

(Board Meeting 11/15/18)

The Port Authority of New York and New Jersey
Board Meeting Transcripts
November 15, 2018

[Board Chair K. O'Toole] Thank you, Vice Chair. The Board Meeting of the Port Authority of New York and New Jersey and its component units is now called to order. On November 7, the Committee on Finance met in Executive session. Earlier today, the Committee on Capital Planning, Execution and Asset Management met in a public session and the Audit Committee met in Executive session. Their reports will be filed with the official minutes of today's Board Meeting. The Commissioners also met in Executive session earlier today to discuss matters involving ongoing negotiations or reviews of contracts or proposals, matters related to the purchase, sale, or lease of property where disclosure would affect the value thereof or the public interest, matters involving public safety and matters related to personnel and personnel procedures. At this time, we ask for Executive Director Rick Cotton to provide his report.

[R. Cotton] Thank you, Mr. Chairman. I'd like to begin my report by bringing the Board's attention to a resolution which has been submitted which would establish an additional period of time for the Chairman and the Executive Director to exercise delegated authority with respect to entering into labor agreements which are currently expired. We want to make an additional significant push this calendar year to attempt to make further progress with those unions whose collective bargaining agreements remain open. I will return briefly to this subject at the end of my report, Mr. Chairman. With respect to the budget, the proposed fiscal year 2019 operating and capital budgets were posted for public review and comment on the Port Authority's website last Friday. This proposed budget took an intense amount of work, and I would pay compliment to the entire staff, the finance organization in particular, but to the entire organization in working extremely hard on this proposed budget. It focuses on providing, at all our facilities, additional resources to upgrade safety and security to move toward a 21st century customer experience and to enhance operations. The proposed operating budget totals \$3.3 billion. It is disciplined with a 2.2% or \$70 million increase in core expenses over 2018, which matches the rate of inflation. It also provides for a one-time targeted incremental set of spending initiatives totaling \$23 million required to address specific and necessary safety and security initiatives. This budget will fund multiple priority initiatives that align with agency priorities, including enhanced emergency operations capabilities, expanded police staffing, multiple customer experience initiatives at our airports, at the bus terminal, and at PATH, all electronic tolling of the Outerbridge Crossing and Goethals Bridge, and strategic planning to address intermodal growth at Port facilities and multiple sustainability initiatives across the agency. We will evaluate the public comments received, make any appropriate revisions, and present a final proposed budget to the Board at December's meeting. I also want to call the Board's attention to the fact that we continue to have record-breaking operational volumes at our airports at PATH and at the port. All our airports, entire airport systems continue to show strong growth in the month of September, the latest month for which complete data is available, 2018 year-to-date passenger volumes topped 104

(Board Meeting 11/15/18)

million, a 4% increase over the same period last year and another record. At PATH, during October, PATH achieved both the highest average weekday ridership on record for any month in its history and the highest total monthly ridership on record for any October. The ridership levels seen during the 2017 Summer of Hell are now being exceeded as residential development in New Jersey continues apace. At the port, records continue to be set in terms of container and rail volumes. September 2018 saw a 5% increase over September 2017 and rail volume at the port was up a dramatic 20% plus from the previous year September numbers. Turning to customer experience, the agency continues to add technology improvements to improve the experience that customers have at our facilities. At our airports, for the first time ever, our customers are now benefiting from free unlimited access to high speed Wi-Fi. That is what is significantly overdue, and we're delighted that it is now available. At PATH, last week, also for the first time ever, customers who ride PATH began benefiting from cellular service in the railroad's underground stations. This access to cell service in underground stations will roll out in phases both in terms of carriers and in terms of stations, beginning in New York underground stations and expanding throughout the system in the very near future. With respect to community outreach, the Port Authority has either opened or is on track to open soon community outreach offices in the immediate neighborhoods impacted by our major redevelopment projects. Those are projects at all three of our major airports and at the Port Authority Bus Terminal. These outreach offices will be staffed by community advocates and will collect public feedback, respond to community inquiries, and host informational events. The Port Authority is committed, and we're trying to demonstrate this by our action to closely engage with local communities at our major redevelopment projects. Again, the Port Authority Bus Terminal, Kennedy Airport, Newark Liberty International, and LaGuardia. PATH continues on track to gain final certification of its new signaling system from the federal government. Upon certification, PATH will become the only railroad in the northeast region to be compliant with federally mandated Positive Train Control safety regulations. We anticipate receiving this certification significantly before the deadline. In conclusion, I want to come back to the labor delegation, Mr. Chairman. One of this Board's highest priorities has been our workers. Prior delegation demonstrated that and enabled us to achieve agreed upon and ratified labor agreements with seven of our civilian Port Authority unions. The Board's adoption of a new minimum wage policy at our major airports was another important milestone. I would conclude therefore by asking the Board to approve the resolution for an additional labor delegation. These are important and difficult negotiations, and we believe that creating this brief additional delegation period would give important impetus to this effort. With that, Mr. Chairman, that concludes my report.

[Board Chair K. O'Toole] Thank you, Mr. Executive Director. I mean, I don't think we need to add too much onto the delegation issue negotiations ongoing. So we're clear, the resolution proposes that the agreement that we committed for this delegation ends December 21 of this year.

(Board Meeting 11/15/18)

[Board Chair K. O'Toole] Is that correct?

[R. Cotton] That's correct, Mr. Chairman.

[Board Chair K. O'Toole] Okay. Any comments or questions from anybody on any of the issues on the Executive Director's report? Mr. Executive Director, with regard to the PTC, magnificent that we're coming up on compliance, probably the first in the country. Looking forward to hearing from you and your team when we in fact get full completion and the certification from the FRA.

[R. Cotton] We are looking forward to being able to notify you of that achievement.

[Board Chair K. O'Toole] Thank you. Anybody else? Okay, at this time, I'd like to provide an opportunity for the members of the public to comment on Port Authority matters. The public comment period, which may be limited to 30 minutes in total, provides an opportunity for members of the public to speak their views directly to the Board, does not necessarily encourage a dialogue. Members of the public wishing to talk specifically on a specific matter are asked to go to our Public Affairs Department, and they will be directed to specific staffers. Speakers are asked to comply with the fixed time, which is three minutes per speaker. As of right now, we have eight speakers, starting with Frank Chang. Frank? Okay, Jane Mrosko. I hope I don't screw that up too much. I'm sure I did.

[Jane Mrosko] Mrosko.

[Board Chair K. O'Toole] Mrosko. I did.

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

[Jane Mrosko] You didn't actually. Thank you very much for having me today. I appreciate the opportunity to speak with you. The Port Authority is charged with the responsibility of operating and maintaining critical transportation assets. Travelers Aid is one currently endangered asset. I've been at Kennedy for the past 17 years, a smidgen of the history that is part of your great organization, 1957, it started at JFK, 1992 at Newark, and prior to that, at the bus terminal. As part of our history, this vital and vibrant program has offered successful and meaningful assistance to travelers worldwide, invited community members into volunteer opportunities, and collaborated with airport employees, personnel, and countless agencies locally and globally. Travelers Aid is uniquely qualified to adequately assess and meet the needs of travelers, even today as a stranded traveler. People we have helped included a woman from Ghana who thought she had a job as a nanny but didn't, a two-year old Ukrainian orphan coming for eye surgery who needed help navigating the airport, a Bosnian family trying to reach a dying relative only turned

(Board Meeting 11/15/18)

back at London and brought back to JFK not having the proper visas, a Puerto Rican woman on dialysis, and a young man with manic depressive illness who liked our services so much he flew back from San Diego to see us again. I couldn't imagine a better place to work or serve the traveling public than at JFK or Newark or any of the Port Authority transportation sites. And we do so with a dynamic group of volunteers. This spirited group comes from around the airport community and they touch the lives and give them positive and meaningful customer experiences. We truly hope that you will consider that Travelers Aid by its mission and institutional memory will remain an essential component of the airport services. Thank you for standing behind our effort all these years as we provide the best possible service to JFK and Newark travelers. I am grateful. Thank you.

[Board Chair K. O'Toole] Thank you very much. Speaking of volunteers, we have one Richard Heslin on the list. Richard.

[Richard Heslin] Good afternoon. My name is Richard Heslin, and I am a volunteer with Travelers Aid at Newark Liberty International Airport. I'm also a retiree of the Port Authority, having retired with over 44 years of combined service with PATH and the Port Authority. My last three positions with the agency were as Manager of Teterboro Airport, General Manager of Stewart International Airport, and General Manager of Newark Liberty International Airport, from which I retired in May of 2016. When I retired, I looked for volunteer activities with charitable organizations. I had to work with many Travelers Aid volunteers at Newark as part of my duties as General Manager, and they struck me as individuals with an extensive knowledge of the airport, thought that the service that they rendered to the traveling public was valuable, and they also very much enjoy the opportunity to volunteer at the airport. So I decided to volunteer one day a week with Travelers Aid at Newark. I also decided to volunteer another day of my week with the Bergen County Chore Corps, performing minor maintenance items in the homes of the elderly and disabled to allow them to stay in their homes. The Port Authority has decided not to renew its contract with Travelers Aid and instead transfer the management of the volunteer programs at JFK and Newark to Gateway Group One as part of Gateway's overall contract to provide customer services at the airports. As part of its contract with the Port Authority, Gateway is obligated to provide a certain number of volunteers at each airport. Gateway is a for-profit organization. And my reaction to the transfer of responsibility for the volunteer program is that my volunteer work, which will probably remain essentially the same, will now enable Gateway to meet their contractual obligations and generate a profit for them. This does not feel right to me. And I have reluctantly decided to stop volunteering at the airport. I must say that I have absolutely enjoyed volunteering at Newark and know that I have assisted many travelers in need. Their Thank-you, their smiles, and most importantly, their obvious sense of relief that someone is taking the time to assist them is very gratifying to me. I also want to bring to your attention that the transition of the volunteer program is also causing a significant number of my fellow volunteers to reconsider volunteering. Their reasons for reconsidering are their own, and I

(Board Meeting 11/15/18)

absolutely do not speak for them today. However, I do know that they will probably not continue to volunteer. The potential loss of these volunteers would be an absolute shame and certainly will have a negative impact on the customer experience at Newark. I don't understand why the Port Authority is risking the loss of these volunteers at a time when they are emphasizing the importance of world-class customer service at their facilities. Thank you, and I wish you all a very nice Thanksgiving.

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

[Neile Weissman] Chairman, O'Toole... Sorry, I'm getting a sense of deja vu. Chairman O'Toole, Director Cotton, Commissioners, good afternoon. Thank you for the opportunity to speak on behalf of Complete George, 240 organizations, businesses, and communities calling for wider bike paths on the George Washington Bridge. Today, I ask you that you consider an asymmetric approach to path upgrades and you have copies of extended remarks. The agency's plan to restore the George streets' both paths the same, each gets new entrances and safety barriers, the north gets remedial ramps, but the result will still be a pair of seven-foot walkways. This configuration however, does not align with projected use. Growth of foot travel has been incremental whereas bike use has exploded and will continue to do so. The public then is best served by an approach that focuses limited resources on areas of greatest need. Fortunately, the south path is already well-suited to pedestrian use. The New York approach needs the accessible ramp the agency has planned, but the New Jersey access could be left as is as can the recently installed safety shroud. Funds for these projects can be redirected. On both paths, eliminate the gathering and viewing areas. They encourage crowds to form at critical points of cyclists' ascent and descent endangering all users. Effectively, they cripple the George as a cycling facility. They also occupy space needed to support bike share. Funds for these can be redirected as well. The one critical addition is the bikeway to be cantilevered off the north path. This would yield far more resilient capacity than the walkways alone. And dropping the bikeway below the walkway will preserve the historic views. This is critical to realizing the George's potential as a linear park, one projected to draw hundreds of thousands of new visitors, annually generating tens of millions of dollars in economic activity. Over the coming years, the Port Authority should plan for additional improvements. The cantilever for the bikeway off the south path, enclose the bikeways to enable use through the winter and years during which the George gets repainted. Add comfort stations to the park and service areas by the entrances. They're a basic human necessity, and the need will only grow as improvements draw more visitors. A smart project is one that adapts to changing conditions, taking an asymmetric approach towards path restoration will lay a foundation upon which to partner with project stakeholders on future improvements and in the emerging class of mobility as a service provider to grow the market. Thank you, and good Thanksgiving.

[Board Chair K. O'Toole] Thank you very much. Appreciate that. Huntley, as a side, some other

(Board Meeting 11/15/18)

time, the Vice Chair and I want to talk about the Travelers Aid issue, okay? We have an interest, a great interest. Thank you. Murray.

[Murray Bodin] My name is Murray Bodin. I was born June 11, 1933, and I tell you that because in order to identify and get this information out to the public, it can be googled or can be found in other ways. The Port Authority, I understand, has a system that's superior to everybody else's where if you put my name into your site, my presentation today will come up, and the need for foiling the emails that I sent is not there anymore, things are going forward. You have the most advanced video system anybody has. I'm recognized as an expert in the application of the Federal Highway Administration Manual on Uniform Traffic Control Devices. I've been working on it for 25 years with the people in Washington. I go to most of the meetings, the National Committee, I'll be there in January meeting with the people who write the manual. I wrote the dotted sign section that you see, what exits and that dotted line that separates the exit lane, I designed that. I'm working with the traffic engineering staffs of various New Jersey and New York transportation agencies to operate road line signs to make roads and railroads the safest in the nation. I want to thank all of the officials and various agencies who've made it possible for me to work with the traffic engineering staffs, each of the traffic engineering staffs will independently report to their leader. I have no authority to do any of the... I can work with them to make recommendations. This is historic. It will make roads safer throughout this area, transportation faster, and it's especially now important with the advent of Amazon coming to this region, employees will have to come there from New Jersey as well as from various parts of New York, the transportation system is being upgraded by the MTA. People who know what they're doing are doing it. It's happening. People at the Port Authority have been extremely helpful to me in mentoring me and teaching me in where I need to go. I can't mention all the people, but you know who they are, and especially, I want to thank them all. And I want to thank you all for the opportunity to have worked with you in a very good situation.

[Murray Bodin] Thank you.

[Board Chair K. O'Toole] Thank you, Murray. Seth Bornstein.

[Seth Bornstein] Good afternoon, I'm Seth Bornstein, Director of Queens Economic Development Corporation, and we've been around 42 years. Patty Clark of your staff serves in the Board of Directors of the organization over the years. I'm here to discuss the LaGuardia AirTrain project. I worked many years ago on the JFK AirTrain project when people said it couldn't be done, and it's a great success. We look forward to the success at LaGuardia. Queen has changed quite a bit. This week, obviously, changed a lot more with Amazon coming in, so it's a very big deal. Transportation to and from the airport at LaGuardia has been problematic for so many years, so we see this as an excellent opportunity for not only people who work and live in Queens but visitors to the borough too. The airports are crucial. Hundred thousand jobs,

(Board Meeting 11/15/18)

probably more, latest estimates on and off the airport, so it's a huge economic development generated for us. And the AirTrain is key to our future getting off the highways, getting visitors in and out of Manhattan, other places in the tri-state area in a quick way. We're now the big hotspot obviously. We need mass transit to really make a difference. It must be seamless, it must be easy, it must be intermodal to connect us all over the region. I'm part of the Committee on LaGuardia AirTrain Committee, and I'm looking forward to working with everybody. We need to learn from past mistakes that other AirTrain connections, Kennedy is a great one, look at best practices here at Kennedy and elsewhere around the world where there are transportation connections to inner cities from the airport. We need to make sure we do the best thing we can do so the AirTrain at LaGuardia serves everybody, visitors, residents, and businesses alike. Thank you for your time, and continue working with you. Thank you.

[Board Chair K. O'Toole] Thank you very much. Charlene Talarico, our last speaker.

[Charlene Talarico] Good afternoon. Where do I start? As you know, for years, I was forced to endure a hostile abusive environment at the Lincoln Tunnel culminating in my being physically assaulted by Diannae Ehler, now the director of TB&T. I was recently told an Assistant Director of TB&T was forced to resign because permission was not received prior to their outside employment. Why is it that ethics and integrity matters when it comes to outside employment yet Diannae Ehler physically injures me and she's promoted? Speaking of Diannae Ehler, have any of you noticed that at every Board Meeting I've attended before the public comments portion of the meeting, she leaves the room. Is she the only Director or Chief that's too busy to stay here until the meeting's over. Remember, I offered to drop the criminal charges against her if she would apologize for what she did to me. She did offer to apologize for hurting my feelings at the mediation, and on another occasion she offered to apologize for putting her hand on top of my hand. Both were unacceptable. Remember, on August 4, 2016, Diannae Ehler pushed me and tried to rip my cellphone out of my hand, causing injury which was confirmed by Port Authority medical. This is what happened and what I testified to in court. Remember, the judge said my testimony was credible. Why does Diannae Ehler. Sorry. Why does Diannae Ehler always leave the room, especially since many of the comments are about her facilities? Isn't that something to think about? Thank you.

[Board Chair K. O'Toole] We'll now proceed with the voting on items before the Board today for consideration. Each of the respective Committee Chairs will provide a brief report prior to the matter being considered. As Chair of the Committee on Operations, I will now present for the Board's consideration two items. The first item is a resolution regarding a new delegation of authority to negotiate labor agreements with respect to the agency employees through December 21st of this year as described by the Executive Director just a few moments ago. Prior to making a motion, we ask the Corporate Secretary to note any Commissioner recusals?

(Board Meeting 11/15/18)

[L. Handel] There are no recusals.

[Board Chair K. O'Toole] Any comments or questions from the Commissioners? Motion please.

[Commissioner] So moved.

[Board Chair K. O'Toole] Second?

[Commissioner] Second.

[Board Chair K. O'Toole] Roll call.

[L. Handel] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[L. Handel] Vice Chairman Lynford.

[Vice Chair J.H. Lynford] Yes.

[L. Handel] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[L. Handel] Commissioner Eve.

[Comm. L. Eve] Yes.

[L. Handel] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[L. Handel] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[L. Handel] Commissioner McCabe.

[Comm. K. McCabe] Yes.

(Board Meeting 11/15/18)

[L. Handel] Commissioner McDonald.

[Comm. G. McDonald] Yes.

[Board Chair K. O'Toole] Item is approved. The next item authorizes new Liberty fee agreements with the airlines operating at Newark Liberty International Airport. The item also supplements affected other agreements and implements a new schedule of charges for the airlines' use of the airport. This item will provide a cost recovery formula that is generally consistent with those in place at John F. Kennedy International and LaGuardia airports which is expected to result in administrative efficiency for the Port Authority and greater transparency for the airlines. The proposed methodology will not materially impact the amount of Port Authority airport cost recovery revenues at Newark Liberty International Airport. Prior to hearing the motion, I ask the Corporate Secretary to note any recusals?

[L. Handel] There are no recusals.

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

[Commissioner] So moved.

[Board Chair K. O'Toole] Second?

[Commissioner] Second.

[Board Chair K. O'Toole] Roll call.

[L. Handel] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[L. Handel] Vice Chairman Lynford.

[Vice Chair J.H. Lynford] Yes.

[L. Handel] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[L. Handel] Commissioner Eve.

(Board Meeting 11/15/18)

[Comm. L. Eve] Yes.

[L. Handel] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[L. Handel] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[L. Handel] Commissioner McCabe.

[Comm. K. McCabe] Yes.

[L. Handel] Commissioner McDonald.

[Comm. G. McDonald] Yes.

[Board Chair K. O'Toole] Item is approved. At this time, I'd turn to the Vice Chair Jeff Lynford as Chair of the Committee on Capital Planning, Execution and Asset Management will now provide his report on the three items before the Board for the consideration.

[Vice Chair J.H. Lynford] Thank you, Mr. Chairman. As Chair of the Committee on Capital Planning, Execution and Asset Management, I will now report on three items under the Committee's purview. The first item which was discussed in Committee earlier today authorizes the Executive Director to take the necessary actions to effectuate a lease for the development of a combined public parking garage and consolidated rental car facility at Newark Liberty International Airport, public-private partnership with an entity selected by the companies operating the airport. It's quite a sentence. The item would also authorize the Chief Engineer to grant a variance to the building code to accommodate fueling operations required at the new facility. Lastly, this item authorizes a \$2 increase to the transportation facility charge to be imposed by the rental car companies on rental car customers per transaction day beginning no sooner than January 1, 2023 and provided that a future project to replace the AirTrain Newark system has been included in a Port Authority Capital Plan. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter?

[L. Handel] There are no recusals.

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

(Board Meeting 11/15/18)

[Commissioner] So moved.

[Commissioner] Second.

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

[L. Handel] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[L. Handel] Vice Chairman Lynford.

[Vice Chair J.H. Lynford] Yes.

[L. Handel] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[L. Handel] Commissioner Eve.

[Comm. L. Eve] Yes.

[L. Handel] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[L. Handel] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[L. Handel] Commissioner McCabe.

[Comm. K. McCabe] Yes.

[L. Handel] Commissioner McDonald.

[Comm. G. McDonald] Yes.

(Board Meeting 11/15/18)

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. The next item which was presented by our Director of Aviation in Committee earlier today authorizes a program for the design and construction of a ground based augmentation system at John F. Kennedy International Airport and LaGuardia Airport at an estimated total program cost of \$25.7 million and authorizes the Executive Director to enter into contracts necessary to implement the program. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter?

[L. Handel] There are no recusals.

[Vice Chair J.H. Lynford] Thank you. Do any of the Commissioners have any questions or comments on this item?

[Vice Chair J.H. Lynford] Hearing none, I will now request a motion on this item.

[Commissioner] So moved.

[Commissioner] Second.

[Vice Chair J.H. Lynford] Thank you. I also have a second on the motion. I will now request the Corporate Secretary to call the roll for voting on this item.

[L. Handel] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[L. Handel] Vice Chairman Lynford.

[Vice Chair J.H. Lynford] Yes.

[L. Handel] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[L. Handel] Commissioner Eve.

[Comm. L. Eve] Yes.

[L. Handel] Commissioner Horwitz.

(Board Meeting 11/15/18)

[Comm. D. Horwitz] Yes.

[L. Handel] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[L. Handel] Commissioner McCabe.

[Comm. K. McCabe] Yes.

[L. Handel] Commissioner McDonald.

[Comm. G. McDonald] Yes.

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. The next item authorizes the expenditure of planning funds in the amount of \$6 million to develop a project for the rehabilitation of portions of Taxiways A and B that support aeronautical operations at John F. Kennedy International Airport. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter?

[L. Handel] There are no recusals.

[Vice Chair J.H. Lynford] Thank you. Do any of the Commissioners have any questions or comments on this item?

[Vice Chair J.H. Lynford] Hearing none, I will now request a motion on this item.

[Commissioner] So moved.

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

[Vice Chair J.H. Lynford] Hearing both a motion and a second, I will now request the Corporate Secretary to call the roll for voting on this item.

[L. Handel] Chairman O'Toole.

[Board Chair K. O'Toole] Yes.

[L. Handel] Vice Chairman Lynford.

(Board Meeting 11/15/18)

[Vice Chair J.H. Lynford] Yes.

[L. Handel] Commissioner Bagger.

[Comm. R. Bagger] Yes.

[L. Handel] Commissioner Eve.

[Comm. L. Eve] Yes.

[L. Handel] Commissioner Horwitz.

[Comm. D. Horwitz] Yes.

[L. Handel] Commissioner LaBarbera.

[Comm. G. LaBarbera] Yes.

[L. Handel] Commissioner McCabe.

[Comm. K. McCabe] Yes.

[L. Handel] Commissioner McDonald. >> Yes.

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. I turn the meeting back to our Chairman.

[Board Chair K. O'Toole] Thank you, Vice Chair. There being no further business, I move to adjourn.

[Commissioner] So moved.

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

[Commissioner] Aye.

[Board Chair K. O'Toole] Meeting is adjourned.

[Commissioner] Thank you.

(Board Meeting 11/15/18)

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

[THE PORT AUTHORITY OF NEW YORK & NEW JERSEY]