

(Board Meeting 7/21/16)

The Port Authority of New York and New Jersey
Board Meeting Transcripts
July 21, 2016

[Board Chair J. Degnan] At this point, I'm going to call to order the Board Meetings of the Port Authority of New York and New Jersey and its subsidiaries. Earlier today, the Committee on Capital Planning, Execution, and Asset Management met in public session, Committee on Operation and Finance met in both public and executive sessions, and the Committee on Security met in executive session, and their reports will be filed with the official minutes of today's meetings. I want to note that the Commissioners also will meet in executive session later today to discuss matters appropriate for executive session within our By-Laws and guidelines. I'm now going to ask Pat, who has agreed to dispense with his usual Executive Director's report in the interest of reporting to the Board on the issue of the relocation of the Koenig Sphere. A vote will be delayed until the public has had an opportunity to comment on this, but in the interest of full disclosure, we thought it would be appropriate for Pat to lay out the recommendation that will be before the Board at the later portion of this meeting so that public comments can take that into consideration. It's not a decision, it's simply a recommendation. So, Pat.

[Exec. Dir. P. Foye] Yeah. Thank you. Thank you, Chairman. Commissioners, members of the public, and colleagues, this morning I recommend a plan for the return of the Koenig Sphere to the World Trade Center site. As many of you know, the Sphere was created by German artist Fritz Koenig for the Port Authority as a symbol of world peace and international trade.

[Centerpiece of the WTC/ Austin J. Tobin Plaza (Pre-9/11)] It was installed at the symbolic center of the center of the original World Trade Center Plaza. The Austin Tobin Plaza, legendary past executive director was the original World Trade Center's major public events' space, while also serving as an open space for thousands of people who worked at the old World Trade Center complex and the surrounding community and neighborhood. Many Port Authority employees and others who worked at the World Trade Center back then fondly remember and have told stories about having lunch on the sunny summer days on the plaza sitting by the Sphere. The Sphere was severely damaged on 9/11, but remains substantially intact amid devastation of that day. And it served for many as a powerful symbol of resiliency and strength in the days that followed, as well as a monument to the victims and heroes who lost their lives that day. The Sphere was recovered during the cleanup of the World Trade Center site. And the Port Authority agreed in perpetuity that the Sphere always remained in the public domain, in the public view. Under arrangement with the City of New York, this Sphere was installed at Battery Park and formally dedicated as a temporary memorial on March 11th of 2002. Since that time, over 14 years ago, the Sphere has remained in Battery Park and is currently located near Pier A. Commissioners, today, I'd recommend that we bring the Koenig Sphere home, back to the World Trade Center site, as various family members of those murdered that day, as well as first responders have requested of you previously. In light of the fact that based on the design of the street grid through the new World Trade Center site, it's not possible to safely locate the Sphere at its original pre-9/11 resting place. And in order to avoid the potential of impacting the architecturally consistent design at the Memorial Plaza, we recommend that the Sphere be placed in Liberty Park at the World Trade Center site. The Port Authority opened Liberty Park last

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month. It's an approximately one acre elevated linear park that I invite all of you to visit. It has beautiful benches, and landscaping, and a living wall, the north facing wall of the vehicle security center on which the Liberty Park sits, all overlooking the 9/11 Memorial Plaza, inviting reflection or a little respite for workers, visitors, and residents of the area. It's also near the location of the St. Nicholas Greek Orthodox Church and Shrine that is currently under construction, replacing the only house of worship that was destroyed on 9/11. The leadership of the Greek Orthodox Church enthusiastically supports the relocation of the Sphere back to the World Trade Center at Liberty Park. From Liberty Park, the Sphere would be able to be seen from the World Trade Center site and would overlook the plaza. Our engineers led by Steve Plate are reviewing the specific locations on the park that will be able to best support this 25-foot Sphere which weighs in excess of 25 tons. Being placed on the park will provide an area to gather and reflect similar to when the Sphere was located on the Austin Tobin Plaza prior to 9/11. Commissioners, I wholeheartedly recommend after public comment that you vote to bring the Sphere back home. Thank you.

[Board Chair J. Degnan] Thanks, Pat. Appreciate that. Gonna turn the chair over to Ray Pocino and Steve Cohen who are the co-chairs of the working group on wages and benefits, and ask them to deliver a report. Again, no action expected today, but we want people to be informed before the public comment period. Ray.

[Comm. R. Pocino] Thank you, Chairman Degnan, for the opportunity to update the Board and public on this important work. As you may recall, pursuant to the Board working group's recommendation InterVISTAS's consulting was retained earlier this year to assist in determining the impact of potential wage increases at the Port Authority's airports. I'm pleased to report that the study has been completed and the draft report of the consultant's findings has been submitted to the working group for its review and further deliberation. The draft report will be released publicly later today. At this time, I'm going to ask Committee Co-Chairman Commissioner Steve Cohen to give an overview of our Committee meeting earlier this morning.

[Board V. Chair S. Cohen] Thank you. Thank you, Commissioner Pocino. We, as a working group, met this morning, the report from InterVISTAS was received approximately a week ago in what is essentially a near final version. I apologize for the delay. The last Board Meeting, we noted that we had not yet received the report. We now have it and it has been reviewed, and as Commissioner Pocino indicated, it will be released by the close of business today, if not sooner. I leave it to all interested parties to read the report and draw their own conclusions. This has been a process that began in the fall of last year. It has been a delayed and a long process, and I think the full Board apologizes to those who are interested in this for the delay. But we are now close to a final decision point. The expectation is that we will make a recommendation to the Board at the next Board Meeting in September. There is no Board Meeting in August. And since that is the next meeting, that recommendation, it is our commitment, will then be voted upon. There are many of you here who attend this meeting regularly, you've asked for a vote and you will get a vote. I can't guarantee an outcome. We're not in the business of guaranteeing outcomes. I can guarantee that you will have the process that you have sought, which is a vote on a recommendation. My expectation is that that recommendation will include something involving an increase in the minimum wage. That's one Commissioner's opinion. The reality is we live in a world now where as a bi-state agency we have one state that has one set of rules with respect to

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minimum wage, another state that has a different set of rules. And how we operate as a policy matter to reconcile those differences is what we have been grappling with, and my expectation is that policy decision will be represented in what the ultimate recommendation to the Board is. So the vote will come, the report will be released. And I'm sure that many of you in the public session will speak to this matter once again. But I can tell you that the decision on how to proceed in the recommendation is now going to be on the agenda in September.

[Comm. J. Lynford] Thank you. I want to just reinforce some of the things that we've gone through that you've just said. It was last November, I believe, when I joined several of my colleagues from both sides of the Hudson to recommend and support an increase in the minimum wage. Since that time, I have served on the working subgroup with Co-Chairman Pocino and Cohen. And I'm very pleased that we have finally set a date certain to vote on the specific recommendations, what was that, the September Board Meeting so we can conclude this key matter and I do recommend that everybody read the report that we hope to have out by the end of the day. And I'm glad to see there are members of the New Jersey, senior members of Jersey Legislature that, I think, also have a member have an interest in this. And hopefully will be supportive of our recommendations on that side of the Hudson. Thank you.

[Board Chair J. Degnan] I have one comment on this matter. Steve, I don't think you'll take any offense at this, but you, in your issuing an apology for the delay, I want to disassociate myself from that remark personally, not as the Chairman. I believe that the time taken by the Port Authority in evaluating this difficult and complex question has been warranted and thorough and justified before imposing a policy of this nature, and potentially interfering with the collective bargaining process between two private parties, the union and their employers. I do believe it's time to make a decision based on the receipt of this report, and I look forward to putting that on the agenda, and discussing it, and voting on it at the next meeting. I might simply note that as Steve has noticed, has mentioned, that since we first began considering this, back in the fall of 2015, New York has passed a law which mandates an increased minimum wage over a period of years to \$15.50, is it, I think? And had we acted before that, I think we would have done it based on insufficient information, but it's time to decide and we will do that in September. If there are no other comments on that issue, thanks, Ray and Steve. The last issue I want to discuss for a few minutes before the public comment period is the Port Authority Bus Terminal. On the way in, this morning, I read the last page of the first section of The Wall Street Journal, which had a full page advertisement by leading corporate officials in the country about the aspects of corporate governance good practices. And the last bullet point on that page is the need for corporations to be engaged in constructive dialogue with their stakeholders, in the case of public corporations, that's their shareholders. We've tried for the last few years at the Port Authority to model ourselves in terms of corporate governance on best practices with respect to public corporations. And I believe that that same admonition applies to us. We need to be constructively engaged, listen carefully, inform where necessary, public officials, local community members, city regulators, state entities involved in major construction projects, and certainly that includes Port Authority Bus Terminal. But I think there's some misinformation out there. The master plan to study what to do with the bus terminal with the bus terminal began three years ago, three years ago, in July 2013, with a public release by this entity, the headline of which is "Port Authority Board awards contract to conduct comprehensive study and create plan to improve and revitalize the bus terminal." Two of the most eminent consulting firms in the world on this subject were

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retained at that time Kohn Pedersen Fox and Parsons Brinckerhoff, and were engaged fully with our staff in evaluating alternatives. The staff evaluated 20 or 21 separate alternatives. In the spring of 2015, they came back to the Board in public session with an itemization of the five most sensible, in their judgment, alternatives that we should consider for the bus terminal. The Board had a lot of questions about that in public meeting. It got a lot of publicity publicly. The Board created thereafter a working group to study again those recommendations. We retained two additional consultants to aid the working group in the study of those recommendations. That working group consisted of Scott Rechler, and myself, and Pat Schuber, and Ken Lipper. That working group then came back in public session again and recommended three options, the result of which was a Board resolution that indicated one of those three was the preferred but not necessarily the decided upon option. The Board also recommended that we begin the process of studying where and how to site, and at what size and capacity the bus terminal by creating an international design competition, a best practice that was used, for example, in LaGuardia's Terminal B and that has been used for public projects of this nature around the world. We had 15 submissions by international design consultants in the specification to which they were asked to submit was explicit language saying, "Acquisition of private property to complete the erection of a new bus terminal is to be discouraged." And that is a criterion which has gotten lost in the public dialogue so far that the design competitors are working on. We have since met with the city government, we've met with Community Board 4, we've delayed the concept process for another month to ensure that adequate input is given. And in the end, folks, the only thing that's going to be derived through this design and deliverability concept is a concept which will then be the subject of the requisite public disclosures, public hearings, additional dialogue with the public officials who are legitimately concerned about this project, and the community members who have a legitimate concern about the project. Let me finish by saying as that's something that I was quoted on in saying in the paper yesterday. I'm not Robert Moses. I don't think anybody in this Board wants to be Robert Moses. There is no way that this bus terminal can be built by overriding the legitimate concerns of elected public officials and Community Board members, and community members themselves, and of course, it goes without saying the regulatory oversight that legitimately belongs with the City of New York and whatever federal agencies are involved. So with that context, I'll conclude my remarks on the bus terminal and asked my colleagues if they have anything to say.

[Comm. W.P. Schuber] Mr. Chairman, if I might, as a member of the working group and very much concerned about the issue and the importance of the new bus terminal in Manhattan. I concur in your remarks, I think it's an excellent overview of where we stand at the present time with regard to it, and I completely support them.

[Comm. K. Lipper] And I would like to add is, along with LaGuardia, I believe it's the most important capital project that we're doing and long overdue, and will help get us our workforce as the west side development occurs. It will create many jobs, and it will give a population that is traveling great distances, and has multiple rides, a civilized way of getting to work and getting home, and will make us more productive as a city. It's a great thing for Manhattan, it's a great thing for the region, and it's critical to our economy since the bus transportation is the fastest growing form of transportation in our region and is expected to continue accelerating that way.

[Comm. J. Lynford] Mr. Chairman.

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[Board Chair J. Degnan] Commissioner Lynford.

[Comm. J. Lynford] Good points. I applaud your explanation, the transparency, no rush to judgment, thoughtful consideration, participation with many elected officials who I see here today to give them some comfort that we are trying to do a good job on behalf of all constituencies. Thank you. Scott.

[Comm. S. Rechler] I was gonna say similar to what Commissioner Lynford said. And I think the other you know, piece, and I think he said it well, this is a work in progress, and I think that the key here is as we get the information back from design competition and the feedback from the community, that's what's going to inform ultimately the direction that we move this process forward on.

[Board Chair J. Degnan] Okay. I just might just add parenthetically by the way that I took the bus into the bus terminal on Monday morning for a meeting at 10 o'clock. I found it cleaner, cooler, and maybe because I wanted to see it, commuters seemed to me a little less ticked off as they walked through the concourse that day. And I'm saying this because I think the staff of the Port Authority led by Diannae Ehler, and Cedrick, and other folks have done an amazing job over the last three years with some additional commitment of resources on the part of the Board to make the best of a failing facility. And I applaud them for that effort and I'm glad to have seen it personally. What I hear from friends of mine who commute every day through the terminal that it is a little better than it was. They go on to say, "When can you replace it?" So at this point, we're going to move on to members of the public having an opportunity to comment on the matter. I don't know why I say this every meeting, we try to limit this to 30 minutes, but we never do. We're honored today by the presence of some very notable public officials on both sides of the Hudson, and as is our custom, we ask those public officials to speak at the beginning of the public comment period so that the public can be informed by their views as well in their following comments. So the first speaker I'll ask to address the audience is Congressman Jerry Nadler.

[Hon. J. Nadler] Thank you, Mr. Chairman, and Vice Chairman Cohen, and members of the Board, for having us here today. I am here along with my elected colleagues, all of whom represent the Far West Side of Manhattan where the Port Authority Bus Terminal and the surrounding community are located to urge you to terminate the Port Authority Bus Terminal international design and delivery competition. Simply put, this competition is premature and cannot proceed before a thorough and public examination is conducted of a number of serious outstanding issues and of all of the available alternatives regarding a new bus terminal. Any project to replace the Port Authority Bus Terminal on the Far West Side of Manhattan will require an extremely complicated time-intensive effort, requiring an enormous public investment. This investment must be premised under careful consideration of a multitude of transportation, pedestrian, zoning, environment, and quality of life issues in a dense residential neighborhood. We've seen no real public engagement, none of the elected officials who represent the community, nor of the City of New York, nor of the local community Board, nor of other stakeholders. As a result, the competition is based on assumptions and utilizes selection criteria that have been made with little transparency or public input. We've seen no study of the potential

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for an integrated transportation plan that utilizes both New York and New Jersey assets such as the Gateway project, East Side Access, new Moynihan and Penn Station projects, or the Secaucus Junction, or the relations among these projects. We have seen no study of possible alternatives to this relocation plan. The competition eliminates alternative development proposals without due or public consideration of their merits. We have seen no environmental impact or air quality impact assessment, which raises serious legal questions under the National Environmental Policy Act, the Clean Air Act, and New York State's Environmental Quality Review Act. Finally, this project is predicated upon the use of eminent domain to acquire and to destroy residences and businesses on the far west side of Manhattan for the new terminal. This cannot be. I join my colleagues and the local community in unequivocally opposing the use of eminent domain or of any acquisition of residential or commercial property for the project. We will oppose any such proposal. If that acquisition were to happen, it would throw a long existing residential community into turmoil and would destroy numerous community assets, including rent regulated apartments, small businesses, historic buildings, a neighborhood church, a food pantry, and Head Start program, all of which are relied upon by my constituents in the neighborhood. Before the competition moves forward, indeed, before it has truly begun, we must have more comprehensive planning, public input, a transparent process, and coordination among city, state, and federal levels of government. I urge you to terminate this competition immediately and to begin again with a true, thorough, and considerate public process. The alternative, I will remind you, is that the West Side will oppose the result of the competition, and the West Side has the West Side Stadium and West Way Shows has considerable experience and knowledge of how to oppose bad public proposals. So we urge you today to terminate this competition and to substitute a planning process that starts de novo and looks at all possibilities, not simply the limited possibilities envisioned in this competition. Thank you.

[Board Chair J. Degnan] Thank you, Congressman. Senator Weinberg.

[Hon. L. Weinberg] Thank you very much. Good morning, everybody. I think this is the first Port Authority meeting I've attended where you have a new Vice Chair, Commissioner Vice Chair Cohen. >> Congratulations. >> Thank you.

[Hon. L. Weinberg] I noticed you have a different seating arrangement here too. That's how often I've been at Port Authority meetings, Congressmen. So I am here again on the same issue. I've great respect for Congressman Nadler, for to the elected officials from New York's West Side. Congressman Nadler asked me what happened. I told him it's from my years of pitching for the Yankees. But I am here today, again, as I have been at the public meetings over the last two years about the need for a new bus terminal in Manhattan, on behalf of the 240,000 riders who go in and out of that bus terminal five days a week. Two hundred and forty thousand riders, who before we had a new chair here in the form of Chairman Degnan were forced to wait in long lines, with dirty restrooms, with little fans put up to cool them, who had to walk around barrels that collected leaks from the ceiling, the busiest bus terminal in the world, just like the bridge was the busiest bridge in the world. Let me compliment all of you on the transparency, in fact, so much transparency that I was getting impatient, like, okay, enough study, enough transparency, let's move ahead. The fact that it's taken this long to get that bus terminal into the capital plan is a shame. It is time that we move ahead. The Port Authority of New York and New Jersey's main mission is to mass transit. This is the most important mass transit project that is before you.

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Chairman Degnan and joined by your colleagues, Commissioner Lynford, Commissioner Schuber, I think you outlined that, in fact, some of the concerns raised by Congressman Nadler are legitimate but a little early in the process, that the process will take those concerns as we move along. This has been a long process. There have been many public meetings, there have been Subcommittee meetings, there have been meetings in New Jersey, constituent meetings, two years, if not longer. So I am here to give a little counterpoint, I welcome your participation, I hope we can work as partners on behalf of the people whose quality of life has been so affected by the fact that this building was allowed to deteriorate, is no longer big enough to accommodate the projections for the future. Now I know that there are some people who feel the bus terminal somehow belongs to New Jersey. Well, it is through that bus terminal that New York gets much of its skilled workforce on a daily basis. It is through that bus terminal that people come and go to the theater, or go out to dinner, or spend money in New York City. In fact, personally, my daughter and grandchildren were here visiting from California last week and took that bus at least three times during the course of the week to come into New York City and spend money as my daughter toured her children at the various sites, including by the way, right down here at the World Trade Center. So the time has come to begin the progress. The time is overdue. And I would hope that together we can work as partners on behalf of the hundreds of thousands of people whose quality of life has really been affected. And I'm going to again tell some of the stories I've heard from constituents when we had some citizen meetings of people who had to travel through there. I'm just going to tell you one story that kind of stayed in my mind of a young woman, a single mom, who lives in New Jersey and travels into New York every day for her job which enables her to support her child, whom she has in daycare. Anybody knows, you're one minute late picking your child up from daycare, you get fined. She stood up at the meeting and said, in the prior two months, she had spent \$500 in fines, not because she is unable to leave her job in time but because of the lines, the chaos, the problems at the Port Authority Bus Terminal. That's quality of life. Those are the issues we're trying to solve here. I want to thank the Port Authority and I particularly want to thank Diannae and Cedrick for the work they've done there. It's not easy, it is an old building that has lived, outlived its usefulness. They have done as good a job as anybody can do, cleaning up the restrooms. I think as you said, making it a little bit cooler, and at least fixing, I remember, I laughed when the report came that they had fixed 35 leaks in the ceiling. And I wondered whether there was a number 36 on up that hadn't been addressed. But at least those big barrels that were collecting the water that was leaking through there had been removed. So I want to thank all of you and urge that you continue on this road on behalf of people whose quality of life is affected, day in and day out, and who need this building just like Manhattan needs this building for its economic viability.

[Hon. L. Weinberg] Thank you.

[Board Chair J. Degnan] Thank you, Senator. We also have a present Senator Brad Hoylman from New York.

[Hon. B. Hoylman] Thank you, Mr. Chair, and thank you, Commissioners, and Congressman Nadler for your comments, and Senator Weinberg. I'll get off the express lane that Senator Weinberg has laid out for us on this project. It's my understanding that the current terminal has at least 20 more years left. I understand Senator Weinberg's position. She represents constituents who want ease of access into Manhattan. Well, the counter-argument, Commissioners, is I

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represent over 300,000 constituents in Manhattan and 50,000 of those live in a Hell's Kitchen. And while it may be accommodating to get a new terminal as quickly as possible for the residents of Manhattan, something I don't disagree with, at the same time, we have to consider the very lives, and homes, and communities that this terminal is going to impact. We're talking about historic churches, daycare centers, green rooftops that feed the homeless. We're talking about over 50 small businesses. We're talking about the quality of air and a community, as the Congressman has pointed out, is already under scrutiny for its non-compliance with federal standards. I think that there has been a rush to judgment, maybe it's been two years, but I haven't seen the Board reaching out to the Manhattan Borough President as it apparently has done with the Queens Borough President in connection with the LaGuardia plan. We had to pull teeth collectively to have a town hall meeting, where over 300 members of our community showed up to speak about their concern involving eminent domain and other issues concerning the planned terminal. But that isn't the standard I think that we should be operating on. Yes, Mr. Chair, I agree corporate governance is certainly one bar, but I believe those of us in public service have an even higher standard. And I think it is the responsibility of the Port Authority to actually conduct its own outreach to our local communities to make certain that every concern is weighed with a project this massive, which as you know, will be and currently is the largest bus terminal in the United States. I concur with Congressman Nadler that we need to put the brakes on the design competition, mainly because it has already considered and eliminated options that we believe as a community should be up for discussion. You know, it's a backward process in my humble opinion. It's a little bit like deciding what to wear to a party before you even receive an invitation. We have so many options that need to be examined and need to have fulsome public input. We're still, for example, awaiting the release of the Port Authority commission Trans-Hudson community capacity study, a crucial analysis of available strategies for meeting and managing the anticipated increase in Trans-Hudson commuter demand over the next three decades. I think that that study should be shared with the local community, scrutinized and used as a basis for exploring all the options for the future of the New Port Authority Bus Terminal. The rush to crown a winning design for the new bus terminal without meaningful community input or all the requisite analysis has left me and my colleagues questioning what other corners might be cut as this process moves forward. No environmental impact statements had been completed. No air quality analysis, nor analysis of the proposal's impact on residents, rent regulated apartments, small businesses, historical buildings, and other community resources. A proposal as complicated, time intensive and ambitious as an overall of this bus terminal demands a fully planned and transparent process with a strong role for community input and participation at every step, including the design of the competition. That also would include coordination among steady city state and federal levels of government. It's our understanding that New York City DOT has had barely many conversations with the Port on this plan. But it's not too late. I agree with the Senator, we should be working together. Let's rectify the situation, let's not throw the Hell's Kitchen community under the bus terminal. Let's start over, Mr. Chair, engage at a granular level with the people whose lives are going to be impacted by this new bus terminal on a daily basis, the residents of Hell's Kitchen. Thank you for your comments.

[Board Chair J. Degnan] Thank you, Senator. We have assembly member Linda Rosenthal here, I think. No, she's not here. How about assembly member Dick Gottfried?

[Hon. R. Gottfried] Well, thank you very much. It was interesting to hear earlier about

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LaGuardia. LaGuardia is a huge piece of property that you own and that you have the option of deciding where to move the pieces around. And that's perfectly appropriate. You don't own Manhattan, and the notion that Hell's Kitchen is a piece of property where you can just have some consultants suggest where to move the pieces around, that's not right. It's not your turf to decide where to move the pieces around. I think it's important and fundamental that you plan first, and that's what is missing here. You may have hired a lot of consultants and spent a fair amount of time but there has not been a planning process that is open, and inclusive, and informed. If it were inclusive, the people who are complaining that they haven't had input wouldn't be complaining, they would have been involved in the process. If it was informed, we wouldn't be pointing out the lack of transportation planning, the lack of thought about how the bus terminal's going to interrelate with all the other transportation pieces going on in Manhattan. If it had been an informed process, we wouldn't be talking about the complete lack of any environmental considerations or historic preservation considerations at this point, all of which are legally mandated. And for those studies and analyses to make any sense, they need to be done before you make decisions so that they can inform the decisions rather than being done after you've made decisions and are simply done as a fig leaf to justify those decisions. After you've done a planning process, it's appropriate perhaps at that point to do a design competition. You want to bring in consultants to say, the food court should be here, the people selling tickets should be over here, maybe the entrance, main entrance could be here rather than there. What you are doing is handing off to this so-called design competition fundamental planning decisions. And the Port Authority has for generations been criticized enough for being removed from local accountability, you are now taking that one step further by creating a panel of so-called experts who are going to be making fundamental planning choices, and you will then be able to say, well, you know, the panel of experts, they decided, not us. Don't blame us. They told us that it was scientifically best to take these couple of blocks of Hell's Kitchen. That's a phony process because you've already telegraphed to the design competition and to the panel of experts, you've already telegraphed to them that your preference is for the options that enable you to sell the old bus terminal property or large pieces of it to developers for commercial development to enable you to raise enormous amounts of money, which in the Port Authority's hands has always meant enormous amounts of power. So that you've already telegraphed that you want a plan that takes another huge bite out of Hell's Kitchen so that you can use the existing property to make money from commercial development. Anyone who is concerned that this project should be moving forward expeditiously ought to think about how quickly the 44th Street convention center got built, not the Javits Center, the one on 44th Street. Answer, it never got built. How long did it take to realize that if you want to do a highway on the West Side of Manhattan, don't do it through Westway. Nobody has gotten to visit the Jet's football stadium in Hell's Kitchen. There is a long history of people who thought they were going to beat the Hell's Kitchen community and didn't quite make it. And if you want a bus terminal built quickly and properly, do it in cooperation with the people of Hell's Kitchen, do it through a proper planning process. Stop this so-called design competition, plan first, then design, work with the community, that's how things get built.

[Board Chair J. Degnan] Thank you. I'd be remised if my grandchildren would point out that. I should remark, we're very happy to have both the Giants and the Jets in New Jersey. Is Borough President Gale Brewer here?

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[Hon. G. Brewer] Thank you very much, Mr. Chair, and Vice Chair, and members of the Port Authority Board. We do appreciate the opportunity to testify in regard to this international design and deliverability competition. I am Gale Brewer, the Manhattan Borough President. I think we all know that the Port Authority Bus Terminal plays an enormous role in the lives of residents, businesses, and commuters from the Borough of Manhattan, New York City, and both New Jersey and New York, the metropolitan area. It is definitely in need of repair, replacement, and certainly needs to be improved in terms of all the aesthetics. Although, I agree it's a lot better and I'm sure that's thanks to the staff of the Port Authority. Such a critical and complex undertaking requires a rigorous planning process and involves all stakeholders, as you've heard from my colleagues. Moving forward with a design competition predicated on a series of pre-selected options that includes little transparency or public engagement is not the right way. So I join my fellow elected officials here in New York in calling for immediate termination of this design competition. It's clear to me that any successful plan for a new Port Authority Bus Terminal would have to take into account its impact on the local neighborhood. And, Mr. Chair, you did talk about the work with the Community Boards, but Community Board 4 and the elected officials, we were all at that huge meeting. And I must admit, even Senator Moynihan, may he rest in peace, from that neighborhood grew up in Hell's Kitchen might... And he believed in doing projects quickly, and effectively, and efficiently. But that is his neighborhood. And it was quite a shock for all of us who know the neighborhood, who represent the neighborhood, and I was in the City Council, also represented the neighborhood when I was in the Council. That's a neighborhood that has a long history, and it was sad, ironic, I don't know the term, to see that the Port Authority's plans or the plans for the design were taking down, perhaps, the most historic area of Hell's Kitchen. And so that was the first that we knew that was what a plan consisted of and nobody felt they had input. Yes, the Port Authority serves a regional need, absolutely, but its impact so far as we have seen would be most acutely felt in the immediate area. And I think everyone in immediate area knows that we need a new plan, it's just not this plan, to adequately address the multitude of transportation, zoning, environmental, and quality of life considerations will require sustained coordination with the city and the community. And I just want to add what my colleagues have stated about, nobody wants to take extra time. I always believe, if you do the work on the front end, you'll have a better product. But the issue here is that the City of New York is going to have to sign off on some of the street changes, et cetera, even our office, all of that could get tied up because the planning didn't go in at the front end. Thus, it is especially disturbing that without any real public consultation, the Port Authority is willing to build over blocks of homes, small businesses, and community spaces in the heart of Hell's Kitchen. This is unacceptable. Given the complexity of the region's infrastructure needs now and in the future, it is also clear that a successful bus terminal must be integrated within the broader transportation framework with major projects like Gateway Tunnel, Moynihan Station, and a new Penn Station plan for the West Side, a new bus terminal must be analyzed and discussed in the context of the bigger picture. We all want more people to be able to go in from New Jersey and New York. As the Borough President, I sit in Penn Station meetings, I sit in Moynihan Station meetings, I sit in Gateway Tunnel meetings, I sit in Bus Station meetings, but I don't see the coordination. However, there has been absolutely no consideration of how these different projects should work together and each has been presented in isolation. For these reasons and others, I find the current design competition for the bus terminal inadequate and call for it to be cancelled. Thank you for your consideration of this testimony from all of us, and I look forward to working with you on a plan that would truly serve the people of New York and New Jersey and that would get done on

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a timely basis.

[Hon. G. Brewer] Thank you very much.

[Board Chair J. Degnan] Thank you. Is Council Member Corey Johnson here? Corey.

[Matt Green] Thank you, Chairman, and Members of the Board. My name is Matt Green and I'm with the office of City Council Member Corey Johnson. The council member regrets he couldn't be here this morning but asked for me to submit this testimony on his behalf. "My name is Cory Johnson, and I represent the 3rd Council District, New York City, which includes the Hell's Kitchen neighborhood. I want to thank the Board of Commissioners for allowing me the opportunity to speak on the Port Authority's Midtown Bus Master Plan, an infrastructure project of great importance, not only to my constituents but to the people of New York and New Jersey. Today, I'm calling on the Port Authority to terminate the bus terminal international design and deliverability competition, while I recognize the current bus terminal is obsolete and a new bus terminal is needed to meet current and future demand, I'm not convinced that this international design competition will result in a plan that is reflective of the needs of this community nor its commuters. I also stand with my colleagues to say that I firmly oppose the use of eminent domain or any acquisition of residential or commercial property for this project. Any new plan to build a new bus terminal should recognize, value, and protect the hundreds of residents, small businesses, community organizations, places of worship that call this neighborhood home. The Port Authority Bus Terminal is also a part of this neighborhood and we must work together as partners to build a new bus terminal that is integrated into the fabric of this community and existing transportation systems. I believe we can build a bus terminal that achieves these objectives through open and constructive dialogue between the electives who represent this community, the City of New York, Manhattan Community Board 4, and other community stakeholders. But until we have a renewed commitment to a thorough and public examination of all the outstanding issues we've raised here today, I ask that you please halt the design competition. Thank you again for the opportunity to deliver this testimony. This is an important project that must be done right for the future of our city's continued growth and success. >> Thank you.

[Board Chair J. Degnan] Thank you. Neile Weissman here?

[Neile Weissman] Chairman Degnan, Commissioners, Good morning. You've got a lot on your plate. You have copies of our remarks with citations. Last month, Director Foye expressed appreciation to three groups for their input, support, and endorsement of planned ADA improvements to the George Washington Bridge paths. But the director omits that two of those groups are on record calling for wider paths as have 20 local affiliates of third, which is based in Washington, D.C. The Director states that the agency has budgeted up to \$50 million for path improvements but leaves out that nearly much of that will go towards anti-suicide fencing, leaving a negligible sum for the paths themselves. The Director's reference to traffic counters gives impression that the PA is prepared to widen the paths, should they need arise, but anyone with access to the data or is willing to spend a few hours with a pad and pen on a corner can verify that even current use well exceeds the threshold for expansion. Director Foye touts ADA compliance as if that were relevant to the design of the cycling facility. The Americans with

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Disability Acts of 1990 is a Civil Rights legislation, and ADA design standards were created to enable, say, a wheelchair user to access a workplace or to navigate a supermarket aisle, not to consecrate a scheme where throngs of cyclists converge through 7-foot wide bottlenecks inches apart at a combined 30 mph. The Director cites three groups who support restoring the paths to their 1931 configuration but doesn't acknowledge the 120 organizations, businesses, and elected officials calling for a modern facility. Upstate counties where cycle tourism is to become staple of the region's economy, north Jersey seeking to preserve options for growth without increasing congestion, six working class minority community Boards in Manhattan and the Bronx that are two often last to benefit from transportation improvements. Ultimately, we have a massive public benefit corporation entrusted with facilitating all modes of regional travel, leveraging the reputations of a select group to ignore national standards, regional consensus, best practices from cities around the world, and even its own data to market a plan that will be obsolete on arrival. In July, the Regional Plan Association added its name to those calling for wider paths. To quote RPA President Tom Wright, we will be proposing a regional bike network as part of the fourth plan and I would fully expect this to be a part of it. Thank you all.

[Board Chair J. Degnan] Thank you. Arthur Piccolo.

[Arthur Piccolo] Commissioners, once again, within the last few weeks, we, meaning Alexander Hamilton supporters led by the inspirational Alexander Hamilton Awareness Society gathered in Elizabeth, New Jersey, in Jersey City, New Jersey, in Paterson, New Jersey, in Weehawken, New Jersey, and in New York City, at Bowling Green, at Trinity Church yard, on Wall Street at Federal Hall, and at Upper Manhattan at the Grange, and the Morris-Jumel Mansion, and in various other places in both New York State and New Jersey for one inspiring reason. Alexander Hamilton during his life was so very much associated with New York and New Jersey so as much as Hamilton was associated with all of the United States and its development and success from the beginning of the American Revolution until his demise in Weehawken, New Jersey, 212 years ago, this month, on July 12, 1804. I emailed you the link to a video I produced this week, highlighting just some of these activities in honor of Alexander Hamilton. But go directly to the last part of the video in which award winning author Richard Brookhiser standing at Trinity Church before a large audience, Brookhiser, all by himself, without ever mentioning the Oculus at the World Trade Center offers as powerful and as eloquent an argument as anyone ever will need to hear why the magnificent new Port Authority structure demands that it be officially named in honor of Alexander Hamilton. Brookhiser explains as well as anyone, how Hamilton's vision of the future of America, while our first Secretary of the Treasury, in his brilliant, unprecedented financial plan for our nation. But as well, Brookhiser goes on to tell us that it is Hamilton's detailed lengthy discourse titled the Society for the Establishment of Useful Manufactures, often referred to as SUM, this document about the future of Paterson, New Jersey, a city Hamilton created from nothing that is in his plan Hamilton not only envisioned a fabulous future for Paterson even if others never fully realized it, but Hamilton saw much more, a model, a template for the prosperous future for our entire nation which no one else saw. Brookhiser tells us that Hamilton detailed the future of capitalism, which was not only inclusive of all Americans that took on almost religious meaning in the belief he expressed in a practical visionary future for America in which each man and woman, every American could reach their full potential within the American economy. Alexander Hamilton united New York and New Jersey as he united our entire nation just as the new World Trade Center Transit Hub unites New York and New Jersey

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in a way no other building ever has. And it unites our nation and the world as a powerful presence that attract visitors from everywhere. As I have said in past months, I hope and urge you to simply pass a ceremonial resolution naming the new transit hub the Alexander Hamilton Transit Hub because of Hamilton's unique relationship to both New York and New Jersey.

[Arthur Piccolo] Thank you.

[Board Chair J. Degnan] Thank you. Rosalyn Austin. As Austin not being here, we'll move on to Margaret Donovan.

[Margaret Donovan] Good afternoon, gentlemen. At the press conference last month, the chairman tried to dismiss us at the Twin Towers Alliance as naysayers. But we would love to be naysayers. We would love to see you put the public interest first by bringing the Koenig Sphere back home at last because only politics stands in its way. I know that it is not likely to happen but I am giving you the benefit of the doubt that it could happen. And I have yet to hear a single reason why it should not. The church wants it and the memorial doesn't, there's no reason at all. I certainly agree that Liberty Park is a very suitable place for the Sphere, but that is not where it belongs. It was created for the Plaza, it survived hell on earth on the Plaza, and I would wager that not one supporter of your plan, if given the choice, would prefer Liberty Park to a place of honor on the Plaza. At least explain why you would choose to ignore the strong public consensus and at what open meeting this was decided? Every month, I take issue with the selective transparency of this Board because, by definition, transparency is not selective. We have heard hundreds of public statements over the years but have never seen that change a single vote. Today, you can make history and prove that this really is a new Port Authority. This is your chance to prove that in this most public of spaces, public opinion counts. I asked you to prepare for this hearing by posting any legal document that would prohibit you from bowing to the will of the people, instead of kowtowing to Michael Bloomberg. Apparently, the documents do not exist. So who is Michael Bloomberg to tell the Port Authority what to do? I used to say that Bloomberg's fingerprints are all over Ground Zero, but I was wrong, they aren't fingerprints, they are tentacles. How else could a private foundation with a public mission using public funds demand that a public authority ignore the will of the people? Why has the former mayor been allowed to put a lock on 9/11, banishing this amazing relic from his memorial and confiscating the sacred remains for his museum, by what authority? Please think twice before voting for business as usual. Would you vote to put the Star-Spangled Banner outside the walls of Fort McHenry? Don't try to airbrush this history. Please don't exile the Sphere from the place of honor it earned on 9/11. Please let its eternal flame mark the spot where thousands of innocent people breathed their last and hundreds of heroes gave their lives. They didn't die across the street. Thank you.

[Board Chair J. Degnan] Thank you. Andrea Donovan. Andrea Johnson, I'm sorry.

[Andrea Johnson] Hi, my name is Andrea and I work at Midfield at the Newark Airport. I am here to remind the Port Authority Commissioner about AirMall's record at the Baltimore Airport on racial inequality and job classification. In March 2014 survey, 437 out of 800 employees of AirMall's subtenants at BWI conducted by UNITE HERE showed that under AirMall's confessions of BWI surveyed African-American workers were six times more likely than white

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workers to work fast food jobs. While white workers were six times more likely than African-American workers to work as bartenders or servers. Even though I do not work in JFK Terminal 5, when a company like AirMall is allowed to come into Port Authority airport, it threatens all of us. If it can happen in JFK, why not Newark? Please say no to AirMall. Thank you.

[Board Chair J. Degnan] Thank you. Ruth Arcone. Is Ruth Arcone here? Yes, ma'am.

[Ruth Arcone] Thank you. I'm a resident of Hell's Kitchen in the far West Side. And I work at The Dwelling Place of New York, which is a homeless shelter for women. It's been there for 40 years and is directly in the footprint of the new building. Now I'm looking at the loss of my livelihood, I'm looking at the destruction of a community of peoples' homes and dismisses in jobs. I'm looking at how many years of construction hell with noise pollution, traffic congestion, rats, and air pollution in a neighborhood that has the third worst air quality in New York. You say this process is ongoing and has been going on for two years. We've heard rumors for a few months. I heard on the radio that a delegation from New Jersey came and said they were absolutely clear that they wanted a new building, not a renovated building and wanted it in Manhattan. And it certainly sounds like that's a done deal. And why should we, the people of Hell's Kitchen, bear all the burden? Yes, we're gonna have benefits from a new building. You need a new building, but I think the burden should be shared. You should work with the community and with the people who will be affected. Thank you.

[Board Chair J. Degnan] Thank you. All right, Jean-Daniel Noland.

[Jean-Daniel Noland] Good morning, or good afternoon, I guess it is now, Chair Degnan and Commissioners. My name is Jean-Daniel Noland and I'm the Chair of the Clinton Hell's Kitchen, Land Use and Zoning Committee of Manhattan Community Board 4. And I want to thank you for the opportunity to address this Board. I have to read. I'm not as articulate as other speakers. I come to praise the Port Authority Bus Terminal, not to praise it, not to bury it. The bus terminal in 8th Avenue is the world's busiest, it's a place where you can get your shoe shined, buy a Lotto ticket, take a bus to Little Rock, or Cincinnati, Grand Rapids City, and South Dakota. It's in a commercial district. It's well run. It deserves praise and you deserve praise, but it is getting older. And some are talking about abandoning the old gal and hooking up with a younger shinier terminal. Such talk is premature. No new terminal should be contemplated until there is a coordinated land use strategy integrated that can contemplate a development in Hudson Yards. Hell's Kitchen and Times Square, coordinate with the city's future transportation needs and capabilities. No new terminal should be contemplated without first improving our terrible mid-town air quality and awful traffic congestion. And foremost, no new terminal should be contemplated that threatens to evict hundreds of community residents, demolish scores of affordable apartments, devastate long-time businesses, tear down a community church, and bulldoze over decades of hard won New York City Zoning regulations. Forgive me, I'm probably the only person in the room that lives in Hell's Kitchen. But as I said, I come to praise you, especially for publicly stating that our Town Hall Meeting on April 18th that you will follow New York City's ULURP process. As Chair of the Community Board for Land Use Committee, before which you will have to appear. Should you decide to cite a public facility in Hell's Kitchen, allow me to offer some helpful advice before you come into my neighborhood. First of all, respect our community character. We should all recognize that the seizure of private

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property, the demolition of homes and businesses, the very idea of eminent domain is so last century. The history of the devastation of Hell's Kitchen South neighborhood for transportation infrastructure in the 1940s and the 1950s and the 1960s... I'm sorry. Give me just 20 seconds. Thank you.

[Board Chair J. Degnan] Sure, go ahead.

[Jean-Daniel Noland] Thank you.

[Jean-Daniel Noland] Is one we have not forgotten, how can we forget it? You can still see the scars if you walk down 40th Street and 10th Avenue and 11th Avenue. We're not gonna allow this to happen again. Secondly, the quality of our air is one of the worst in the city. It's got to be improved before any thought of building a new terminal. And thirdly, planning must be for the next 50 to 100 years, not the next 20 years. Chair Degnan, New York City... I've got one sentence. Excuse me. Is at a crossroads, there's an energy about to build an improved mass transit. You're a vital part of that. I urge you to seize this opportunity. I got a lot of ticketed roll at the Port Authority when I came down here. It's a great terminal. Thank you, Diannae. Thank you, Commissioner.

[Board Chair J. Degnan] Thank you, Mr. Noland. Tammy Meltzer.

[Tammy Meltzer] Good afternoon, Chairman and Board of Commissioners. I am Tammy Meltzer, a resident of Battery Park City for almost 20 years. I worked at Windows on the World through 9/11 and have served as a resident on the LMDC Advisory Panel. VP of Gateway Plaza Tenants Association before, during, and after 9/11. And currently serve as a member of the Community Board 1 and on the school leadership team for PSIS 276. However, today, I speak to you as a long-term resident of Manhattan only. The opening of Liberty Park provides more than open space for all the buildings and destination for people to take a break from the office. The comparison to the High Line connecting neighborhoods is apt as it reconnects Battery Park City with the financial district. The neighborhoods were connected through World Trade Center from its multiple paths above, below and at grade. Liberty Park is one step towards the reintegration of the east-west passage ways. The Port Authority has been presenting plans of design and then updates the Community Board at the planning meetings for over a decade. And questions have always been asked about east-west connectivity on Liberty Street for pedestrians as well as vehicles. At every meeting, there was an explanation that Liberty Park will be an effective pedestrian boulevard connecting, in deference to the closed streets and sidewalks through the VSC and the Memorial traffic. I'm disappointed to hear that the Sphere will be moved into Liberty Park without dynamic community outreach. As noted in your resolution, the citing will turn into a defective extension of the memorial. However, tour groups and that type of usage will defeat the design plan, and functionality of Liberty Park. We already see that as the start of hawkers of memorabilia gather near the east entrance. There is no other outdoor pedestrian pathway to cross West Street that is safe from vehicular traffic or cyclists, south of Chambers Street. Current safety conversation with PBCA, CB1, DOT, all note that Liberty Street is a dangerous point where cars, busses, trucks, cyclists, and pedestrians intersect. This will only increase as more World Trade Center campus opens and fills. Liberty Street at grade is already crowded with workers, tourists, residents, and bicyclists. Liberty Park is again the only and safest

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pathway of pedestrian access for handicapped and stroller traffic to cross West Street. The Rector Street Bridge is not handicap accessible as the elevator has been broken for years and will be for several years more before the replacement is built. I ask you to ensure safe east-west crossings with the focus for our growing business and residential community. The Memorial Museum came and said they have very low local New York attendance. If the community is not engaging, why is a major artifact that is part of the Memorial experience not within the museum and being pushed into the elevated park? There is no doubt a respectful home needs to be found for the Sphere, not acres of space for the memorial and its park. Why is the Port Authority forcing the community to compromise on safety and its growing needs to place a higher value on maintaining the architectural design of the park as noted earlier? Thank you for your time and opportunity to speak. I urge you to give more time and consideration to the implications of moving the Sphere into Liberty Park as it will substantially affect the safety of the east-west passage ways, the designed intention of Liberty Park and how it has been represented to the community for over a decade. Please do not vote to approve this resolution. Thank you.

[Board Chair J. Degnan] Thank you. Senator Weinberg has an additional item, a matter that she wanted to discuss today.

[Hon. L. Weinberg] Thank you very much, Mr. Chairman. Thank you for your courtesy. Two quick items. First of all, I just want to remind people that part of the air quality problem is because the buses have to leave the bus terminal, drive through Manhattan, go back to New Jersey, and come back because the bus terminal can't accommodate them, just a footnote. But I did want to just say \$15 an hour minimum wage, I respect the Chairman and the outlook that these are negotiable items. But I think New York and certainly New Jersey is moving to the fact that \$15 is just about barely a living wage in this area. And hopefully, I don't know what your report says, but hopefully that's what it recommends. And on behalf of Newark, particularly the Newark Airport workers, that that will be acknowledged by the Port Authority. Thank you.

[Board Chair J. Degnan] Thank you, Senator. All right, David Ilku. Is David Ilku here? If not, we'll move on to Emma Quail.

[Emma Quail] Hi, Commissioners. My name is Emma Quail. I'm here with the Airport Group, the policy and research arm of UNITE HERE, the Labor Union for Airport Concessions Workers. UNITE HERE Local 100 represents over 3,500 hundred workers at the Port Authority airports, including concessions workers at JFK's Terminal 5. This Monday, UNITE HERE sent the Port Authority Board a letter outlining why we believe AirMall is not a good fit for the financial goals of the Port Authority in regards to JFK's Terminal 5 Concessions Program. I'd like to describe one of the reasons outlined in the letter. AirMall does business under a model known as the Developer Model, where it does not actually operate any concessions rather AirMall develops and manages concessions programs and subleases operations to concessionaires. These subleases pay rent to AirMall instead of to the airport or in this case would be to JetBlue. And AirMall retains the percentage of that rent. Seventy percent of airports in the United States do not use the Developer Model and instead have a direct leasing or prime operator concessions agreements. In these cases, there is no developer that takes a cut of the rent payment. Instead, all of that money is paid directly to the airport. An example of this developer model at Pittsburgh International Airport, where AirMall manages the concessions program,

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AirMall takes 41 percent of the rent for the entirety of the original lease term. For this reason and for their many other reasons we have communicated to the Port Authority countless times, we hope that the Port Authority does the right thing and rejects AirMall for JFK's Terminal 5 Concessions Program. I would also like to add that UNITE HERE is very pleased with the recent New York State increase in the minimum wage to \$15 an hour, which impacts New York Airport workers, and our membership. We believe that this increase to \$15 an hour should also be applied to New Jersey's Newark Airport workers. Thank you so much.

[Board Chair J. Degnan] Thank you. Michael Burke. Michael Burke?

[Michael Burke] Do I press the green to get it going? Hi, I'm Michael Burke. My brother was Captain Billy Burke of Engine 21, who gave his life for the Trade Center on 9/11. I have been working on returning this Sphere to the World Trade Center site for nearly a decade and half. I made arguments before the LMDC in '03, '04, '05, '06, '07, '08, and onward. I think I've kind of earned the title of being "the Sphere guy". I have had op-eds published in The Wall Street Journal, The Newark Star Ledger, The Huffington Post and many others. I've had petitions online that have been signed by thousands calling for its return to the site. And in '03, '04, there was a public forum with thousands of people overwhelming called for the Sphere to come back. They said it's just sitting down at Battery Park when it belongs here. It's not Memorial Plaza, but Liberty Park is Ground Zero. The Port Authority has always shown great respect for the artifacts of the World Trade Center, 9/11, including my brother's fire truck. I think the Sphere needs to come back. I support it coming back to Liberty Park. Visitors to this place need to see the opportunity to see it particularly after the terrorist attacks that seemed to have come to define our times. It's a symbol of world peace that survived those attacks. I think people visiting here worldwide need the opportunity to see this Sphere. It's either this, the Memorial Foundation doesn't want it. Michael Bloomberg doesn't want it. Joe Daniels doesn't want it. It's either this or it might wind up at Coney Island or New Jersey. I know Downtown has some problems with it. In May, I met with the Community Board 1 and reminded them of that, of the problems it might cause. But that was before Orlando and that was before the Pokemon Go at the Memorial. This I think provides a quiet place, quieter than the hustle and bustle of the Pokemon Go atmosphere of the Memorial. It might invoke the Sphere and the World Trade Center Plaza in the days before the attacks. With the church, the sphere, and the horse soldier at the park in a very unobtrusive, non-didactic way, quietly speaks of the values attacked and the values we need to defeat this modern-day scourge. The Fritz and Maria Koenig Foundation of Germany sent me an email last night saying that 92-year-old Fritz Koenig is ecstatic at the idea of it being returned to Ground Zero. I mean, I was there. Hopefully, any concerns with it can be worked out. I toured the site the other day. I think it will be unobtrusive. I think it can work with Downtown. I think it can provide a place of peace and reflection which the Memorial has failed to do. And I support its return to Liberty Park.

[Board Chair J. Degnan] Thank you. Mary Perillo.

[Mary Perillo] Hi. Thank you agreeing to let me speak. My name is Mary Perillo and I live in the closest building to Liberty Park. I don't tour the site. I look at it day in, day out. I live and work with windows, one next to my desk, one in my kitchen. It's been a thrill to see it come to life. It was a thrill to be there when it opened. And since then, the days I walked back and forth across

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the park to the river, it's just been the best, most... Feeling like I'm back in my neighborhood again, I felt in 15 years. I thank you for making that happen. That said, the Sphere does not belong there. It will totally change the tenor of the park the way it is. Right now, I watch commuters whip by back and forth. You put that up there, you're getting clogged. Mr. Foye said people would gather. Wrong, bad idea. You can sit on a bench. I actually saw someone laying down reading a book on a bench under a tree there. That's fine. But you take in those 50, 60, 80, 120 sized groups of tourists and put them up there to look at the Sphere, bad idea, bad, bad idea. It changes the function of the place. It changes the atmosphere of the place and it extends the Memorial from the one place it isn't, the one place it still feels like home and not the onramp to Disney World. It takes that away from us, it extends the Memorial up right on to Liberty Park, which felt like ours this week. I hope it continues to be part of the community and not part of the Memorial and not part of the tourist's maelstrom. Thank you.

[Board Chair J. Degnan] Richard Hughes.

[Richard Hughes] Good afternoon, Commissioners. We at the Twin Towers Alliance are usually here to criticize you. So I would like to start off by saying something positive. If I were wearing a hat, I'd take my hat off to Pat Foye. Four years ago, he said that the Koenig Sphere belonged on the Memorial Plaza and he was absolutely right. His instincts were perfect on that. I think Pat's instincts are good about a lot of things including, they were right about Bridgegate and the gangsterism that was infiltrating certain echelons of the Port Authority, which I hope has been put a stop to. Pat was right. It does not... The Koenig's Sphere belongs on the Memorial Plaza. The Memorial Plaza is an ill-conceived shopping mall, playground, everything but what it should be. Everything that that Memorial Plaza should be has been stripped away. And the Koenig Sphere would restore some dignity, some gravitas to the site. It surely needs it. People are down there recreating, playing Pokemon Go rather than paying the respects. Those fall that were there, that are there, the Memorial falls, let's remember how off course this whole project has been from the very beginning. Rosaleen Tallon had to camp out for how many weeks at the site to draw attention to the fact that they were going to put the names of the fallen at the bottom of the site, not at the top, not around the falls. Finally, finally, it got through. What has been wrong with this from the very beginning is one man, Michael Bloomberg. I don't blame the Port Authority. We criticize you about a lot of things, but we don't blame you for this. Michael Bloomberg from the very beginning has controlled this whole site and this whole process and he has ruined it from start to finish. He was against rebuilding the Twin Towers, even though the American people were for it and the majority of New Yorkers were for it, he said no, we're not going to rebuild the Twin Towers. He was part of the Memorial and has controlled the Memorial from the very beginning, and the museum. He's got billions of dollars and a huge media empire and he has everybody scared witless. But it's time to stand up to Michael Bloomberg and do one thing right. And Pat Foye was absolutely right and I congratulate him again because after last month's Board Meeting, he said again, I personally believe that the Koenig Sphere belongs on the Memorial Plaza, so do we, so do most New Yorkers, that's where it should go. Thank you.

[Board Chair J. Degnan] Murray Bodin. I'm sorry. Kathleen Moore. Kathleen Moore.

[Kathleen Moore] Good afternoon. My name is Kathleen Moore and I live with Mary Perillo steps from this meeting place and right across from the Liberty Park. Over the years, we have

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had a very good relationship with the Port Authority. You have listened to us and helped us get through the very upheaval of rebuilding and restoring our neighborhood and this great community. The park, I have to say, is one of the most genuinely beautiful gifts that I have ever been given in my life. And I think that most of the people in this neighborhood agree with me. It is... The first night it was open, I went over there, there were people just enjoying the peace, quiet, tranquility of a space where you could look up at the sky, you could look at the skyline, you could be at one with a little bit of nature. I think the idea of moving the Koenig's Sphere there is, as you've heard from many of us, a very bad idea. I first thought, oh, yes, that's a very nice idea, way to get everything together, finally. And then the park opened, the park is so sensitively designed that the Koenig's Sphere would be an intrusion and a very bad intrusion on that space. It is not... That park is not a place for 10,000 people or 1,000 people to have lunch every day. It's not a place for people to come and look at the Trade Center site. They should be on the site, not above it. And you don't get a very good view from there anyway. One thing I would say is that this Sphere belongs on the site. It needs to be returned to the Plaza. And how one does that? I don't know. I have to say that one of the places that is most often... There's always a lot of people around it, is the tree, the Callery pear tree. It took many years of fighting against the designers of the park to get that tree placed there. It has thrived there. This Sphere would thrive there. Please leave us with our park, with our bit of tranquility, peace, and joy in the aftermath of all that we've been through over these years. Those of us who are New Yorkers, who are not here to see the Plaza, the Memorial, will have a place to go. And the other thing I want to say is that we're having... We are, that park is the site of a major, major World Trade Center Memorial and that is the church. That church is a beautiful thing. Why, have competing... Why have the two things compete? The church is there, it will be beautiful. It will be a symbol of strength and beauty and revival. Thank you.

[Board Chair J. Degnan] Thank you. Murray Bodin.

[Murray Bodin] I bought a new car yesterday, bought it in Toms River, New Jersey. >>[inaudible] New York, I live in Westchester. And the reason I bought a new car, it's exactly the same model that my wife bought, it's our joint car. She bought two years ago. And this one has the new technology that tells you and stops the car automatically. I'm getting older, people. I can't do what I used to do. The world is changing. How is it changing? You know the K-cup, those instant cups? This is the new one. It has a cloth bottom. It uses 80 percent less plastic which has become a major problem, easier to recycle or get rid of this one than a new one. And the other thing I found out up in Massachusetts [inaudible], they're giving out these packages with eight light bulbs and desk lamp. This is an LED 60-watt bulb. I bought 10 packages of those and I'm giving them out to people to test out. This is the new technology. The world has changed, people. You talked about the bus garage, but the one thing that I hadn't heard is why you're using commuter buses and buses that go across the United States instead of the low floor buses that New York City uses that load faster, that weigh less, and are much better, you're only going from here to Jersey or communities, these people haven't got luggage. You're making them climb stairs. Walk in like New York City does. Port Authority has changed, changed a while ago because it changed. And who led that change? Who stepped in when it needed to start changing? Scott, if you'd come up for a moment, I have a presentation. Come on.

[Comm. S. Rechler] I'm taking orders from Murray.

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[Murray Bodin] If there's one person who set the tone for changing this, it's you. And as a representative of the concerned grandparents, my generation passing the torch to my grandchildren for distinguished service, Scott Rechler as you are Vice Chairman, you stepped in and began the process which you saw today. This is an organization in change, change is extremely difficult. You started it and my generation wants to recognize you for what you've done.

[Comm. S. Rechler] Thank you, Murray. You're a good man.

[Murray Bodin] You're a good man too.

[Comm. S. Rechler] I appreciate all the Commissioners in leading the change with me and I'm gonna actually put this in our Vice Chair office so we always remember people like you, Murray. Who come and take your personal time to share your views at every meeting time and time again so we can hear 'em. Thank you.

[Murray Bodin] Thank you. It's...

[Board Chair J. Degnan] Okay, Murray, but that counts against your time.

[Murray Bodin] I couldn't do this by myself. I've had help at every level of this organization. And I can't go by without thanking a lot of people who work in this organization. They need to be recognized as well. Thank you.

[Board Chair J. Degnan] Thank you, Murray. Janna Chernetz Janna Chernetz. I don't see her here. Todd Fine.

[Todd Fine] Hello. Good afternoon, Commissioners. My name is Todd Fine, I'm the President of the Washington Street Historical Society for the lower West Side of Manhattan, which, as many people know, was once a low-rise neighborhood of ethnic groups, Greeks, Armenians, Syrians, Lebanese, et cetera. And I would like first to just congratulate Michael Burke who, as we know, who has advocated for this, the appropriate place for this Sphere for so many years. And I don't want to get into the debate about what is appropriate, the park design. I hope that if you do pass this resolution, you'll think about the concerns in terms of traffic. But Michael Burke has dedicated so many years to placing the piece of art and I just think we should all thank him. He faced very difficult odds in dealing with an intractable organization in the 9/11 Memorial and he deserves appreciation. I would like... Yeah. So I would like to argue and suggest that maybe one of the reasons that this park should be focused on the community or way that we could ensure that there is a community focus is to mention the history of this neighborhood somewhere in that park. There have been so many demolitions. Of course there was the destruction on 9/11, but there has been so many demolitions of historic buildings in this neighborhood on Washington Street, Greenwich Street, perpetually over the last several decades. And I think this park, when we walked up there, we saw a beautiful shot of Washington Street, of the historic little serious site, that thoroughfare. And it would be wonderful if there was a historical sign that as part of this construction was placed in Liberty Park so all of the tourists, all of the people who

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congregate would know that this was once a low-rise residential neighborhood, one of the most important immigrant ethnic neighborhoods in American history was at the location of this park. So I would like to suggest that a short amendment be added to the resolution stating that an appropriate sign or plaque for the history of this roundly neighborhood should be added to Liberty Park. That I think would do a lot to have this community, which was promised that this would be for the community feel invested in this because finally there would be a recognition of the community and not simply the 9/11 Memorial or make an extension of that. I think the Greek Church will do that to some extent and will probably also bring a lot of traffic as well. But have the Port Authority talk about the broad ethnic composition of this neighborhood in this resolution I think would do a lot. So I would ask if somebody could follow up to add a small sentence for historical sign in the resolution and if I could speak with staff member I would appreciate that. And I think that this would be a smart thing to do if there's going to be further construction in the park.

[Todd Fine] Thank you.

[Board Chair J. Degnan] Thank you. And that brings the conclusion of public comment period. And the first item to be dealt with by the Board is the resolution with respect to the Koenig Sphere at Liberty Park. I would like to ask Pat to repeat an explanation that he has discussed I know with me and with other people for why the Koenig Sphere cannot be located on the Plaza, Pat.

[Exec. Dir. P. Foye] Well, Chairman. The Sphere can be located...

[Board Chair J. Degnan] Feel free to rephrase the question.

[Exec. Dir. P. Foye] No, it's okay. The question is perfect. The Sphere cannot be forced to be located on the Memorial Plaza without the consent of the Memorial, because the Memorial currently has a lease and will ultimately have fee ownership of that space when certain transfers with LMDC are completed in the weeks and months ahead. The Memorial and I think Mr. Hughes or others may have indicated quite accurately that Joe Daniels, the Executive Director of the 9/11 Museum and Memorial is... I believe unalterably opposed to placing the Sphere on the Memorial Plaza or within the Museum. The Museum is properly authorized Museum under New York State Law. They have the right to make curatorial decisions. They have made one in this case and we do not have the power to force this Sphere to be located in the Museum or on the Memorial Plaza.

[Board Chair J. Degnan] Thank you. And, Pat. No. >>

[Margaret Donovan] Is there a legal document? I'd like to know...

[Board Chair J. Degnan] Okay. Your point is well taken. Pat, the... I had a question about that. Oh, the recommendation that a plaque be put on the park recognizing in some appropriate fashion the ethnic diversity and history of the neighborhood seems to me a good idea.

[Exec. Dir. P. Foye] So, Chairman, my Chief of Staff John Ma chatted with the gentleman right

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after he spoke and I think what we got to do is reach out to the state. I think his suggestion makes a lot of sense. I don't think we need to put it in the resolution, but I think we got to go through a process and it seemed like a perfectly... If it's acceptable to the Board, it seemed like a perfectly acceptable idea. John Ma has already spoken with him.

[Board Chair J. Degnan] Good.

[Comm. W.P. Schuber] Follow up on that from that last statement that was made. I would agree with that. I think it should be handled separately from the resolution that we have in front of us. But I've noticed these historical representations, for example, in Vancouver in some of the neighborhoods that have changed over the course of time, the historical society up there has placed similar, very tasteful, but informative plaques in those areas. And when I go up there to teach, I always make sure my students go down to look at them, but I think it's a very good idea to do and it will keep the memory of these communities that were there in the forefront of people as they move through the park and through the facility itself. I think it's a good idea.

[Board Chair J. Degnan] I sense it's a sense of the Board that we ought to pursue that and don't need to amend the resolution formally. Scott.

[Comm. S. Rechler] I just want to Make one more comment about the Sphere, just as a point of reference. In 2011, or the beginning of '12, shortly after Pat and I got here, we met with a group of family members that were very passionate about the Sphere coming back down to the Trade Center site. And the commitment we made was that if it couldn't be put on the Memorial itself, we would put it on Liberty Park. And so, you know, and that was back then and we actually... Steve Plate worked up some sketches and some collaboration with them. And I think that I view this resolution today as keeping with the commitment that we made back then to the families back in 2011-12. So I just wanted to share that background.

[Board Chair J. Degnan] Good point. So before I ask for a motion on the resolution, are there any recusals, Karen?

[K. Eastman] No recusals.

[Board Chair J. Degnan] And is there a motion to adopt the resolution of relocating the Koenig Sphere to Liberty Park? Made and seconded. Any further discussion or questions?

[Comm. W.P. Schuber] If I might again on this resolution, back several years ago, when this first came up and I had seen the Koenig Sphere down at Battery Park, I did feel that it most appropriately should have been located on the Memorial Park itself and I still believe that. However, I do recognize the difficulties that would bring, that would, in order to make that happen, that would happen here. And I think our Executive Director has very well placed out those statements on the record. Having said that and having looked at the park itself and having gone through again the Memorial Park and listening to the speakers, not only this month and the past months with regard to this and recognizing the emotional tug that this whole location has very rightly so given the tragedy that took place there, I still think the location of it on the Liberty Park, I think, is an appropriate one at this time, as what we can do possibly here to

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remember all of those who lost their lives there, all of us who are emotional scarred by the events of 9/11 and recognizing the importance of bringing it back into the site itself. I think this is a well-done resolution that goes a long way to do that. Recognizing Steven Plate... I don't know if Steve is still in the audience, but he was here before. And his team and what they have done with regard to Liberty Park, I think it's most appropriate to do this. And I completely support to move the motion.

[Board Chair J. Degnan] Before I ask Karen to take a roll call vote I think it's fair to say that Mayor Bloomberg has never spoken to me, asked me any questions about, or provided any direction with respect to where the Koenig Sphere should be located. And he's not here. He can't defend himself, but if he's bringing pressure on it, it's invisible to me. And I'm looking around to my colleagues and I don't see it either. Karen, will you take the roll call now?

[K. Eastman] Chairman Degnan. >> Yes. >> Vice Chairman Cohen. >> Yes. >> Commissioner Fascitelli. >> Yes. >> Commissioner Lipper. >> Yes. >> Commissioner Lynford. >> Yes. >> Commissioner Pocino. >> Yes. >> Commissioner Rechler. >> Yes. >> Commissioner Schuber. >> Yes. >> Commissioner Steiner. >> Yes.

[Board Chair J. Degnan] Votes are unanimous and the motion is passed. We have several other items on today's agenda for which I'll provide a brief report prior to the matter being considered by the Board. On behalf of the Committee of Operations, I will now submit an item which was discussed in Committee earlier that authorizes a lease supplement with Jet Aviation Teterboro, an additional two and half acres at Teterboro and the extension of the lease through December 2035. Any recusals, Karen?

[K. Eastman] No.

[Board Chair J. Degnan] There are no recusals. Do any Commissioners have any questions or comments on this item?

[Comm. W.P. Schuber] I just... If I might, Mr. Chairman, just to say thank you to Tom Bosco and his team. Tom I know was there before. Thank Tom and his team, they'd done as I had asked for them in prior meeting had done considerable community outreach with regard to Teterboro Airport matter and I appreciate that very much and I support this resolution.

[Board Chair J. Degnan] Is there a motion to. >> So moved. >> Second. Any further questions or comments? If not, Karen, will you take the roll please?

[K. Eastman] Chairman Degnan. >> Yes. >> Vice Chairman Cohen. >> Yes. >> Commissioner Fascitelli. >> Yes. >> Commissioner Lipper. >> Yes. >> Commissioner Lynford. >> Yes. >> Commissioner Pocino. >> Yes. >> Commissioner Rechler. >> Yes. >> Commissioner Schuber. >> Yes. >> Commissioner Steiner. >> Yes.

[Board Chair J. Degnan] The matter is approved. The next item authorizes an amendment to a lease between the Port Authority and New Jersey Transit to provide for the payment of the Port Authority's remaining commitment of \$3.9 million to NJT for the relocation of ferry ticketing

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operations and crew quarters to a less flood prone area of the terminal, as well as for the Port Authority to pay 46 percent of the cost to inspect and maintain the terminal's fire sprinkler system. Any recusals?

[K. Eastman] No.

[Board Chair J. Degnan] Questions or comments? If not. Is there a motion? >> So moved. >> And second. >> Second. >> I'll now request Karen to take the roll.

[K. Eastman] Chairman Degnan. >> Yes. >> Vice Chairman Cohen. >> Yes. >> Commissioner Fascitelli. >> Yes. >> Commissioner Lipper. >> Yes. >> Commissioner Lynford. >> Yes. >> Commissioner Pocino. >> Yes. >> Commissioner Rechler. >> Yes. >> Commissioner Schuber. >> Yes. >> Commissioner Steiner. >> Yes.

[Board Chair J. Degnan] Votes are in order, the item is approved. I'm now gonna ask Commissioner Rechler who is Chair of the Committee on Capital Planning, Execution, and Asset Management to provide his report.

[Comm. S. Rechler] Thank you. As Chair of the Committee of Capital Planning, Execution, and Asset Management, I will now report an item under purview of the Committee that authorized the Port Authority the Port Authority to make certain capital expenditures in airport infrastructure and contribute to certain other capital investments to be made by Delta Airlines in connection with the design and construction by Delta of a new 37-gate Terminal C and D at LaGuardia Airport, the projected aggregate costs are approximately 4 billion dollars, subject to the Board's further approval of the terms and condition of the lease agreement with Delta as well as the other agreements relating to the project, the Port Authority's contribution to this project will not exceed 600 million dollars. Prior to making this motion, does anyone have any comments or questions? Are there any recusals?

[K. Eastman] No recusals.

[Comm. S. Rechler] Comments or questions? Okay, may we have a motion? >> So moved. >> Second. >> Second. Okay. Karen, can you please do the roll call?

[K. Eastman] Chairman Degnan. >> Yes. >> Vice Chairman Cohen. >> Yes. >> Commissioner Fascitelli. >> Yes. >> Commissioner Lipper. >> Yes. >> Commissioner Lynford. >> Yes. >> Commissioner Pocino. >> Yes. >> Commissioner Rechler. >> Yes. >> Commissioner Schuber. >> Yes. >> Commissioner Steiner. >> Yes.

[Board Chair J. Degnan] There being no further business, the meeting is adjourned. >> Thank you. >> Thank you.