vice-Chair S. Grayson] Yeah. I just had one quick question. Rich, when these ships are docked, what's the period that they're usually there?

[R. Larrabee] This Sunday, for instance, the Queen will arrive at about 0600 in the morning. She'll disembark her passengers by about 11:00, they'll start embarkation at about 11:30 or quarter to 12, and she'll get under way sometime before 1800 or 6:00 at night. So it's about a 12-hour period.

[Vice-Chair S. Grayson] Twelve-hour window. Okay.

[R. Larrabee] And now they sit at the dock and basically run their auxiliaries to provide electrical power.

[Comm. R. Pocino] Okay, can I have a motion?

[Comm. A. Sartor] So moved.

[Vice-Chair S. Grayson] Second.

[Comm. R. Pocino] All in favor?

[all] Aye.

[Comm. R. Pocino] Opposed?

[silence] Always, the ayes have it. We have one more item, the Quarterly Construction Update on Major Projects by Ernesto Butcher.

[E. Butcher] Commissioners, I'd like to take a few minutes to update you on two significant projects in our Capital Plan that have significant dollar investments. Those are the PATH Integrated Railcar and Signal System Replacement Program and the reconstruction of JFK's Bay Runway. First, on the PATH Integrated Railcar and Signal System as background, Commissioners, this program is a key component to the modernization of PATH. This integrated program will ensure the long-term viability of PATH by bringing it into the 21st Century using the latest technology and continuing to provide customers reliable and safe service. The Board authorized this Program, and it consisted of 340 new railcars, renovations to the maintenance facility, replacement of the entire PATH Signal System with a modern Automatic Train Control System with communications-based control technology. The total authorized cost for this program was \$1.38 billion. Some of the advanced features that we'll find in the new PATH cars are AC propulsion in place of DC, full ADA compliance, advanced diagnostics, automated on-board train announcements, light-emitting diode destination signs, and a new safety and security feature, including on-board video recording. We will also be able to integrate Automatic Train Control technology in the future into these cars. Our current status as it relates to the procurement of these cars, their manufacturer, Kawasaki Rail Car which is based in Yonkers, New York, has initially delivered the first eight pilot cars to PATH in June 2008. After an extensive testing and initial acceptance program, production and car delivery was initiated in July of 2009. As of August 2, 2010, of the 340 cars ordered, 170 cars have been delivered, of which 151 are in service. The remaining 19 are undergoing acceptance testing. Approximately 70 additional cars are expected to be delivered in 2010, and the remaining cars are scheduled for delivery in 2011. According to our contractual schedule, we should have received 217 cars at this point in the program. Kawasaki has stepped up their production and increased the number of cars to be delivered each month. Despite that, though, we have triggered the liquidated damage clause in the contract and valued their delay at about \$6 million. Kawasaki has agreed to this number and has also agreed to provide us in-kind services that equal that value. The car portion of this program is valued at \$531 million. To date we have spent \$272 million, with a remaining \$259 million on this program. The next project I'd like to

update you on is the JFK Bay Runway Reconstruction and Construction of Delay Reduction Taxiways. I'm pleased to report that during the second quarter, flights resumed on JFK's Bay Runway, the region's biggest and longest runway, after a four-month closure to reconstruct the runway, implement flight delay measures, increase the width to handle the world's largest commercial airplanes, and transform it into a state-of-the-art runway for the future. As you may recall, Tutor Perini was awarded the contract to reconstruct this 14,511 foot Bay Runway. To date, 10,925 feet of the runway has been completed. As you can see from the photo on the bottom--and I need to clarify that photo for you-- the lower green line on the photo represents the actual runway itself, the 10,925 feet that have been completed. Just above that are the taxiways that have been completed as part of this program. The red line focuses on parts to be constructed later on, and the yellow is in current construction. It may be difficult for you to see the yellow and the green here, but understand that on the right of the red, that's most of the stuff that's in construction, and there are two small pieces on the taxiway at the top that are still in construction. The schedule calls for continued construction, and the blue line in the middle is the closure that we're going to have to have on Runway 22R beginning in September of 2010, and the red piece will be the last piece that we will be working on. When the runway is completed, we will have completed a complete new concrete structure that will last about 40 years, and we estimate that it will produce an estimated long-term savings of \$500 million and reduce the need for ongoing maintenance. The initiatives that this runway is supposed to acquire for us will be flight delays that will be reduced by 10,500 hours per year, equaling a savings of about \$55 million for passengers over the period of a year. So commissioners, this runway was authorized at \$373 million. We have spent \$196 to date, with \$319 forecasted yet to be completed. We expect overall completion by November of 2011.

[Comm. R. Pocino] Thank you for that update, Ernesto. Commissioners, do you have any questions, comments on that discussion item?

[silence] If not--

[Comm A. Sartor] I want to commend--

[Comm. R. Pocino] I'm sorry.

[Comm. A. Sartor] I just wanted to commend staff on what's been accomplished at the taxiway, just a tremendous job and a very difficult situation. Kudos to you on that.

[Comm. R. Pocino] Very good. Thanks very much. That completes our Public Session in this Committee Meeting. So at this time, we're going to enter into Executive Session, so I'd ask anyone from the public to leave.