

(Board Meeting 10/26/17)

The Port Authority of New York and New Jersey
Board Meeting Transcripts
October 26, 2017

[Board Chair K. O'Toole] The Board Meeting of the Port Authority of New York and New Jersey and its component units is now called to order. Earlier today, the Committees on Finance and Capital Planning, Execution and Asset Management met in public session. The Committees on Operations and Finance met jointly in executive session, and the Committee on Governance and Ethics met in executive session. The reports will be filed with the official minutes of today's Board Meeting. The Commissioners also met in executive session early today to discuss matters involving ongoing negotiations or reviews of contracts and proposals and matters related to personnel and personnel procedures. I'll now ask that our Executive Director Rick Cotton provide his report. Rick.

[R. Cotton] Thank you, Mr. Chairman. I want to start by highlighting progress on the important initiatives launched at last month's Board Meeting. We are committed to working to beat all of the timeframes the Board set out. I'll begin with an update on the integrity policies. As today's agenda reflects, the Code of Ethics for Port Authority Commissioners will be presented next by our General Counsel. We're also moving forward rapidly in drafting and finalizing a formal Code of Ethics for employees and a formal Code of Ethics for vendors which were part of last month's policy Board resolution. Last month's Board resolution called for these codes to be presented by November 10. We will move these forward on an expedited basis ahead of that deadline. We anticipate that the codes will be submitted to the Board in early November. And under our rules for new policies, they will take effect in early December. But codes that sit in desk drawers do no good. As you know, we are committed to a vigorous program of communication and training for those to whom these codes apply. Everyone must not only understand the rules, they must also understand that the rules will be enforced vigorously and that violations will not be tolerated. We are already midstream in developing a new integrity training program for employees to include a mix of live training immediately for new employees, computer-based video training modules for our current employees in the short term, and expediting the delivery of a top-notch truly-interactive program-based compliance training program to start early next year. We are fully committed to a culture of integrity and compliance from top to bottom within the Port Authority. With respect to contractor past performance, we are also pursuant to last month's Board resolution finalizing development of the new contractor past performance evaluation policy. On time and on budget performance by our construction contractors and by our construction managers must be the norm. The Port should not continue to use those that fail to perform on Port projects. We are well along in this development and expect to deliver these policies to the Board very shortly. Going forward, poor performance will have serious real world consequences for contractors and construction managers in terms of future work. Making this consequence clear to contractors and construction managers should enhance accountability and ensure timely, high quality, on budget performance, which is what we and the public must demand and expect. We also discussed at last month's Board Meeting expanded opportunities for employment at the Port for veterans. We are expanding the agency's veteran recruitment efforts on a variety of fronts. Veterans are a strong talent pool to recruit from for many job categories in Port and within the Port Authority. In order to meet that goal, we are developing two portions of the policy. First, an aggressive outreach plan to veterans, to veteran organizations, and forming partnerships with those organizations. Secondly, we are in the process of developing a specific hiring policy to achieve our goal of expanding the number of veterans at work in the Port Authority. And again, we expect to deliver that to the Board shortly.

(Board Meeting 10/26/17)

Next, let me say a few words on our airport access projects. As I stated last month, we must drastically increase our focus on improving rail access to our airports if we want to be competitive and if we want to achieve our ambition of providing world-class airports to passengers. I believe the Board will be interested to know that the international aviation planning firm, who we recently engaged to help lead our JFK redevelopment efforts, noted that airport access and the ease of efficiency of public transport is a top factor in global airport rankings and passenger surveys. If you look at the top 20 airports in the world based on Skytrax passenger survey rankings, all, all have efficient direct rail access. Our goal is to have world-class airports that embrace global standards, and we're keeping a focus on progress on our trio of airport access projects, the PATH Extension to Newark Airport, the LaGuardia AirTrain, and the study of rail access to JFK including the possibility of a one-seat ride from Midtown Manhattan. I can also by the way assure you we are highly focused on delivery of the other major projects in the Capital Plan including the Port Authority Bus Terminal, Terminal A at Newark, and the entire JFK redevelopment. I also want to call out an important update on the Portal North Bridge and the Gateway Tunnel project. Earlier this month Chairman O'Toole and I joined Gateway Program Development Corporation Chairman Rich Bagger and elected officials from New Jersey together with several Commissioners to celebrate the ceremonial groundbreaking for the replacement Portal North Bridge, an important and critical initial phase project under the Gateway Program. This approximately \$1.5 billion project will replace the current 107-year-old swing bridge and address a critical single point of failure on the Northeast Corridor. The local share of the cost of this project is fully funded including the Port Authority's commitment to fund debt service on \$284 million of financing for the new span. As for the replacement Hudson Tunnel, we continue to engage with our partners including Amtrak and the federal government on developing a funding plan consistent with the framework announced in late 2015. Federal grant funding will be essential to the future of the tunnel project and that continues to be a primary focus of our discussions. We are also in the final steps of developing the Port Authority's 2018 budget. The Port will post the proposed 2018 budget in early November for public comment. The proposed final budget with any revisions based on the public comment will be presented to the Board for final consideration at the Board's December meeting. My goal is to continue to report progress to you on all these fronts in the coming months. Thank you, Mr. Chairman.

[Board Chair K. O'Toole] Thank you, Mr. Executive Director. Any questions or comments from the Commissioners? Let me just have one. Rick, you're doing an amazing job, you know, we talked about 60 days ago about putting a very aggressive program, integrity program together governing Commissioners, employees, vendors, and you, in very short order, 45 days, 60 days working with our Chief Counsel and these Commissioners have a deliverable. And I'm just not accustomed to in government seeing things turned around as quickly as we see them. And I know that you are driving hard when you say on time and on or under budget, I think you said under budget, you mean those things, I sit in your weekly meetings with the senior staff and I know that you have these deliverables. And I will tell you, you are taking the bull by the horns here and you're really making this place home, and I appreciate your hard work.

[R. Cotton] Thank you for those comments, Mr. Chairman.

[Board Chair K. O'Toole] Moving along, as a continuation of the discussion of integrity, we have our Chief Counsel Michael Farbiarz who will review the key elements of this Code of Ethics for the Port Authority. And let me just say, first of all, I want to thank Commissioner Dan Horwitz who spent an inordinate amount of time, some would say a lot of time. Now I wanted 30 days, the Vice-Chair said 60, and you were right. Loretta, he was right. You hear that? He was right. We needed the extra time. Commissioner Turner also added a lot of

(Board Meeting 10/26/17)

[Sen. Weinberg] I'm quite shocked back here.

[Board Chair K. O'Toole] Okay. Commissioner Turner also added a lot of great flavor to the leadership. And, Jeff, thank you for your wisdom that you gave me about slowing that part down because I think Dan and everybody else, we got it right. So having said all that, Michael, it's all you.

[M. Farbiarz] Chairman, thank you. As you noted, I appear before you today in connection with a proposed resolution that would adopt a Code of Ethics for Port Authority Commissioners. Topflight integrity programs all start from the same place with a tone that is affirmatively set from the top by leaders who hold themselves to ethical standards that are unmissably demanding and rigorous. And it's those kinds of standards that are set forth in the Code of Ethics

[Code of Ethics for Port Authority Commissioners] that you have before you.

[October 26, 2017] The Code takes our existing conflicts of interest standards and raises them higher. The Code sets appropriately tight limits on Commissioners' interactions with staff and with entities who might want to do business with the Port Authority. The code imposes a zero tolerance policy with respect to giving gifts or receiving gifts, and perhaps most basically, the code clarifies what is at the core of Commissioners' fiduciary obligations. And if we could have the first slide. This is a snippet from it and I'll read out loud a key sentence, a key part of a sentence, "Commissioners should apply independent judgment in the best interest of the Port Authority, its mission, and the public." What else does the Code do? And if we can get the next slide. First, it creates an affirmative duty on Commissioners to report wrongdoing, potential violations of law, potential violations of the Code to ensure that when and if Commissioners see something,

[Duty to Report, Duty to Make Annual Financial Disclosures] there's an obligation there to say something.

[Duty to Disclose Bond Sales/Purchases] Next bullet point,

[Duty to Participate in Ethics Training, Enforcement] the code has an obligation on Commissioners to make annual financial disclosures beyond what the law requires. The code requires that there be disclosure by Commissioners of Port Authority bond sales or purchases, again, beyond what the law otherwise requires. And the Code has an obligation for Commissioners to participate in regular ethics training. Finally, the Code also includes an enforcement mechanism, an enforcement mechanism that relies on the Office of Inspector General in agency that is rightly vaunted for its independence and for its professionalism. How did we prepare the Code? Well, the Code was prepared under the direction and the leadership of the Executive Director and of course working in close consultation with the Governance and Ethics Committee of the Board. But the drafting of the Code didn't get seriously underway until staff had completed an across the waterfront study that focused on two categories of information. First, a look at model ethics codes

[Model Ethics Codes, Leading Board of Directors Ethics Codes] developed by leading governance organizations and governance experts. And second, was a study of the codes that are imposed upon themselves by Boards of Directors, excuse me, at leading organizations, organizations, private and public, that are well and widely respected for their integrity programs. Across the waterfront study we conducted makes something crystal clear which is that the

(Board Meeting 10/26/17)

proposed Code of Ethics, it measures up, the standards of ethical rigor set out in this proposed Code of Ethics meets standards, meets best practice standards and often exceeds them. The Code of Ethics for Commissioners is a first step, a part of the Integrity program the Executive Director described a few moments ago. I'm pleased to advance the resolution that would enact it and of course to answer any questions you might have.

[Board Chair K. O'Toole] Any questions or comments? Vice Chair.

[Vice-Chair J.H. Lynford] We've had a very robust discussion, I like that word, among the Commissioners.

[Model Ethics Codes] I think what was exciting

[Leading Board of Directors Ethics Codes] in terms of trying to understand our duty of care and loyalty is that we had 7 new Commissioners, 14 new sets of eyes or 14 eyes that were not burdened by the previous history or histrionics that occurred over the last several years. And with that new set of eyes, we should be very happy with the increased level. And I want to thank the Vice Chair for taking the lead. But I think we're all happy that's fraught and hopefully now we won't live by.

[Board Chair K. O'Toole] Thank you, Vice Chair. I think I'd like to add this Code of Conduct provides Board members with a clear guidance on acceptable conduct for Commissioners and will assure that this Board is held to the highest ethical standards as we fulfill the enormous responsibility of leading this agency. And when you look at this agency, it is enormous. I mean, you talk about the breadth of what the Executive Director was talking about and the projects, it is enormous. And if we have that responsibility, we have to live up to a certain ethical responsibility to marry up with the level of responsibility, financial, social that we have as Commissioners of this wonderful authority. Moving ahead, there's no form of vote, correct?

[K. Eastman] It will come at the end.

[Board Chair K. O'Toole] At the end, correct. Okay, let's move ahead, we have the Director of Public Safety Michael Fedorko and Michael Marino here for a special recognition of eight members of the Port Authority police and two PATH staff members who recently provided above and beyond service in performing lifesaving measures to civilians in medical distress. Michael and Michael, it's all you.

[M. Fedorko] Okay.

[M. Fedorko] Good afternoon, Mr. Chairman, Mr. Vice Chairman, Commissioners. Today, Director Marino and I would like to recognize a number of PATH and PAPD personnel for their life-saving actions. On Friday September 15, 2017 at approximately 5:48pm Officer John Trommelen and Joseph Mastriano were made aware of an individual lying on the ground on the northwest corner of 32nd Street and 6th Avenue in the vicinity of PATH's 33rd Street station. Upon arrival, the male aided had no pulse and was not breathing, a civilian Good Samaritan was performing CPR, EMS was immediately requested and Officer Trommelen took over CPR while Officer Mastriano received the automated external defibrillator. The defibrillator was placed on the aided and a shock was administered, compressions were reassumed, FDNY ambulance responded and took over care of the aided. The individual regained breathing and a pulse and he was transported to Bellevue Hospital for further treatment. Director.

(Board Meeting 10/26/17)

[M. Marino] Thank you, Superintendent. Good afternoon. On Friday, September 29, 2017 at approximately 7:53pm, PATH employees, car inspectors Eon Lawrence and Linton Morrison noticed a lone passenger remaining on PATH station at Journal Square Transportation Center. Thinking the passenger may have been asleep they signaled the engineer of the train not to proceed. Upon further investigation, they realized that the passenger was not asleep but was unconscious and in cardiac arrest. Immediately the trainmaster and police were contacted for assistance. With the help of other PATH customers, the passenger was aided on to the floor of the car where one of the patrons performed CPR.

[M. Fedorko] Officers Eric Ernst, Anthony Meyer, Jamie Oliva, Thomas Hassel, Michael Brogan, and Sergeant Oscar Ruiz responded to the scene. And upon arrival, the aided was still unresponsive and not breathing with no pulse. Officer Ernst, Oliva, Brogan, and Sergeant Ruiz took over the administration of CPR while Officer Hassel retrieved the defibrillator and applied it to the aided. While Officer Meyer retrieved the additional first aid equipment. After several minutes, the patients pulse returned and he began breathing on his own. EMS arrived on scene and took over advanced life support. The passenger was transported to Christ Hospital at which time he had a pulse and was breathing on his own, showing signs of responsiveness. The quick lifesaving actions of each of these individuals exemplify their dedication to duty and to the traveling public. Please join myself and Director Marino in recognizing each of them for their exceptional service.

[applause]

[Board Chair K. O'Toole] The next order of business is a presentation of Michael Massiah our Chief of Capital Planning, Execution and Asset Management who will provide a five-year anniversary update on the status of Superstorm Sandy recovery and resiliency efforts. Michael.

[M. Massiah] Good day. As we approach the fifth year since Superstorm Sandy and at the end of the most active hurricane season

[SUPERSTORM SANDY 5 YEAR REPORT RECOVER, PROTECT, REBUILD OCTOBER 26, 2017] in more than a decade which caused so much suffering and struggle for so many in our hemisphere, we are reminded of the humbling power of nature. With that as context, I present our five-year report. After our immediate short-term recovery efforts, we began to organize for longer-term actions.

[Superstorm Sandy: 5 Years Later] At one of our initial meetings, I recall our venerable OEM Director Gerry McCarty. I don't know if he's here, but I remember him saying, "Let's not fool ourselves. We are now in a long-term relationship with Sandy." And no truer statement. The current estimate of the Port Authority's economic loss due to Sandy is approximately \$2.8 billion. Nearly \$1 billion has been spent since we put in place recovery, protection, and rebuilding activities early on and through this period. As the yellow star on the slide suggests, we are now in the final stage of Sandy lifecycle. The long-term recovery phase where design and construction of permanent repairs and resiliency are happening. And once that's done, it will enable us to, It will allow us to spend the remaining \$1.8 billion.

[Immediate Impact] Despite having a comprehensive well-tested emergency preparedness program, the Port Authority facilities surrounded by bays, estuaries, and rivers experienced a record storm surge on October 29, 2012 which was the primary resource of damage to our facilities. Consider this 43 miles of PATH tracks were flooded resulting in over \$1 billion in damage to tunnels, equipment, and signals. Aviation, for example, several million gallons of sea

(Board Meeting 10/26/17)

water inundated Kennedy, Newark Liberty, and Teterboro, and LaGuardia airports causing over \$250 million in repairs and protection for key electrical assets, 6,500 cubic yards of debris covered Howland Hook Marine Terminal, 30 million gallons of water flooded the Holland Tunnel, 125 million gallons of sea water rushed into this 16-acre World Trade Center campus which was still an active construction site at the time of Sandy.

[Recovery Efforts] In the days leading up to the storm and then throughout the response experience, Port Authority staff worked 24/7 to return the facilities to normal operation. Remarkably, most facilities opened within one week of the storm. The impacts to PATH, however, were more challenging, so a state return to service occurred over several months, but even with that, starting with limited service on November 6th and full service restoration in February 2013.

[Recovery & Flood Protection] The recovery effort crystallized the need for strategy and structure to synchronize long-term repairs and resiliency activities across the agency. Between 2012 and 2014, the Port Authority completed more than 80 initiatives related to recovery of operations and temporary repairs. By 2015, recovery work and temporary repairs were in place, and our planning and design efforts

[Permanent Repair and Resilience Capital Projects] for permanent repairs and resiliency projects were well underway. This planning resulted in a capital portfolio of 69 Sandy-related projects estimated at \$2.3 billion. Currently in the aggregate when we assess and consider insurance coverage of federal disaster funding from the Federal Transit Administration and the Federal Emergency Management Agency, we will substantially cover the Port Authority's estimated repairs and resiliency course. One of our challenges as we move forward is completing our tunnel projects quickly. There is limited physical space and hours available to complete all these tunnel projects in the near term. Tunnel work requires work to be done late at nights and during the weekends to minimize disruption to our patrons. In our region, around the clock customer service and flight operations is a standard. Therefore, work on the passage system and Holland Tunnel are being staged to minimize disruption to those who use our services on a 24/7 basis.

[Regional Coordination & Revised Design Standards] In addition to securing substantial investments and making progress on these projects, agency has improved the way it manages and mitigates risks posed by rising sea levels and extreme weather. To that end, we have revised our design standards to ensure all new capital projects vulnerable to the rise in sea level undergo design review and cost benefit analysis to determine the appropriate level of flood protection.

[Superstorm Sandy Capital Projects Completed & Ongoing] This slide shows some of the projects that have been completed. As you can see extensive tunnel, the salt removal efforts, new electrical equipment placement at LaGuardia Airport, a light vault protection system at LaGuardia, World Trade Center flood protection, and replacement of PATH Station 7 is underway.

[Moving Forward: A More Resilient Port Authority] As we move beyond this milestone, I'm channeling Commissioner Lynford by saying what are the takeaways. And so with nearly \$1 billion to invest, the Port Authority is in the final stage of this disaster lifecycle, the permanent repairs and resilience stage. Port Authority revised its guidelines to meet future surges and we recognize the imperative that regular reevaluation of our design standards prepared these practices against global best practices is required given the rapid nature of change. And you

(Board Meeting 10/26/17)

heard our Executive Director last month talk about the importance of evaluating ourselves against global best practices. We recognize that ongoing evaluation involves being evermore collaborative and involved in sharing learning experience with our regional and global partners including the community, universities, government experts, agencies, and private organizations. Thank you for the opportunity for sharing this report... For letting me share this report.

[Board Chair K. O'Toole] Thank you, Michael. Any questions or comments? Let me just say one comment, excellent job. And, you know, about a month ago, as a family from Italy came into World Trade and they were walking around the center, and they had followed the history of what we had gone through and from Sandy and obvious 9/11, an older gentleman came over to me he said, "You know, this place," he goes, "The Port Authority." And it was pretty broken English, said, "Represents what the American spirit is." I said "What is that?" He said, "Resiliency." That personifies the American spirit is resiliency and you folks live it. And that's what you pointed out, seeing the word resilient, resiliency, and that's what this is about, Michael. So I thank you and all the Port employees who have made this possible.

[M. Massiah] My colleagues were in the frontlines, so thank you.

[Board Chair K. O'Toole] Thank you. Our next order of business is a presentation by our Chief Security Officer John Bilich who will provide an update on the status of the Port Authority assistance with response and recovery efforts in Puerto Rico following Hurricane Maria. John, before you jump in, and this is just where the Port makes a difference, obviously, we had Hurricane Harvey, Maria, and we come into the World Trade and Rick Cotton and I and few others said, "We have to do something." You heard from a lot of folks who said, "You have to do something." I know Commissioner Pocino, Commissioner Turner were really involved. And this is where the Port makes a difference. Then we got around a room and said, "What can we do?" We first talked about dispatching a group of 75 employees. And there were 1,000 people who were willing to do it. And we said let's take up donations and we're going to do this donation drive and then a contribution drive. So I will tell you, this doesn't move you as an American, as a human being, and this is what we are compelled to do as human beings is help one another, this is why we're here. So, John, tell us, share some of the stories. I want to hear from a couple of the volunteers who went out there.

[J. Bilich] Certainly. So thank you, Chairman. And good afternoon. You know, this year's hurricane season it's been an unusually active one, really unprecedented in a number of storms and in their dramatic intensity. It's devastated parts of continental United States, Texas and Florida in particular and the Caribbean. And particularly hard hit was Puerto Rico.

[Port Authority of NY & NJ Support To Puerto Rico]

[Hurricane Maria] Hurricane Maria struck the island on the September 20. It struck as the Category 4 storm with winds of 155 miles an hour that resulted in 51 deaths and catastrophic damage to homes and infrastructure. Today, 6 weeks later, 80% of the island remains without the electricity, 30% without running water, and 85% of the island's vital farmland has been destroyed.

[Support to Puerto Rico] Recognizing the importance of its airports and port for her island's recovery, the governor of Puerto Rico requested the assistance of the Port Authority through the Emergency Management Assistance Compact. Beginning September 20, just 7 days after the storm and returning yesterday, a total of 164 personnel consisting of 158 Port Authority employees, 1 Port Authority retiree, and 5 members of the IBEW deployed in two 14-day waves.

(Board Meeting 10/26/17)

The first wave of personnel arrived just the seven days after the storm as I had mentioned. Participating in this effort from the Port Authority were members of several departments, aviation, ports, engineering, procurement, police and also from emergency management. To give an idea of the conditions that the group initially faced, they slept on cots in a heavily damaged airport terminal with no air conditioning, little power, and an exceedingly leaky roof, and it rained quite often when they were there torrentially. Working alongside San Juan airport and port employees,

[Support to Puerto Rico] the mission was to aid and repair and restore the airport and port with the goal of resuming normal operations. Upon arrival to the airport, it was at 5% capacity, only 8 daytime flights were going out daily. When the deployment ended, 80 flights including night flights had resumed meeting current air travel demand. Upon arrival, the port of San Juan operations were suspended. Today, the port is 100% operational.

[Support to San Juan Airport] Supporting a relief effort that is over 1,500 miles away is no small undertaking. Folks from procurement working with the office of emergency management purchased, packaged, and delivered over 49,000 pounds of necessary equipment, materials, and food supplies to deployed staff. An additional 14,600 pounds of humanitarian goods donated by PA staff, the PBA, the National Hispanic Society were also delivered. At San Juan Airport, aviation and engineering staff removed debris, replaced electrical wiring, repaired heavily damaged terminals, roofs, ceilings, windows, and perimeter fencing. While all this was happening, our employees were kept secure under the watchful eyes of the members of the PAPD. The slide above you depicts before and after of massive cleanup, one of many examples that were conducted there with our employees and volunteers with local authorities.

[Support to Port San Juan] Port members conducted inspections and surveys, removed debris, replaced windows as well as more than a mile of down perimeter fencing, and installed critical signage. These efforts were focused on bringing the port of San Juan back up to code, meeting security standards, and expedite return to full service. Full service has been achieved.

[Support to Employees] Additionally, those that deployed worked 12 to 16 hours each and every day alongside their San Juan counterparts under hot and difficult conditions, typically in the 90s. The Port folks were touched by the commitment of these employees to the restoration of their airport while many of their own homes experienced significant damage. Our employees and volunteers worked to improve the living conditions of 15 employee homes, repairing roofs, performing electrical work, and delivering care packages. This was all done during time that was designated for their own rest. In conclusion, I want to state how proud the agency and I am of all those who contributed to assist those in need particularly under such challenging circumstances. Behind me are a number of representatives that are present here today that were deployed. I'd like them now to stand and be recognized. Thank you, sir.

[Board Chair K. O'Toole] Thank you, John. Yes, yes, Miss Rosado.

[Comm. R. Rosado] As a Puerto Rican from a large town in Puerto Rico called The Bronx

[laughter] I really want to There hasn't been a day in the last six weeks that I haven't been moved to tears by the suffering going on in what is my homeland. And so I just want to thank you, I want to thank the Commissioners and everyone at the Port and really the state agencies on both sides for the support to the island in this time. I'm very grateful. Thank you.

[Board Chair K. O'Toole] Thank you, Commissioner.

(Board Meeting 10/26/17)

[Board Chair K. O'Toole] John, we have some of the staffers here. Can we bring up, like I know six departments will do this quickly, but I think there has to be some recognition, the aviation, there's three folks from the aviation. Is John Selden here? John, just give us a snapshot in 60 seconds. Tell me what you saw. Tell me what, you know, you were feeling.

[J. Selden] Sure. With the initial team, with PAPD, OEM, and engineering and the Port, we went down there and tried to set some things up right way. There was no power, gas lines were 12, 14 hours, people were trying to get their generators on, business was stopped. There was no economy. It was a cash only place. Food was very hard to get, water was even more difficult. We came down self-sustained, thank you all. But it was incredibly difficult and things got markedly better once the fuel was fixed coming through the port. But after about five or six days, the lines came down, the generators came on, the economy started coming back. So it was a very bright light, that San Juan in the distance from the airport was very dark when we showed up. But by the time we left, it was shining again. And I think it will recover again quickly. And I want to thank you, Mr. Chairman and the Board, for the opportunity to take such an incredible team down to San Juan, take the best of the best and make a marked impact rapidly and return the airport and the port back which are the keys to that island. Thank you.

[Board Chair K. O'Toole] Thank you, John. We have somebody from engineering here? Somebody from engineering? Is that Kenneth? While you're making up to the microphone, I spoke to one of the volunteers 2 weeks ago, 10 days, that's one of the last days and I said, "How are you doing down there?" And they were literally moved to tears saying, from what conditions they walked into and they would go from house to house just trying to put up and fix some of the basic electrical components just so they can give one house at a time some electricity. And it was heartbreaking. And he was a little overjoyed, it was the last day, they actually found a hotel room for them. They packed a few of them in a hotel room. And I said that's what these folks are going to be living with for the next year, so we appreciate the efforts. Well, give us a snapshot. What did you folks do in engineering?

[K. Tripaldi] Sure. Just like it was previous said, the conditions when we got down there were pretty bad. Day by day, it got better. I was working with the port department down there. So we were out working with the Puerto Rican Port Authority ports department to assess their infrastructure and help develop priorities, help them prioritize their repairs, get things done. One of their biggest priorities down there was the security fencing. The US The Coast Guard down there wouldn't allow them to operate their piers unless those security fencings were either manned with security personnel or repaired. We assisted them in making those repairs by borrowing some maintenance staff from the airport, maintenance crew that went down on our first deployment and also preparing for additional repairs for the second deployment to make. And during that second deployment, they completed all the repairs of all the fencing that allowed those piers to maintain and resume normal operations. The Port Authority down there just didn't have the means to pay those security officers to man those facilities consistently. So I do really appreciate the opportunity that the Port Authority gave me to go down there and help these people in their time of need. It was just an amazing experience. It was great to be down there and help people out.

[Board Chair K. O'Toole] Great. Thank you very much. Is somebody here from Office of Emergency Management? Is Steve here? Or, Gerry, maybe you can up. Anybody? Gerry, don't be shy. As he's coming up, well, I think it's important we take like literally three or four minutes to hear some of these stories in living color so you understand the cause and effect, the next time we have one of these tragedies I think people will be quick to respond, understanding what

(Board Meeting 10/26/17)

kind of relief, we can bring, just the little things of 175 people going down that makes all the difference. Special thank you for help quarterbacking this whole thing.

[G. McCarthy] Listen...

[applause] I didn't think your eyesight was that good. So in the future, I'm going to do a lot better in hiding. I have been in this business for 20 years. And I have been to Puerto Rico when I was in my FEMA days and when I was in New York City Emergency Management. Mayor Giuliani had his own foreign policies. So we were all over the country. That's just between friends. The work that the Port Authority employees have done, and I have it firsthand, and not from them, from the people who were watching them, was absolutely incredible. They came to the airport, and they came to the port, they came to a part of the United States that was totally destroyed. The island was totally destroyed, there's no question about it. The difference about their recovery is whether their ports and their airports are operational. And until that's done, no people come, no material comes, all right? So what they have done is the first of a long way to go for recovery. Had they not gone down and done the work that they did, the incredible work that they did, Puerto Rico was two years behind the eight ball in getting recovery. So while they talk about it mildly and they talk about it humbly, the work that they did in 28 days was astronomical not only in my estimate, as humble as that is, but FEMA as well as the Commonwealth. So we have a lot to be thankful because of the individuals and for the commitment that these people have done. Last night when I met the last leg coming in, I mentioned to one person and I'll share this with you because some of you are new, the most contentious workforce in face of the earth, all right, but when their back is to the wall and when they see somebody down, these people are the greatest humanitarians you will ever meet. And so I'm honored to be able to be part of that. And I think we all should be very grateful for the work that they did. Thank you.

[Board Chair K. O'Toole] Thank you. Is somebody here from the Port Department? Andy Saporito? Andy, tell us what happened from the Port Department.

[A. Saporito] Well, Ken started it because he was with us for a while, but, you know, I haven't been through Sandy and been through other events. And what you find is people are constantly at work, that's what we found down there. You know, people's houses were destroyed, but they work 12 to 16 hours a day and they've been doing that since the storm, you know, even came, so they were tired. And they were just, you know, looking for some help and guidance. And we said, "We've been through this, you know, we can help you." And it took a couple days, basically, you know, look at the port and say, "Okay, security wise, we can help you. We had a discussion with the Coast Guard." They said, "Please help them." We said, "We can do that." And, you know, luckily the way our agency works with aviation and the port department team, we were able to go out and put some things together there to help open up a cruise terminal which brought tourism back. I went out one afternoon just to buy my team some t-shirts so that they had something else to wear at night. And we were in the store, it was pitch black in there because there was no power, and the woman running store goes, "Where are you from?" We told them we're from the New York, New Jersey and why we were there, and they're like, "Well, when are the cruise ships going to come back? Because we don't have anybody in here in like five, six days." And we were like, "Well, we're trying to help that." And that following Saturday, we had the first cruise ship come in, actually brought passengers out. And, you know, that was a real feat. So we felt good, we helped the port, we helped the people. Anybody we had met that we heard stories about that had no water in the houses, you know, we gave them a case of water. I mean, a case of water was so valuable down there. You know, people were living on a bottle of water a day. You know, it's hard to imagine. But when you talk to them and see it, no

(Board Meeting 10/26/17)

roofs, no power for weeks, you know, we did what we could do, helped them, we finished the fencing, we helped the Royal Caribbean was actually attended at the port, opened up the port, and we helped the port employees. So we made some good relationships, good friends, also told them that if we could help you, you know, moving forward, please reach out to us. That's what it's all about.

[Board Chair K. O'Toole] Thank you very much, Andy. Appreciate it.

[applause] Public Safety's Captain Gonzalez. My friend Captain Gonzalez.

[Captain E. Gonzalez] Thank you.

[Board Chair K. O'Toole] What did you see?

[Captain E. Gonzalez] We arrived as public safety officers, myself and my right-hand man Lieutenant Munnelly who I want to thank in public for the work that he did. And we put our ground and we set up our tents, and we set up our rooms, we slept in cots, FEMA cots, and we were in 101 degree weather. We didn't take showers for the first three days. We were actually taking bird baths in the sink of the airport bathroom. But besides all of that, regardless of what we were going through, we went there with one focus, the people of Puerto Rico, because we were taking showers in the sink, these people had no showers, they had no water, they had nothing. And we went there and we helped. Mr. Saporito, Mr. Selden, I can't thank you for your leadership, everybody jelled as a team, the police department, the civilian entities, aviation, and ports, the Port Authority became one family with one goal in mind, to help the people of Puerto Rico. We came there, thanks to Mr. McCarty, self-sufficient, we didn't come to take, we came to give. We had our own water, we had our own food supply, we had everything we needed to go out there and do our job. And for that, I thank the leadership of this great entity. And we went out there to do the best we could. The Puerto Rico Police Department worked well with us. We assisted in the presidential movement. The vice presidential movement, we met the Governor of Puerto Rico, we helped with the ports, we actually assisted in the evacuation of refugees and the Royal Caribbean ship. We helped the people who were fixing the airports and the ports to do their job or provided security. And the Port Authority also did air missions with the Air National Guard and dropped off food and water to people in the heartland of Puerto Rico where they were hardest hit and where there was nothing but trouble, misery, and bad times. We did the best we could, it seems that we made minimal impact, but those that we helped are never going to forget the Port Authority. And I thank all of you. I thank Mr. Bilich and the superintendent for selecting me to lead the group. And I'm very humbled by the experience.

[Board Chair K. O'Toole] Thank you, Captain. We appreciate it.

[applause] Now the last report here from procurement, they didn't go down there, but they had an awful lot to do with the staging and collection. So we can hear from John Lynch. Talk about what operations you folks were challenged with?

[J. Lynch] Yeah. We worked directly with the vendors to source out material, you know, we got that material, we brought it down to the airlines, we personally loaded it into the aircrafts, we sent down over 100 pallets of material that was used by Port Authority staffing. In addition to that, we also worked with the donation throughout the Port Authority agency, which is also came to over 100 pallets of material that also was shipped down by various ways, by truck, and by aircrafts. And it was great to see how everybody just came together and worked as one. And it was an unbelievable feeling for myself just to see all that come together.

(Board Meeting 10/26/17)

[Board Chair K. O'Toole] Thank you very much. I appreciate it. Thank you. Now to close that portion, any comments or questions from the Commissioners? We've just seen this is who we are. This is the Port. Really proud of what we've just seen and continue to see with our folks. Moving ahead, we'll now provide an opportunity for the members of the public to speak on any Port Authority member, matter rather. This public comment period, which will be limited to 30 minutes in total, provides an opportunity for members of the public to present their views directly to the Board. And we are looking forward to hearing some of our speakers with a fixed timetable. Our first speaker, Majority Leader Senator Loretta Weinberg.

[Sen. L. Weinberg] Thank you very much. Good afternoon, Commissioners. A particular welcome to the New York Commissioners to our side of the river. Our home here Or your home here is not quite as palatial as the New York headquarters. But it served as a good, steady, secure home during all those years when the World Trade Center was being rebuilt. You know, hopefully, I have come to enough meetings of the Port Authority of New York and New Jersey because today I would like to declare myself an honorary member of the Port Authority family and

[applause] Really excuse while I try to address the people here. You have done humanity, a great service by just being there, by speaking up, and by sharing these experiences with us. So on behalf of the people I represent and on behalf of myself personally, I want to thank you for being a part of the Port Authority family and for doing the work that you did over the last 28 days. So as I said, even if you don't give it to me, I'm declaring myself a member today.

[applause] So thank you one and all for providing the leadership to allow this to happen. And it's really a moving experience. And I leaned over to my Legislative Director who's here to say prepare a resolution, we'd like the New Jersey legislature to honor you, and I'm sure the New York legislature would like to do the same to honor the people here today. So with that, I do have something more mundane. First of all, to the Executive Director Cotton. Thank you for always keeping the two words bus terminal in your annual reports or in your monthly reports. It always gives me a little confidence to know nobody has forgotten about it and compliments on your implementation, your adoption of the new Ethics Code. Certainly, it has been needed here, and that's also a sign of a new day here. But I have a specific question about the Ethics Code if I may, and it is actually Section J called Outside Parties and talks about the Port Authority benefiting from the breadth of Commissioners' civic associations, etcetera. And it says, "This said, to avoid any appearance of impropriety or the suggestion that a single Commissioner can speak for the Board of Commissioners unless authorized to do so by the Board should not participate in a substantive discussion with outside parties as to specific Board matters." And then, "Outside parties are people other than appropriate government officials." So I'm in the preface, it says you're not attempting to stop Commissioners from speaking, but I don't know whether that needs any flushing out, I don't know who decides who's an appropriate government official. Is there some standard or maybe I just don't understand this well enough.

[Board Chair K. O'Toole] I'll take that. If you can... Our counsel, we want to address just that specific question as to how do you define outside and the question about what can they disclose and not disclose in a literal sense.

[M. Farbiarz] Two things to mention about that. And thank you, of course, for the question. First is that there is an important piece of it that you mentioned right at the outside, which is Commissioners want to be able to consult, to gather information so the decisions are sophisticated. There is no limitation in the Code in that Section J or otherwise on questions that

(Board Meeting 10/26/17)

might be asked, information that might be gathered, there's only a limitation that comes in the next set, that's the one you quotes, on providing non-public information to people who don't fall into those categories. In terms of who an appropriate government official is, this is a bedeviling problem in general in codes like this that it's hard to specify in advance who appropriate government officials are. So we didn't attempt to do that here, New York and New Jersey, while both struggle with that problem, the hope is that, in a closed case, there would be consultation with myself or with the special council that the Governance and Ethics Committee has, and in addition, there is a mechanism here for going to members of the Governance and Ethics Committee, the Board if there has been a discussion that people are worried about. Hopefully, that strikes the right balance of not being too prescriptive early and also making sure the Commissioners have plenty of room to ask questions, have real conversations where they gather important information.

[Sen. L. Weinberg] Well, I think you've answered the question that does not attempt to prohibit in anyway Commissioners from going out, meeting with groups of people.

[Board Chair K. O'Toole] No, not at all.

[Sen. L. Weinberg] You know, obviously confidential information shouldn't be released under those conditions. But I think that answers the question. So again, thank you very much. Thank you. I didn't have to pay the tolls to get there today.

[laughter]

[Board Chair K. O'Toole] Thank you, Senator. Arthur Piccolo.

[Arthur Piccolo] Chairman O'Toole and Commissioners, there is no story in all of American history greater than the life of Alexander Hamilton in terms of his intimate relationship to two states both New York and New Jersey. We have plenty of detail in my 11-page statement. The Port Authority is the one organization that equally represents New York and New Jersey. Today, we're in Jersey City. Alexander Hamilton is largely responsible for the existence of Jersey City as I explained. Alexander Hamilton is absolutely completely responsible for Paterson, New Jersey. Some of the most important moments in Alexander Hamilton's life took place in New Jersey. He originally came from the Caribbean to America in 1772 to be educated in what was then called Elizabeth Town, New Jersey. He fought valiantly in three major battles during a revolutionary war that took place in New Jersey. A pivotal moment in his history and George Washington's history and the nation's history, he became Washington's aide-de-camp in Morristown, New Jersey. Tragically, we all know that only a foot short distance from here, his life ended in Weehawken, New Jersey. Hamilton famously said about Jersey City, "A great city will arise on the west side of the Hudson." And it was his efforts, even though he was a New Yorker also, he went into court on behalf of Jersey City and argued effectively. New York City had claimed that Jersey City was an extension of New York City and he went into court and effectively argued that it was a separate entity, and that's why Jersey City exists. Previous port authorities have named major structures for other great Americans, most notably the George Washington Bridge and the Lincoln Tunnel. You have the power and the capacity right now to this great new structure which are responsible for the Transit Center at the World Trade Center that intimately its purpose is to connect New York and New Jersey to name that structure in honor of Alexander Hamilton and finally give him the recognition he deserves for his accomplishment in both New York and New Jersey. Next month, you'll meet again in Lower Manhattan, the following month back here in Jersey City. January 11th, we celebrate Alexander Hamilton's birth on the Island of Nevis in 1757 as America's greatest immigrant. One sentence

(Board Meeting 10/26/17)

resolution passed by you either next month or in December will allow us to have the greatest tribute ever to Alexander Hamilton on January 11th, the naming of the structure in his honor. I hope you'll seriously consider this request.

[Board Chair K. O'Toole] Thank you very much. Neile Weissman.

[Neile Weissman] Chairman O'Toole, Director Cotton, Commissioners, thank you for the opportunity to speak about the George Washington Bridge's potential to spur the growth of cycling across North Jersey. You have copies of extended remarks and online at CompleteGeorge.org, Mayor and Council. This summer I started taking my bike on to New Jersey Transit for mid-week rides out of Mahwah before biking back to New York City. South to Rochelle Park is fine, but east to the George is miles of four lane, high speed, no shoulder, brutal even for experienced cyclists, no wonder that bike share mode in North Jersey is near zero. So I arranged to speak before municipal councils, I explained that the George is the sole bike-able connector between North Jersey and New York City, how overcrowding threatens its viability as a cycling facility, and that unless the paths are wide to comply with national standards AASHTO that the bridge will hobble the growth of cycling across the region for generations. Conversely, wider paths would spur construction of a connected grid such as envisioned in the Bergen Park master plan, and that combining these facilities is a viable strategy to reduce bus trips into Manhattan. This is important because while we may have survived the Summer OF Hell, winter is coming. And by that I mean, periodic widespread disruptions to mass transit stemming from planned upgrades to the bus terminal and Penn Station and sudden natural or manmade disasters including emergency repairs to the Hudson rail tunnels. Under any of these scenarios, AASHTO compliant paths could support 10,000 bike commuters per day, even if they drew mostly from communities near the bridge that would still reduce congestion and free up capacity for the rest of the region. After due consideration, 35 North Jersey municipalities from East Newark to Northvale and Fort Lee to Ho-Ho-Kus are now calling for wider GWB paths. Cycling is a natural complement to mass transit. New York City has promoted cycling to three quarter million residents by expanding its bike route to 1,000 miles and bike share to 10 million trips per year. Judging from the broad base mayoral and council support, the number of cyclists will explode across North Jersey once they get the infrastructure. A widened GWB is the necessary catalyst. Thank you.

[Vice-Chair J.H. Lynford] Thank you, Neile. The next speaker is Richard Hughes, the Twin Towers Alliance. Richard, I would recognize you if you stood up. We've been meeting like this for six years. Okay, Richard's not here. Yvonne Garrett Moore, please.

[Yvonne Garrett Moore] Good afternoon, Commissioners and Executive Director. I have good news and I have bad news. Yvonne Garrett Moore, Moore Vision Public Relations and Planning, the I'm going to give you the bad news first. In representing the concerns for economic development in and around Newark International Airport, three major articles which I'm sure you probably are aware of over the last couple of years and I'll give you some of the headings of these articles. One says, "Is Newark America's worst airport?" number one. "Newark Liberty, New York City airports at bottom of the list for amenities and services." "The sorry state of our local airports laid bare by travelers," J.D. Power's article. So, you know, there's a scripture that says, "Who do men say that we are?" So this is what they're saying that we are. We're better than this. We don't want to be at the bottom of the list. We have the opportunity at Newark Airport alone to serve 40 million world travelers, and we want to do the best job possible to serve that population. We have an obligation to them and to ourselves. We have an obligation to create new jobs and business opportunities. If 40 million people spend \$50 more in our community, we can generate several billion dollars just by creating an environment that best

(Board Meeting 10/26/17)

services their needs, we cannot miss that opportunity. So by the good support of Port Authority and I'm recognizing this and the Executive Committee, recognizing the executive administrative group recognizing this, the Government Affairs Office as well as the aviation leader under Tina Lado and Huntley Lawrence have heard our cry and have responded to the cry of the community saying, "We want economic development not just in the terminals of Port Authority but from the Gate outwards," right? So that Aerotropolis, Newark Airport City concept that we've been presenting, that's a real global concept for economic development in and around airports. It is the best practice, Director. And so we want to invest in that best practice, we want to understand it more thoroughly so that we can generate what we're capable of and be a good steward over the resources that we have to govern over. So as a result, there was a meeting that took place just last week, Chairman. We met at Newark Airport with about 26 stakeholders from the Greater Newark area to talk about Newark Airport economic development in and around the community. And so we have some synergy now, the community is engaging. The engagement is important. And I really want to continue to encourage Port Authority to value community engagement because we can get so much more accomplished when we work together. And so that was demonstrated by this great demonstration of you wonderful people going to Port Authority to demonstrate what we can do when we work together. So we'll be giving you reports as we go forward on how this Committee will bring to you information about economic development in and around Newark International Airport and to refute these statements from the media, okay? So thank you so very much.

[Board Chair K. O'Toole] Thank you.

[Yvonne Garrett Moore] We look forward to giving you updates.

[Yvonne Garrett Moore] Take care.

[Board Chair K. O'Toole] Thank you very much. Henry Pacheco.

[Henry Pacheco] Gracias, Commissioner Rossana Rosado. Puerto Rico Se Levanta. Good afternoon. My name is Henry Pacheco and I have worked at JFK Airport for four years. And while I work at JFK Airport, I am here in support of a minimum wage increase for my brothers and sisters in Newark Airport. I am here today because I cannot stay silent in cases of injustice. I ask what is the difference between the people who work in New Jersey? Excuse me, I ask what is the difference between the people who work in New York to those who work in New Jersey? Do they not do the same work as those who do in New York? Do they not have bills and families to support like New York workers? The answer is no. There is no difference between us. Yet the policies in place state otherwise. How is it that a tip employee makes \$7.50 an hour? But across the river, my brother and sisters in Newark Airport only make \$2.28? An increase of \$15 an hour is indispensable to ensuring that no worker will suffer the indignity of poverty But also ensuring that tip workers, that tip employees are included is also a part of the process. I ask that you Commissioners listen to not just me but to the many voices that have already shared with you why this is an important thing to do, why this is the right thing to do. Thank you.

[Board Chair K. O'Toole] Thank you very much for your comments.

[Henry Pacheco] You're welcome.

[Board Chair K. O'Toole] Beverly Thompson.

(Board Meeting 10/26/17)

[Beverly Thompson] Good afternoon. My name is Beverly Thompson, and I've been working at Casciano's at Newark Airport for three years. I have come to this meeting to ask that you increase Newark Airport workers' wages to \$15. An increase to \$15 an hour is important to me and my family because I have a special need grandchild and it would help pay some doctor bills, some hospital bills. In addition, there is a bidding process underway for Terminal A. We want to make sure that we can work with whatever company is chosen to make sure new terminals have good jobs and values. The concession workers that succeed of the terminals Excuse me, largely depends on. Commissioners, I ask that you value my work and my coworkers by ensuring the incoming company will bring good standards to Newark. I also urge you to improve a \$15 minimum wage for Newark Airport workers. Thank you.

[Board Chair K. O'Toole] Thank you very much, Beverly. That concludes our public portion. Moving ahead, earlier today in executive session, staff and outside labor council presented to the Board for its approval the tentative agreement with International Union of Operating Engineers. That agreement was not approved. The fact that all of our unions are without contracts, some for over decades is not acceptable to me and my fellow Commissioners or executive management. To that end, the Port Authority is going to turn back to the negotiating tables, we're turning there quickly and have an agreement in place with our represented employees which is acceptable to this Board. We look forward to reengaging in that discussion right away and we want to get this thing done. Any comments or questions from Commissioners? Okay.

[R. Cotton] Mr. Chairman, I would just say, I've heard the direction from the Board and we will embrace it and we will return to the bargaining table and we will try to make progress on what is a significant backload of expired agreements.

[Board Chair K. O'Toole] Thank you. We'll now proceed with the voting of items before the Board today for consideration which each of the respective Committee Chairs will provide a brief report on prior to the matter being considered by the Board. The first item pertains to the Code of Ethics for Commissioners. That was also presented to the Board earlier. Commissioner Turner, as Chair of the Governance and Ethics Committee, please provide your report.

[Comm. C. Turner] Thank you very much. I'm very proud of the work that Michael Farbiarz and my Vice Chair Daniel Horwitz have worked on together to create a Code of Ethics for the Commissioners of the Port Authority of New York and New Jersey. As Chair of the Committee Michael has reported on it quite extensively. As Chair of the Committee on Governance and Ethics, I will now like to report on items discussed earlier in the Board Meeting and to adopt a Code of Ethics for the Port Authority Commissioners. And prior to making a motion on this item, I'd like to ask the Corporate Secretary to note any Commissioner recusals on this matter?

[K. Eastman] There are no recusals.

[Comm. C. Turner] Do any of the Commissioners have any questions or comments on this item? I will now request a motion on this item.

[Commissioners] So moved.

[Comm. C. Turner] Can I have a second motion?

[Commissioners] Second.

(Board Meeting 10/26/17)

[Comm. C. Turner] Second, thank you. I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford.

[Vice-Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve.

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McDonald.

[Comm. G. McDonald] Proudly yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado.

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Turner.

[Comm. C. Turner] Yes.

[Comm. C. Turner] As the votes are in order, the item is approved.

[Board Chair K. O'Toole] Thank you, Commissioner Turner. Commissioner Lynford is Chair of the Committee on Capital Planning, Execution and Asset Management and the World Trade Center Redevelopment sub-committee will you now provide your report on certain items before the Board for consideration?

[Vice-Chair J.H. Lynford] Yes, Mr. Chairman. As Chair of the Committee on Capital Planning,

(Board Meeting 10/26/17)

Execution and Asset Management and the World Trade Center Redevelopment sub-committee, I will now report on certain items under the respective Committee's purview. The first item authorizes a \$20 million project for the rehabilitation of the dry fire sprinkler system at the Port Authority Bus Terminal. Notice I used the word Bus Terminal.

[laughter]

[Vice-Chair J.H. Lynford] Prior to... I'm sorry, Loretta Senator. Prior to making a motion on this item, I'd like to ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] There are no recusals.

[Vice-Chair J.H. Lynford] Do any of the Commissioners have any questions or comments on this item? I will now request a motion on this item.

[Commissioners] So moved.

[Vice-Chair J.H. Lynford] Can I have a second on the motion?

[Commissioners] Second.

[Vice-Chair J.H. Lynford] I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford.

[Vice-Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve.

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McDonald.

[Comm. G. McDonald] Yes.

(Board Meeting 10/26/17)

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado.

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Turner.

[Comm. C. Turner] Yes.

[Vice-Chair J.H. Lynford] As the votes are in order, the item is approved. The next item authorizes a \$5.7 million contract for the fabrication and installation of below grade flood mitigation and resiliency improvements to protect Port Authority transportation assets at the south basement levels of the World Trade Center. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] No recusals.

[Vice-Chair J.H. Lynford] Thank you. Do any of the Commissioners have any questions or comments on this item? I will now request a motion on the item.

[Commissioners] So moved.

[Vice-Chair J.H. Lynford] Can I have a second?

[Commissioners] Second.

[Vice-Chair J.H. Lynford] I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford.

[Vice-Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve.

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz.

(Board Meeting 10/26/17)

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McDonald.

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado.

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Turner.

[Comm. C. Turner] Yes.

[Vice-Chair J.H. Lynford] As the votes are in order, the item is approved. The next item authorizes the reallocation of funds previously authorized by the Board in connection with Superstorm Sandy related repair work and the amount of approximately \$78.4 million to support completion of mitigation efforts and repair and replacement of facilities and equipment at the World Trade Center site that were damaged or destroyed by Superstorm Sandy and its associated storm surge. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] Commissioner Horwitz is recused on the matter.

[Vice-Chair J.H. Lynford] Do any of the Commissioners have any other questions or comments on this item? I will now request a motion on this item.

[Commissioners] So moved.

[Vice-Chair J.H. Lynford] Do I have a second?

[Commissioners] Second.

[Vice-Chair J.H. Lynford] I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford.

[Vice-Chair J.H. Lynford] Yes.

(Board Meeting 10/26/17)

[K. Eastman] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve.

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz.

[Vice-Chair J.H. Lynford] He's recused himself.

[K. Eastman] We usually ask them to confirm that.

[Vice-Chair J.H. Lynford] Oh.

[Comm. D. Horwitz] Recused.

[K. Eastman] Thank you. Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McDonald.

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino.

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado.

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Turner.

[Comm. C. Turner] Yes.

[Vice-Chair J.H. Lynford] As the votes are in order, the item is approved. Back to you, Mr. Chairman.

[Board Chair K. O'Toole] Thank you, Vice Chair. There being no further business, I move to adjourn the meeting. I need a motion, please.

[Commissioners] So moved.

[Board Chair K. O'Toole] Second?

[Commissioners] Second.

(Board Meeting 10/26/17)

[Board Chair K. O'Toole] All in favor?

[Board Chair K. O'Toole] Aye.

[Commissioners] Aye.