

(Board Meeting 2/15/18)

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

[Board Chair K. O'Toole] The Board Meeting of the Port Authority of New York and New Jersey and its component unit is now called to order. The Committees on Operations and Capital Planning, Execution and Asset Management met in public session earlier today. 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 an ongoing negotiations or reviews of contracts or proposals and to discuss an act upon matters related to the purchase sale release of real property where disclosure would affect the value thereof or the public interests. At this time, I would request a moment of silence and observation of the upcoming 25th anniversary of the first terrorist attack on the World Trade Center and in memory of the six victims including Port Authority employees who perished, February 26th, 1993. I thank you for that, and may we also be mindful of those victims who we lost yesterday in that horrible tragedy in Florida. Thank you. Before we go into our Executive report by our Executive Director, just a couple things I want to talk about and that we should know. Today is really special. Every day special things happen at the Port Authority, it is a massive business, it is a massive enterprise. But today, one of the things we do is really, really, really special. And towards the end of the program, we're going to share a special moment with everybody in this room. Seventy-four years ago, the Port Authority Commissioners designated a Port Authority Medal of Honor, and over the last 74 years, there's been There's been 30 recipients. We're going to be adding eight names to that roll call today and we're very proud of that. And he's sitting right here, and we're going to have that as a part of our program, and that's really, really special. We thank you very much.

[applause] Let me just add, there is a lot of talk on the minimum wage issue, very serious discussions since I've been here in July, I've had a lot of folks come up and talk to me both publically and talk to all the Commissioners and Executive Director about the request to increase the minimum wage. And we hear you loudly and clearly. So the Commissioners have had a really ongoing aggressive discussion, we've heard from all of them. And let me just say this, it is our intention, within 60 to 90 days, to make a decision, a real decision, not kick it down the road, no taskforce to make a decision. And I want everyone to understand, it's not a simple equation, just yes or no. There's a lot of research, there's a legal component, there's a research component, there's an economic component, we'll hear from everybody who is impacted. And recently some of the Commissioners who had an opportunity to sit down with some of the union members of 32BJ and UniteHere We've had some really terrific discussions. And we are to keep those discussions moving. We have a lot of our management involved in this discussion. We're getting briefings. So I want to be really clear and there's no really weasel words about this. Within 60 to 90 days, it is my intention to call for a vote, to make a decision. Now and I'll give you this one caveat, if something extraordinary comes up, either in our research or in our discussions with some of the share holders and stock holders, I will say it the next meeting or the meeting after that, we're going to need 30 days over this for this extraordinary event. I don't anticipate that happening. So I'm going to be clear, third time, 60 to 90 days, okay? Second part, there is an equal focus and emphasis to deal with these long ongoing labor negotiations. My first meeting here in July, I heard about the length, and I was appalled, 8 years, 10 years, all the Commissioners here share that, and we've heard very loudly and clearly from all of them. It is a

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very short track. Top management, Executive Director, Council, Labor negotiators, we are all on a very short aggressive track to resolve those. So we hear that. Two priorities, equally important, we're going to have the resolution. Having said that, we move to our report of our Executive Director.

[R. Cotton] Thank you, Mr. Chairman. I'm struck by two observations that are a bit at odds with one and another. One positive, very positive and one not so positive. On the one hand, I believe we are starting to build a certain amount of momentum in moving matters forward faster to the Board and moving matters forward faster to implementation. I will cite in particular items that are on today's agenda, some of which you've heard, others of which you will hear later on the agenda. The major proposal on today's Board agenda for final approval of the \$2.7 billion of new Terminal One construction project at Newark is truly a major milestone. It will be under construction with the Board's approval in a few months. The proposal before the Board seeking final Board approval at least to enable the Performing Arts Center on the World Trade Center campus is a major milestone in terms of the final pieces starting to fall in place for the World Trade Center site. The proposal to increase our MWE contracting goal to put the Port Authority in the ranks of national leaders in this diversity and inclusion area, which Michal Massiah described, is a highly significant in my judgment move to put the Port Authority where it belongs which is in the leadership on that issue. You will also hear discussion on the Gateway Tunnel where the Port Authority is stepping forward to continue to push that project which is vital to the financial and economic future of this region and ultimately of the country. The multi-prong progress on the six-point integrity agenda that, you will hear about shortly, fulfills a mandate that the Board challenge the organization to achieve in its September resolution. In addition, on the operating front, we are in a position to report and confirm that every single one of the Port's operating divisions handled record volumes in 2017, every single one, the airports, our PATH commuter railroad, the Port department, Port Authority Bus Terminal is worth pausing and reflecting on that achievement. Whatever the shortcomings and criticisms, and I am going to come to that in a moment, handling record volumes in every single operating line despite aging facilities, taxed with volumes, they were never designed to handle does not happen without enormous effort and without enormous dedication on the part of the staff of this agency, and it deserves recognition. And I would also be remiss today with so many Port Authority police officers and leaders, in this audience, if I did not acknowledge all of their service day in and day out. And as the Chairman mentioned, we will be recognizing officers who performed truly heroic acts in their line of duty. On the other hand, we have a long, long way to go as an organization. The appalling breakdown at JFK Airport in the beginning of January was, as I have said repeatedly, completely unacceptable and must never be repeated. The caustic piece on Newark Airport by James Stewart in last Friday's New York Times which was entitled, for those of you who didn't see it, "From Crumbling Airport to Broken Escalators: An Infrastructure Odyssey" underlines the distance that we as an organization have to go. No doubt the Port Authority operates a set of legacy infrastructure facilities that have suffered for years from under investment, but within those constraints, there is no excuse for not operating against standards of operating excellence benefiting from global best practices. The organization is charged with providing transportation facilities that serve the region well and it is our responsibility to deliver on that responsibility not to point to the past. To do that, we will continue to focus on global best practices and to respond to these challenges better and faster than the organization has in the past. We are going to tackle our operating shortcomings head on. The JFK Airport failures with

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respect to Winter Storm Grayson our case in point, an outside investigation will air publically. Every detail and every fact behind the failures and make sure that based on independent outside judgments, remedies have been identified and implemented. But at least as importantly, we, we, the Port Authority, are acting independently and immediately. We are turning JFK's Winter Storm procedures inside out and have begun an immediate process of instituting widespread fixes in 10 different specific areas to be in place so we are prepared much, much better for the next storm. Secretary LaHood and his team will judge from the outside how far our immediate fixes go and what more needs to be done. We intend to turn a bright light on problems and try to fix them, not deny them, not hide from them, but accomplish improvement. Also, we continue to be focused on all of our major capital projects. We want to get them into construction and once in construction, drag them forward. Today, as I said, will be a major milestone in advancing Terminal One construction at Newark, but we're also driving forward on other projects. Good progress is being made on the \$8 billion rebuild of LaGuardia including the opening of the new west garage this last weekend, a tangible forward progress milestone. We are also advancing our two airport access projects of PATH to Newark and LaGuardia AirTrain and we are advancing negotiations on the JFK redevelopment plan. And with respect to the Port Authority Bus Terminal, we awarded two key contracts in the last 60 days in support of advancing the environmental and planning process for the new bus terminal and we continue to keep our commitment to informed community and elected officials transparently and keep them well-briefed on the progress on this project. In a slightly different category but truly equally important, the Board will be considering the approval of a long delayed lease with the Performing Arts Center that will be built next to tower one on the World Trade Center campus. It is this kind of forward progress that we are continuing to put our shoulder to the grindstone and move forward. The PAC will be a global hub for the creation exchange of art, ideas and culture and that will present outstanding theater and be a major activity focus on the campus. Now I want to say a few words about our efforts to address customer service and on this front the criticisms in James Stewart's column in my opinion were fully deserved. One of the agency's biggest challenge is changing the orientation of the organization. The agency's focus needs to expand beyond just an internal focus on operations, as they have historically been understood, as difficult as those challenges may be with strained and overburdened facilities. We need to focus on the entire customer experience, starting from when customers leave home to when they reach their destination. We can and must do better. Every line department will embrace tangible projects. Projects, many of whom can happen this year. These projects include development of mobile apps and websites to provide real-time information to the traveling public, better communication at our airports and in PATH when delays occur, real-time information on traffic conditions at our bridges and tunnels, improve customer alerts, free Wi-Fi, clean and working rest rooms, operating escalators and elevators, effective taxi line management, and utilizing every tool including social media to seek feedback and identify ways to improve the customer experience. I want to end on two overarching and key points. First, integrity, you will shortly hear a presentation from our Chief Ethics and Compliance Officer. As the Chairman and I have stressed repeatedly over the last six months, a pillar on which our operating reputation has to rest is our integrity. Today, you will hear from our Chief Integrity and Compliance Officer that we have delivered and implemented all six of the integrity measures laid out in the Board September resolution. I am personally extremely gratified with that progress forward and I am enormously impressed at the efforts that our Chief Ethics and Compliance Officer has made in moving forward on this challenge. Finally, I want to echo the comments of the Chairman on our

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employees, both employees on that work directly for the Port Authority and the employees who work at our airports. We are focused, as the Chairman said, on the expired labor agreements that directly affect our thousands of represented employees who are working without contracts. It is undeniable that this is a black eye for the organization. And as the Chairman said, we are committed to address it and to end the situation where we have such widespread, unexpired contracts. We are committed to engaging and to making progress. We are committed to establishing the process and to do it in a way that avoids running into the failures of past such attempts. On a parallel note, and again as the Chairman said, we are fully engaged with the issues raised by airport workers who are not direct employees of the Port Authority, and we will move forward and develop a recommendation for the Board's consideration. Mr. Chairman, that concludes my report.

[Board Chair K. O'Toole] Thank you very much, Executive Director. Just a couple of points, I want to slow tape this a little bit, Rick, when you talked about the operating records, you know, what you said in your report, I think it needs to be outlined just a little bit for the public to fully understand what has accomplished in 2017. Aviation, our airports handled and all-time record of 132.3 million passengers up to 0.4% over the year prior. In PATH, for the first time in 56 years, PATH broke the 80-million passenger milestone for ridership, ridership of 5.4% increase, huge. Port activity, all time high. The investments we've made with raising the Bayonne Bridge are clearly paying off. Activity has gone up 5.3%, 6.7 TEUs over the 6.3% the year prior, huge. Bus Terminal, we're averaging 262,000 trips per day and over the range from 2011 to 2015, we have 232 to 257, breaking records across the board. Well done, public employees, Port Authority, right across the board. And I wasn't crazy about the middle of your report with James Stewart, but we had to hear it, and I want to commend you, and then JFK didn't want to hear that but guess what, we have to confront those things that are not so nice. And I want to commend you, Rick, when the JFK incident, you raced out there, you and Huntley and your whole team, and you were on the ground every single day having press conferences, assuming responsibility and giving direction, job well done, I'm looking forward to that report from Congressman LaHood, Secretary LaHood got great confidence that some of the immediate remedies you put in place are going to be helpful. Longer term, I'm looking forward for some of those recommendations. Terminal A, read that article a couple of times, it was hard to read that, hard for us to admit that but you have to admit that. Rick went after the other day and did his walk through, I've pledged, I will be going out there every few weeks. All of us will be going out there. Commissioner Eve talks about, she uses the facilities daily. We're out there. So if we're having a plan, if we pass this resolution to move on a new Terminal One, Terminal A, and that's going to be operational 2021, that doesn't mean we cease operating in the current terminal, that doesn't mean we allow bathrooms that don't function, that doesn't allow for us to just neglect the operation to the next two or three years because we're putting out a \$1.7 or \$1.8 billion contract to build a new one, it's an embarrassment, we all share that a little bit and we're going to turn the page under your leader, Rick, thank you. Any other comments or questions from any Commissioners? Thank you, Rick. Moving ahead as alluded to by our Executive Director, our next order of business is a presentation of our recently appointed Chief Ethics and Compliance Officer Debra Torres who will present a progress report on the Port Authority integrity program. Debra, welcome aboard.

[D. Torres] Thank you. Good afternoon, Commissioners and members of the public. As you all know and as the Executive Director mentioned, on September 28th 2017, the Board passed a

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resolution asking the staff to systematically enhance

[Best Practices Integrity Program] the existing elements of the Port Authority's integrity programs. In particular, the Board directed that six initiatives be pursued by the staff. And I'm pleased to report that each of the six initiatives has either been completed or is significantly underway. The first is adoption of a Commissioner Code of Ethics which was adopted on October 26, 2017. The next is adoption and issuance of a Vendor Code of Ethics which is being given to all vendors and contractors with whom the Port Authority does business. That was adopted on December 19, 2017. On January 2, 2018, I became the Port Authorities first, Chief Ethics and Compliance officer. On January 17, 2018, a False Claims Policy was issued. On January 25, an Employee Code of Ethics was launched and distributed to all employees and on the same day, a mandatory Integrity Program was launched.

[Successful Launch of the Employee Code of Ethics on January 25th] I want to talk a little bit about the elements of that launch because it was complicated and involved efforts at every level of the agency. On the 25th, physical copies of the Employee Code of Ethics were delivered to every employee, represented and non-represented employees alike. The launch was announced through an agency wide broadcast signed by the Chairman, the Vice Chairman, the Executive Director, and all of the Chiefs in the Port Authority. That was the first time a broadcast had been issued in the names of all those people and that was to emphasize the strong commitment that senior management has to this program and to maintaining a high standard of Ethics at every level of the Agency. Briefings began for Chiefs and their Line Directors and their direct reports about implementation of the launch, the role that they could play in making that launch successful and those meetings resulted in meetings at the next layer down and the next layer down of management making sure that every level of management, supervisors, and managers understood their role in implementing this launch. And in addition to that, new screensavers were put on the computers of all represented employees emphasizing the core principles of our code and where employees could go to ask questions or report potential misconduct under the Code of Ethics.

[Launch of New Ethics portal] In additions to physical distribution of the new Employee Code of Ethics, there was a launch of a new Ethics Portal on the Employees E-Net that gives anyone with computer access a one stop shop where they can find key rules, and policies, links to training programs, and contact information for the integrity experts throughout the agency to whom they can ask questions or make reports of concerns that they've observed. Those reports can be either anonymous or confidential if employees feel more comfortable in making such reports in that manner.

[Mandatory Integrity Training - Phase I] As I said on the 25th, we also began a program of mandatory Integrity Training. This is the first phase of a multi-phase training program. The first three modules that were launched were EEO Compliance training, Gifts, Gratuities, Business Expenses and Offers of Employment, and the Reporting of Misconduct, the Agencies Whistleblower Policy, a significant component of which is the strong policy of non-retaliation to anyone who makes such reports. Additional Integrity Training programs will be launched probably at the beginning of the second quarter of this year. They are currently under development.

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[Phase I Training Schedule] We set an aggressive training schedule for this first phase of the Mandatory Training Program. Current non-represented employees were given 30 days to complete three 15-minute interactive computerized training modules. The effective deadline for that training period is February 26, which is 11 days from now, but I'm pleased to report that as of 8:15 this morning, 98% of all non-represented employees have already completed all three modules of the training, and I think that reflects both the understanding of employees of how important it is to maintain a culture of integrity and also as a reflection of the commitment that the senior management has made in making sure people understand how important that is. In addition to the computerized training that we've launched for non-represented employees, training for represented staff is already underway. We had our first live training with represented employees from the Department of Procurement just this week. Additional trainings for all other represented employees are being scheduled, following consultation with union leaders and those are expected to be completed within the next few months, there are obviously logistical challenges in training every single represented employee, but that's the goal and that's what we will do. In addition, all new hires as of January 29, both represented and non-represented employees are given and will complete Integrity Training on their first day upon joining the agency.

[Training Next Steps] As I said, additional training modules are under development, we expect to launch them in the second quarter. In addition to that, specialized trainings are also being developed for specific job functions, for example, finance and procurement. We're also contemplating specialized trainings for supervisors and managers emphasizing their important role in maintaining a culture of integrity and responding to concerns raised by employees. And for myself and for my Deputy Nicole Crifo, we're in the process of making an assessment of other opportunities to strengthen these initiatives and other existing elements of the Port Authority's Integrity Program. And I want to say that all of these initiatives were underway before I arrived on January 2, and I want to recognize the efforts of staff from the office of the Inspector General, Human Resources and Human Capital, The EEO Unit from Diversity and Inclusion, the Law Department and especially my Deputy Nicole Crifo, who all of whom were very, very involved in developing and implementing all phases of this program. If there are any questions?

[Board Chair K. O'Toole] No, job well done and now I'll tell you day one, Rick and I made commitment to take the first three modules. And I will tell you, not the easiest task to take. You cannot just like be on the phone and mail it in. You got to pay attention to it which we learned, especially the third one has some trick questions.

[D. Torres] Yes, yes. No, that is the interactive element of the training program and as we In a Best Practices Program, you change up the training program every year or two years, and so my hope is that in the future, the training program will be required even more attention.

[Board Chair K. O'Toole] Job well done. Any questions from Commissioners? Great. Thank you very much, Debra. Our next order of business is a presentation by the Director of Aviation, Huntley Lawrence who will present an item concerning the development of a Terminal One at Newark Liberty International Airport. Huntley?

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[H. Lawrence] Good afternoon again, Commissioners. I'm very pleased to share exciting progress in making Newark Liberty International Airport

[Newark Liberty International Airport Terminal One Redevelopment Program] into a world-class airport.

[Program Reauthorization and Terminal Design Build Authorization February 15, 2018] Today, I'm requesting your approval to award a design build contract for the new Terminal One. I'm requesting authorization to release program expenditures for the new terminal. I'm also requesting that you reauthorize the program. The construction of the new Terminal One marks the cornerstone of redevelopment for EWR bringing the airport into the 21st century. The terminal will provide 33 Gates in an approximate 1 million square-foot building. Its open design will enable changes in technology as they occur and implementation of emerging trends within the industry. Common use infrastructure that can flexibly accommodate all the airlines and encourage competition there as well, delivering our customers, the best product. The new Terminal One includes improved and dedicated roadway access. The Check-in Hall is characterized by open planning with clear and unobstructed site lines to promote intuitive wayfinding. The automated check-in and baggage drop off islands are designed to allow for effective passenger flow throughout the space. Security and technology throughout the terminal will be scalable and able to evolve to meet industry trends and remain on the cutting edge of ever changing security requirements. The terminal will provide world-class amenities and top-notch retail, dining and regionally inspired concession offerings.

[Strategic Project Delivery Model] To deliver Terminal One on time and on budget, significant effort was spent in planning and gathering best practices and talking with the industry about various delivery modules. Giving program parameters such as our goals including schedule and risk profile, a design-build project delivery model was deemed best for the terminal with a separate terminal operator retained. As we have discussed many times, design-build has huge advantages. In this project, we made one key change which is the terminal operator was procured early and is participating in the design to deliver the best lifecycle cost. The selection committee evaluated the proposal that was deemed to be the most advantageous to the Port Authority through a combination of technical merit and price. We engaged Gilbane to prepare the independent cost estimate. Gilbane is a local leading construction company in New Jersey since 1967. It provides construction management, general contracting, design-build, and facility related services to the public and private sector clients and has over 30 aviation construction projects totaling more than \$1.5 billion in the past 10 years. Based on this review of both the technical and price proposal, the selection committee recommended an award of a design-build contract for the design and construction of the new Terminal One to the design and build joint venture of Tutor Perini/Parsons JV, a fully integrated joint venture between Tutor Perini Corporation and Parsons Transportation Group Inc. at a total estimated contract of \$1.41 billion.

[The Builder - Tutor Perini/ Parsons, JV] So about the builder. Under the JV, Tutor Perini will be the lead member, lead contractor, and the managing partner and Parsons will also be a lead member and lead contractor of the JV. Tutor Perini is an experienced contractor with a history of performing airport related terminal work across the United States including McCarran

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International Airport in Las Vegas. The team responsible for delivering Terminal One is the same team that delivered McCarran's \$1.2 billion Terminal 3 on schedule and on budget. Parsons Transportation is a premier engineering construction and management firm throughout the world to federal, regional, and local government agencies as well as private industries. In 2016, Public Works Financing ranked Parsons number one in alternate project delivery and top design-build designers. They too have a history of airport work including serving as the construction manager, added risk for Miami's \$1.1 billion North terminal and \$844 million South terminal in 2007. Tutor Perini and Parsons' collaborative relationship dates back to 1998 on the \$790 million Alameda Mid-Corridor Trench design-build project in California. Both firms are global leaders in heavy civil infrastructure construction and in design-build project delivery for transportation projects.

[The Designer - STV Incorporated & Grimshaw Architects PC] The Designer, the lead designer for the STV Incorporated and Grimshaw Architect PC, a sub-consultant to STV, will serve as the lead architect. STV brings experience in design of vertical infrastructure and complex projects and has a 40-year working relationship with the Port Authority. The firm is one of the most well-established design build consultants in the New York metropolitan region, having provided design and build services on numerous transportation projects. Grimshaw is internationally recognized for design excellence with a wealth of experience in designing airport terminals around the world, including Pulkovo Airport in St. Petersburg Russia, Zurich Airport in Switzerland, Incheon Airport in South Korea, Istanbul Airport, and Melbourne Airport. Grimshaw also served as a legal architect for the MTAs Fulton Center. The Grimshaw team will be led by the managing partner of Grimshaw at New York offices.

[The Operator - Munich Airport International GmbH] Now a little information about our operator. A world class terminal needs a world class operator and through a competitive procurement process, we have selected Munich Airport International to serve as a key advisor to the Port Authority during this stage of the project. MAI has over 25 years consulting experience and is currently operating airports in Egypt, Honduras, and Saudi Arabia. While this engagement with the Port Authority's Terminal One is a first of its kind model in the United States, it is consistent with global best practices. Munich Airport has been voted Europe's best airport 12 times running, including in 2017. They were Europe's first five-star airport through SKYTRAX, an international air transportation rating organization dedicated to improving quality of the customer experience for airlines and airports across the world. And MAI has consistently won other numerous awards for airline marking and punctuality. MAI will provide full airport lifecycle services including planning/design, project management, operational readiness and airport transfer ORAT, operational start-up, airport operations management, commercial development, process reengineering, training services, and overall airport management. Their innovation team will provide market overviews, latest developments and start-up strategies, and focused on technology enhanced customer service initiatives throughout the operations for tracking communications.

[Program Increase Driven by Market Conditions] Significant shifts in the market have resulted in an increase over the estimated price for the terminal and this is broken down as follows. A \$240 million increase in hard construction costs due to market conditions, including significant numbers of competing regional projects, skilled labor and subcontractor cost escalations, and

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material cost escalations beyond prior ranges for things like metals, curtain wall, electrification, and HVAC systems. The construction costs increase results in additional former driven soft costs including insurance contingency and financial charges of \$120 million. The additional funds required will be provided by higher than anticipated revenues to be generated by the new terminal based on current market conditions.

[Authorization Request Overview] To summarize, I'm requesting the Board authorize the award of the design-build contract and requires a reauthorization of the program to reflect an increase in the total program cost. In March of 2016, the program was authorized and included in the Capital Plan at an estimated amount of \$2.36 billion based on the program's estimate established in 2015 and the indicative design that was developed at that time. I am requesting that the Board increase the program by \$360 million, reauthorizing the Terminal One redevelopment program to an amount of \$2.72 billion. I am also asking the Board to authorize the expenditure of \$1.85 billion in order to advance the Terminal design-build contract bringing the total expenditures authorized under, to-date, to \$2.56 billion of the \$2.72 billion program. I'm also asking the Board to authorize the award of the terminal design-build contract to the design-build joint venture of Tutor Perini, Parsons JV at an amount of \$1.41 billion. Lastly, I'm seeking delegation from the Executive Director to submit an application to the Federal Aviation Administration for additional PFC funding and for the Executive Director to enter into agreements with the airlines associated with their use and occupancy of Terminal One. The capital expenditure associated with this program and particularly the Terminal One construction

[Economic Impact] will serve to create new jobs in the immediate surrounding as well as to support existing jobs on airport and offsite. This authorization will result in a new 21st century terminal for our customers marking the cornerstone of redevelopment at Newark Liberty International Airport. Commissioners, pending your questions, I put the Terminal A program reauthorization and expenditures authorization for Terminal One before you for consideration.

[Board Chair K. O'Toole] Thank you, Huntley. I first ask the Corporate Secretary to note any recusals.

[K. Eastman] Commissioner Horwitz has recused.

[Board Chair K. O'Toole] Do any of the Commissioners have a question or comment at this time? Commissioner McDonald?

[Comm. G. McDonald] I'm just struck by the fact that I sit here a 100 years after my father learnt to fly on a grass field in Newark and I get to vote for this. It's just an incredible honor for me to be here and this is a great country.

[Board Chair K. O'Toole] Thank you, Commissioner. Any other questions or comments? All right, we will defer voting on this matter till after the public speaker's program. Thank you, Huntley. I ask our Chief of Capital Program Steven Plate will now represent a lease for the Performing Arts Center and World Trade Center site. Mr. Plate?

[S. Plate] Thank you, Chair. And thank you, Commissioners. Over the last month under the

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leadership and guidance of the Chair, this Board

[The Performing Arts Center at the WTC] and especially Executive Director Cotton,

[The Performing Arts Center at the World Trade Center -Background] we have worked intensely with the Performing Arts Center team to come to a final property lease agreement. This will enable the construction of the Ronald O. Perelman Performing Arts Center, a state-of-the-art theater and cultural center. This dynamic facility will bring new artistic energy to an already revitalized Lower Manhattan. This project also fulfills our commitment made back in 2003 relative to the General Project Plan to develop cultural facilities and programming on the World Trade Center site. The Performing Arts Center selected their final design just last year, and their design team of REX Architecture and Davis Brody Bond are continuing to proceed with architectural and engineering design. The Port Authority completed the construction of foundations in shear walls during the construction of the World Trade Center Transportation Hub and are presently installing the steel that will support this great structure. The Ronald O. Perelman Performing Arts Center will be a cultural destination for residents, workers, and visitors alike with three modular theaters that can hold simultaneous events and will combine into a 1,200-seat venue. The Center will house a restaurant, dining terrace, and cafe. It will provide lunchtime, concerts, readings, and artistic talks for all to enjoy. It will be a tremendous addition to our World Trade Center family.

[The Performing Arts Center at the World Trade Center - Agreement] In support of this item, the Board is being requested to authorize a proposed lease with the Performing Arts Center for a 99-year term with an option for an additional 99-years at \$1 per year. Under the terms of this agreement, the Port Authority will be paid \$48 million for subsurface work already performed related to this Center. The Performing Arts Center will build the above grade structure, the resolution also authorizes expenditures of up to \$8 million for additional below grade work. Our two teams will continue and have worked collaboratively to coordinate our efforts to ensure successful and timely completion of both the below grade infrastructure as well as the Performing Arts Center. Commissioners, thank you for your continued support.

[Board Chair K. O'Toole] Thank you very much, Steve. First of all, any recusals from the Corporate Secretary?

[K. Eastman] No recusals.

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

[Comm. G. LaBarbera] I'd like to make one.

[Board Chair K. O'Toole] Yes, Commissioner.

[Comm. G. LaBarbera] I want to ask Mr. Plate one question, just so the public could be aware. What do you anticipate as the start time of the actual building of the fine arts center and the completion time so the public has an idea, you know, when we can expect this to be underway?

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[S. Plate] We're anticipating based on our meetings with them, in fact, we're working very aggressively to finish up our below-grade steel so they can continue with this as early as next year.

[Comm. G. LaBarbera] That's good.

[S. Plate] And with an overall completion targeted for sometime in 2021.

[Comm. G. LaBarbera] Oh, that's wonderful. Thank you.

[Board Chair K. O'Toole] I know the Commissioners have a number of questions in executive both for Mr. Plate and Mr. Huntley Lawrence, any questions publicly? Anybody else? Okay, we're going to put off and defer the vote on this matter till after the public speaker's program. Thank you, Mr. Plate.

[S. Plate] Thank you, sir.

[Board Chair K. O'Toole] All right, next part, we're pleased to announce some report as I've indicated from the beginning of this meeting, eight members of the Port Authority's Police Department will be receiving the Medal of Honor for their heroic and selfless acts after a would-be suicide bomber detonated an explosive device in the underground corridor between the New York City subway and a Port Authority Bus Terminal on December 11, 2017. Their extraordinary bravery is commendable. And before I'm going to change this up to our Superintendent Fedorko, I want to do first and just some context, you know, so the Executive Director and I were actually here in the building, we get a phone call from John Bilich about an explosion and it scares the daylights out of you. We rushed down there and we did a briefing, our Governor Cuomo who did a masterful job coordinating that briefing. And then we found out in real time what really occurred. And I heard from some of the officers, we heard from the officers then, followed up at the police academy heard firsthand what they were able to tell us and it's extraordinary what they did. And we were going to hear from Officer Jack Collins at the end, but I rather John hear from him and to Mike Fedorko hear from Officer Collins ahead of time so we're going to have some context so we can just deviate, and if Officer Collins can get up and just talk in the manner you can. I know there's certain things you can say and certain things you can't say, so if you mind just going to the podium and just give the public a sense of what was going on that day.

[Officer J. Collins] Good morning. I have been a Port Authority Police Officer since August of 2000. I've been asked to speak on behalf of the other seven members of law enforcement being honored here today. On Monday morning, December 11 of 2017, there were radio transmissions indicating some type of incident in the subway adjacent to the Port Authority Bus Terminal. Officers in the terminal stopped what they were doing and ran towards the disturbance. Our actions were both instinctual and deliberate. When gaining access to the subway system, we observed a subject lying on the ground in a pedestrian passageway, lingering traces of small congener about the subject who was lying on his back, his clothing was damaged in two places as if it had been shredded. Working together, we relied on our hours of training and made our way into the passageway and on to the subject where we saw signs of the detonation of an

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explosive device, the immediate understanding was that this was a suicide bomber. The decision was made to tactically retreat from the passageway. From a position of cover, we kept the subject under observation. At this point, he appeared to be reaching for his cell phone which lay next to him amid the debris. Fearing a second explosive device could be detonated, we again entered the passageway, searched the subject and removed pieces of the first explosive device. With that, some wiring tape and a small power source, a few batteries. We cleared the power source, placed handcuffs on to the subject, again backed out of the passageway, and called for the bomb squad. The subject was moved to the hospital for treatment of his wounds, the arrest was turned over to the federal authorities for further investigation and prosecution. The FBI is the jurisdictional agency for a crime like this, a crime designed to harm commuters as they hurried to work on their Monday morning, a crime of terrorism. To the seven others honored here today, Lieutenant Rubio, Sergeant Martinez and Talamini, and Police officers Gallagher, Preston, Manfredini, and Estevez, I express my honor in calling each of you a colleague and a friend. To the members of the Port Authority Board, I express our gratitude for having us here today. To the commuting public, the people who ride our trains and buses, fly in and out of our airports, cross our bridges and our tunnels, and visit our towers, I express our pride in being able to serve you each day. To my colleagues in the Port Authority Police Department and especially my comrades at the Port Authority Bus Terminal, I express our pride and honor in being a part of a law enforcement organization that is truly outstanding. Thank you.

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

[applause] Truly extraordinary. And at this time, like I said, in 74 years, we've honored 30, and this Board is going to take the next extraordinary step and it's our honor to take this extraordinary step and to award the Medal of Honor to the eight. So having said that, I ask the Corporate Secretary to note any Commissioner recusals.

[K. Eastman] No recusals.

[Board Chair K. O'Toole] Do any Commissioners have anything else they want to add? I have a motion?

[Commissioners] So moved.

[Commissioners] Second.

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

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

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[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado? >> Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Board Chair K. O'Toole] Votes are in order, the item is approved. Congratulations, we're going to have the Executive Director, the Vice-Chair and myself award the Medal of Honor.

[applause] The Superintendent has some brief comments.

[M. Fedorko] You're the boss.

[Board Chair K. O'Toole] He is the boss.

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[M. Fedorko] Oh, he is the boss.

[M. Fedorko] I only follow orders, Mr. Chairman. On March 2, 1944, the Port Authority created the Port Authority Medal of Honor. It is bestowed by the Board of Commissioners upon police officers who have performed a specific act which clearly involved extreme danger, an exemplified extraordinary bravery in the face of circumstances which would be surely have led to great personal injury or death. The criteria echoes the Congressional Medal of Honor presented by the President of United States in the name of Congress, and is conferred upon members of the United States Armed Forces who distinguished themselves through conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty. Three of the officers we recognized today have served in the military. Officer Sean Gallagher and Anthony Manfredini proudly served the United States Marine Corps. Officer Drew Preston is a veteran of the United States Army. I should mention that Lieutenant Miriam Rubio continues a family legacy as her cousin Captain Eurípides Rubio was posthumously awarded the Congressional Medal of Honor for his heroic actions during the Vietnam War. The medal was presented to his family by President Johnson. I am proud of all the men and women of the Port Authority Police Department who continue to serve and protect the people of New York and New Jersey and contribute to the defense of the United States of America. I recognize the officers today. They exemplify the fine traditions of pride service and distinction that defined the Port Authority Police Department. Mr. Chairman, I would like to recognize Lieutenant Miriam Rubio, Sergeant Hector Martinez, Sergeant Victor Talamini, Police Officer Jack Collins, Police Officer Anthony Estevez, Police Officer Sean Gallagher, Police Officer Anthony Manfredini, and Police Officer Drew Preston. Thank you.

[applause]

[Comm. D. Steiner] Mr. Chairman?

[Board Chair K. O'Toole] Yes.

[Comm. D. Steiner] I would just like to point out one thing. Everybody else ran away, they ran into it.

[Comm. D. Steiner] That's an extraordinary

[Board Chair K. O'Toole] Absolutely true.

[Comm. D Steiner] Leap of faith and character and I'm so proud to be associated with these people who exemplify everything that's good about mankind and about for people who serve this Port Authority.

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

[applause] Moving ahead, we'll now provide an opportunity for the members of public to comment on Port Authority matters. This public comment period which may be limited to 30

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minutes in total which will obviously go beyond that today, provides an opportunity for members of the public to present their views directly to the Board, but does not provide for a dialogue, members of public wishing to discuss a specific item with the Port Authority step or advice to contact our Public Affairs department. Given the number of speakers which I think is over 60 right now registered, where we ask to limit your comments to two minutes. And let's go to the 60 plus. Yes. First, Mr. Neile Weissman.

[Commissioner] We may need more time.

[Board Chair K. O'Toole] Let's see how it goes.

[Neile Weissman] Chairman O'Toole, Director Cotton, Commissioners, good afternoon, you have copies of the extended remarks. In 2019, L Train Service between Brooklyn and Lower Manhattan for 200,000 commuters will shut down for 15 months to rebuild the Canarsie tubes. Work will not be preceded by replacement tunnels rather the MTA with DOT will add new rail, bus, ferry, and cycling capacity. Over the coming decade, it will become increasingly likely that you face the same decision on the Hudson Tunnel Project, but with far more limited options. PATH could be expanded but key elements remain unfunded. Hudson crossings could be dedicated to bus in HOB, but that would significantly reduce total revenue. Ferries now operate at 25%, the challenge will be getting commuters to the water, which brings us to cycling. Widen GWP paths which could support 20,000 commuters per day, plus pedestrians and bike share which will come in handy because communities near the George daily send tens of thousands commuters into the Midtown Terminal. And many will prefer a 60-minute bike ride to being stuck in traffic for hours. And Bergen is developing a grid to connect its million residents to the George. Unless the agency can guarantee, new tunnels will be in operation, it must plan for a worst case scenario. Even partial closure could put 50,000 more cars on the road pushing Manhattan into gridlock and backing up New Jersey 25 miles. Cycling is your low-cost option to expand capacity. The more you stimulate its use, the less you'll have to spend on more expensive modes. The sooner facilities like the Georgia constructed, the sooner residents will become familiar paving the way for inevitable changes down the road. Mr. Chairman, I want to acknowledge the General Counsel's office for timely and substantive FOIA responses, and Miss Van Duyne and her team for five years of coping with my documents and guest speakers. Thank you all.

[Board Chair K. O'Toole] Thank you very much. Next speaker, Karl Olszewski or Olszewsk-ee, former PA employee retired police officer. Karl, hope I didn't kill your name, I apologize.

[Karl Olszewski] Chairman O'Toole, Executive Director Cotton, members of the Board, I As the Chairman said, I'm a retired Port Authority police officer, like many in this room, I was a 911 responder. I'm also an army combat veteran out of Afghanistan. And in turn having listened to Chairman, objective Director and new Board members today to be quite honest having gone to two board meetings prior, I have a new pride and new confidence and well, being a former Port Authority employee, thanks to you. But also, I hope operationally to become again an employee in kind. Earlier today, I had a chance to speak with Mr. Bilich, the Chief Security Officer, regarding an issue, sir, which I had emailed to you, Chairman O'Toole, Operation Path to Life, code name, rapid rail response in rescue. And listening to the Board today, I think it falls in very

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nicely with the idea of providing not only a better form of security for PATH, given this day and age of terrorism we live in, as well addressed by the heroics of our police officers who are just awarded the highest medal this organization has to give, but also to support commerce and industry which is so vital to our FEMA area here which the Port Authority as a transportation body is famous for and should be applauded for and through your leadership. So from the standpoint of providing not only maintenance respective to the planning, but security and response Operation PATH to life will be able to provide it all. Sir, I wish to only be able to contact, make contact with your office in the future through whatever means you wish to again present further planning on this matter.

[Karl Olszewski] Thank you.

[Board Chair K. O'Toole] Thank you very much. Yvonne Garrett Moore?

[Yvonne Garrett Moore] Good afternoon, Director Cotton, and Commissioners. It's a pleasure to be before you again. We're still lobbying for Newark Airport City, Aerotropolis. I am going to ask the Commissioners to please hold off on voting on the Newark A terminal, and the reason for that is because the city of Newark has now established an executive Committee to address economic development in and around Newark International Airport. We have to work together to accomplish best practices. We have a huge economic disparity, huge educational disparity in and around Newark Airport resulting in high crime. We have to look more comprehensively at redevelopment around Newark Airport. Terminal A is not the only answer, we have a bigger need and a bigger opportunity to address a more comprehensive development. I would ask the Directors to take a look, a really good look at RPA's design. RPA has now submitted to you a comprehensive planning effort that we need to look more carefully at now so that we can institute those plans as opposed to piecemealing the development. So what I ask that you would hold off on the vote for Terminal A until we've had an opportunity to get the city of Newark engage the stakeholders who have now involved in economic development. And the true commitment to the Port Authority to fulfill the Capital Plan which is for economic development, and we want to do a really good job at it and not piecemeal it and make sure all stakeholders at the table which will give these wonderful people who have been standing before the Commissioners for many years now an opportunity to get a fair wage. You know, so this comprehensive plan will include opportunities for economic development for the residents and the stakeholders and all concerned in our region.

[Yvonne Garrett Moore] Thanks so very much.

[Board Chair K. O'Toole] Thank you very much. Murray Bodin?

[Murray Bodin] David, thank you. Kevin. Branding. Port Authority of Metro New York and New Jersey came from rebranding Stewart. Yesterday, I spoke twice at the New Jersey Transit, the first time was about, is it lights or railroad crossings, they have flashing red lights and traffic lights. Flashing red lights with up 75 years ago before traffic lights, I got nowhere. I emailed the Feds, there were no answers. So, Kevin, your assignment because you've got the I don't have Is to look at the traffic lights in those little towns where they have both the red lights which you can pass legally and traffic lights where if you put a red light camera up there, people are going to

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stop, so you can cut down 25% of the accidents at railroad crossings. The accident at the Amtrak in Washington wouldn't have happened if one of the Republicans, if there were traffic lights at the gate, you got it right here at the Willis Avenue Bridge, you got gates and traffic lights, what's the difference, we're used to it. That's your first assignment, that's your first assignment. The second one I spoke about was Positive Train Control. Nobody really knows what Positive Train Control is. It was developed 15 years ago when IBM made mainframe computers. IBM is completely out of the mainframe computer business. So why are we still using it? Because that's the way here, this says right here, we've always done it that way. I'll leave you the pin because I'm retiring from this and it's now somebody else's turn. I've done, like, all I can, somebody else is going to have Positive Train Control depends on thousands of thousands of connections. My car stops itself if I go too fast. Why can't that technology be on the trains? When I spoke yesterday, the speaker after me said, even if Positive Train Control was implemented, they would. I know. I've been doing this longer than you have. And I'm going to do this as long as I have to do it because this is the most important thing. People are dying because I didn't stand up here and do this before. No, I'm not going to take this. Now you can sit there and I will not be shut up.

[Board Chair K. O'Toole] If you can just address to the Chair, please, thank you.

[Murray Bodin] Yes, I will. I'm sorry. If I had done this four years ago or two years ago that accident at Washington would not have happened. This little telephone tells me I'm going through fears that would have woken up the conductor. So help me. I have one more thing to say and it's not to you. All of you that want to speak, the 60 people, they know what you're talking about, come up here and say, "I'm here too," and don't take their time, their time is very important, and they've heard you, they're moving forward. Took me a lot of years to learn to speak less, they would appreciate your just being here.

[Murray Bodin] Thank you.

[Board Chair K. O'Toole] Thank you very much, Murray. Lynn Allen Cione? Lynn Allen?

[Lynn Allen Cione] Good afternoon. My name is Lynn Allen Cione. I'm the president and CEO of the Orange County Chamber of Commerce. And I'd personally like to thank you for the Port Authority Bus Terminal because that's how I came in. And if the police officers were still here, I would like to thank them because it is a wonderful, wonderful improvement over what it was in the 1980s when I lived in Brooklyn. So thank you very much for your continued investment in the infrastructure. Please, excuse me, I have a I'm recovering from a cold. But I'm here to speak about Stewart International Airport. In 2016, my Board voted Had a resolution to change the name to Support the change of the name to New York International Airport at Stewart Field and we still stand by that. And the reason we do is because things have changed drastically since 1930 when that airport, that land, that's 260 acres of land, 167 acres of land was given to the town of New Windsor, town of Newburgh. It's 88 years later, we have computers, we need to be geo-located. It's very, very important that people understand how close they are to New York City that Stewart Airport is not far, far away from New York City. I've already flown out of Stewart. I've flown to Bergen. So I want to thank you very much for your investment because it's made a lot of changes. However, on the way there and on the way back, I was with individuals

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who didn't really know where they were going. They know they were going to Stewart, they didn't know where it was, they were taking a chance. Many people will tell you with the age of web and the internet and everything else, we can get information at our fingertips. However, if you've ever gone on the internet to look, you don't have an awful lot of time to look. People give up. The name Stewart Field will continue to honor the legacy of this Stewart family because it shows very clearly that something happened at that place. It's not a random naming, Stewart Field is important to our community but we need to have a change to New York International. So thank you very much for your time.

[Board Chair K. O'Toole] Thank you. Louis Heimbach?

[Louis Heimbach] Good afternoon, Commissioners, Chairman O'Toole and all of the members of the commission. My name is Louis Heimbach, and I'm the Chairman of the Stewart Airport Commission. I have been before you several times to advocate for the increased capital expenditure for the Federal Inspection Station. I'm here to thank you for that effort this morning, particularly thanking, Director Cotton and Airport Director Huntley Lawrence and Stewart Airport Manager Ed Harrison. We're really pleased that you've done that. I just asked one thing that the timetable could possibly move ahead a little bit since the design for that facility is practically done, and perhaps you could consider a design-build for that. Second reason I'm here is to talk about the name change. The Stewart Airport Commission in the Spring of 2015 approved a resolution approving a name change. At the time, there wasn't any indication what it might be but I would just ask one consideration that the name Stewart be prominently included in any new name. Additionally, the name that's been branded about is Stewart International. Excuse me, New York International at Stewart Field. Stewart is not a field, it was a field in 1930s when it was a grass place and that conjures up barnstormers, Stewart Airport is bigger than LaGuardia and Newark combined, and it has won the longest runways in your system, so I think that would be a disservice to call it field. And I don't think people coming from Europe or any place in a civilized area or uncivilized world want to land in the field these days. So again, thank you very much for your efforts and we appreciate the support that you've given to the airport.

[Board Chair K. O'Toole] Thank you very much. Maggie Boepple.

[Maggie Boepple] We are giving our time to you.

[Board Chair K. O'Toole] You are. Thank you. Philip Royle?

[Philip Royle] Members of the Board, Phil Royle, Development Director for Legoland developments parks and resorts worldwide. And I thank you for your time. I spoke to you January of last year. I announced the Legoland New York, 20 minutes away from Stewart International Airport, will be opening. We are now digging in the dirt. We are removing trees. We are moving forward with our project and we will spend \$500 million developing the largest Legoland development in North America. It will open in spring 2020. I fly internationally out of Stewart Airport roughly every four to five weeks. My colleagues from Europe fly in often. We will bring 2.5 million more visitors to the Hudson Valley from spring 2020. They need an airport that's internationally recognized that is marketed in the correct way that they can land into. Last week, a casino opened 40 minutes away in upstate New York in Sullivan County. They're going

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to see four million visitors a year. We need an airport, and we need the branding of that airport to recognize what it is. No one wants to necessarily fly into the city. They want to fly and enjoy the rest of upstate New York. They want to come to our international destinations that we are creating. And I hope that you can support that and move forward with remarketing Stewart International Airport.

[Philip Royle] Thank you for your time.

[Board Chair K. O'Toole] Thank you very much. Gigi Salomon? Gigi?

[Gigi Salomon] Hi, good afternoon. I'm Gigi Salomon, Security Officer at Newark Airport. This is my family. I have three children, two of them, I have one baby. I work I work to support my children and my family and I like to get a better life, better insurance for my kids. Everything right now is very expensive, so even if for my work is still not enough, you know \$10 for us is really not enough. Okay, I need to give time for my children, okay, like for medical, I need to buy supplies because my kids use medical supplies. And so I can't do that. I try too hard So I wish if we can get like good life, I'm here to ask, you know, this is the

[Gigi Salomon] Thank you.

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

[applause] Zakiy Medina? Zakiy Medina?

[Zakiy Medina] Zakiy.

[Board Chair K. O'Toole] Zakiy, sorry about that.

[Zakiy Medina] Well, before we start, I just want to say let's have a moment of silence for the children that lost their lives yesterday. All right, well, introducing myself again, my name is Zakiy Medina. And I work at Newark International Airport as a Baggage Handler. And once again, I'm here for my family, my friends, and also my coworkers for a better wage, better benefits, and also better training so we can make our airports better, safe, and strong. Now for you Commissioners, now is the time to establish the wages and benefits, to plan and to promise us, to keep the promise that you made to us, to take of our families and keep our airports safe, ready, and strong. My family and I cannot wait any longer. And as you can see a lot of our families and friends cannot wait any longer either. And it's time to make these changes. We're living in times of poverty, violence, and hatred. And you guys have the power to change all of that. And that's what we need right now more than anything.

[Zakiy Medina] Thank you.

[Board Chair K. O'Toole] Thank you. Teresa Mancheno? Teresa Mancheno? Okay, we're going to keep moving. Jonathan Byren or Bryan. Jonathan?

[Public] He's not here.

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[Board Chair K. O'Toole] Okay, thank you. Argentina Nueces?

[Public] He's coming.

[Board Chair K. O'Toole] Which one? Argentina?

[Teresa Mancheno] Teresa.

[Board Chair K. O'Toole] Teresa, Teresa. Jonathan's not here?

[Public] Jonathan is not here.

[Board Chair K. O'Toole] Okay, thank you. Argentina?

[Commissioner] Nueces.

[Board Chair K. O'Toole] Yeah, Nueces.

[speaking Spanish]

[Translator] Good Afternoon.

[speaking Spanish] My name is Teresa Mancheno.

[speaking Spanish] I've been working at Newark Airport for 15 years.

[speaking Spanish] I'm a cleaner.

[speaking Spanish] I'm here for myself and my family.

[speaking Spanish] I'm asking you to approve and increase the salary and benefits for me and my family.

[speaking Spanish] May God bless you with a large noble heart.

[speaking Spanish]

[Translator] Thank you.

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

[Translator] And have a good afternoon.

[applause]

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[Board Chair K. O'Toole] Argentina? And then Brenda Wilson's next. Who is next.

[Argentina Nueces] Good afternoon. My name is Argentina Nueces. I work at JFK Airport and I've been working there for six years already. And I'm here today for my family and my daughter Christina who is 8 years old. And I would like to ask you please to pass this staffer add of the \$18 because for us it's very difficult, this situation, everything is expensive now, and for me to provide my daughter with a better life, a better education, we need better benefits and better salaries.

[Argentina Nueces] Thank you very much.

[Board Chair K. O'Toole] Thank you. Brenda Wilson. Right after her, Vladamir Claveau.

[Brenda Wilson] Good afternoon, Commissioners. My name is Brenda Wilson, and I'm a veteran. I have worked since I was 14 years old. I work as a cleaner at JFK Airport. I want a raise, that way, I'm able to pay my bills, health insurance, and life insurance. I'm 62 years old, and I work hard and deserve a living wage and benefits.

[Brenda Wilson] Thank you.

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

[Board Chair K. O'Toole] Is there a Vladimir here?

[Public] No.

[Board Chair K. O'Toole] Okay, Jason Styles, followed by Gerard Michaud.

[Public] Yes.

[Board Chair K. O'Toole] Jason Styles first and Gerard Michaud second. Jason?

[Public] Jason's not here.

[Board Chair K. O'Toole] Okay, Gerard Michaud and Randy Barrows after.

[Gerard Michaud] Good afternoon. My name is Gerard Michaud. I'm working at LaGuardia Airport like a wheelchair agent in Terminal D and Terminal C for Aviation Safeguard. I'm here not only for myself, I'm here for my family and my begotten son, Dyan Gerard Michaud. And I hope to have a better salary and plus benefits to help my family plus my son to have a better life in this country.

[Gerard Michaud] Thank you so much, I appreciate this.

[Board Chair K. O'Toole] Thank you. Randy Barrows followed by Isabel Marte.

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[Board Chair K. O'Toole] Randy?

[Randy Barrows] Yes sir.

[Board Chair K. O'Toole] Okay.

[Randy Barrows] Good afternoon, everybody. My name is Randy Barrows. I'm here to speak on the better half of LaGuardia Airport. I'm a shuttle bus driver and all these people in here are my family. And we need better increases in our wages based on the fact that insurance went up and the CDL license are a lot of money these days, and we have to maintain all this and better safety for everybody.

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

[Randy Barrows] Thank you. Isabel Marte? Isabel Marte followed by Ingrid Mendez.

[Board Chair K. O'Toole] Isabel?

[Public] She's coming.

[Board Chair K. O'Toole] Okay. Is Ingrid here? Right.

[Isabel Marte] Good Afternoon, Commissioner. My name is Isabel Marte. I'm working in LaGuardia Airport Terminal C. I'm only here because we need the support for better salary, benefits.

[Isabel Marte] Thank you.

[Board Chair K. O'Toole] Thank you. Ingrid. Osman Saalam is next.

[Board Chair K. O'Toole] Ingrid?

[Ingrid Mendez] My name is Ingrid Mendez. I work in LaGuardia Airport about five years. I stay here because I need to support for better salary and benefits.

[Ingrid Mendez] Thank you.

[Board Chair K. O'Toole] Thank you. Osman Saalam followed by Christina Watson. >> All right, evening, fellas. My name's Osman Saalam. I work at JFK, I'm also at Terminal One and Terminal Four. I'm here to fight for better wages, not just for me, but my mom, she lost her job recently. So, you know, to me and my brother, we're trying, you know, to take care of her any odd way, not even just for my mom but, you know, my girlfriend too, you know. Yeah, man, God forbid, she want to get married, like I don't know, you know, hey, it's the truth. You know, I have to try and, you know, get her situated too if want to have a future with her. Got to get my job, all that stuff, so thanks for hearing me out.

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[Board Chair K. O'Toole] Thank you very much. Christina Watson followed by Yvette Stephens.

[Christina Watson] Good afternoon, Commissioners. I'm grateful to be here in this week of love. I appreciate to even giving us all the chance to speak. Basically, we can't wait any longer. The bills, it's piling up, the debt is over our heads. This is the year of the superheroes. We all need you to be our superheroes. Commissioners, now is the time to establish the wages and benefit plans that you have promised us and that you are going to care of our families and our airports as always ready, safe, and strong.

[Christina Watson] Thank you.

[Board Chair K. O'Toole] Thank you very much. Yvette Stephens followed by Jordanny Vasquex.

[Yvette Stephens] All right, my name is Yvette Stephens, and I work as an escort at Newark Airport. I first came to speak to you in November asking for better wages and benefits. My family can't wait any longer. I take pride in helping passengers travel safely, but I'm struggling to support myself and my family on minimum wage. I'm here also for my daughter and my sister who depends on me, that's on a life support. I can barely make ends meet on \$10.20 an hour and the fact as bill collectors don't wait. I live in Elizabeth in an apartment where I now pay \$730 per month in rent. After paying my rent, I spend \$200 on my copayment for the medicine that I have to take for my multiple sclerosis, that's followed by \$170 for food, \$30 for transportation a month. There's very little money left over after the essentials are paid for. I'm here, today again, to urge you to establish family sustaining wages, meaningful benefits for my family and for my friends and training for airport workers like me so that we could sustain ourselves and our families. Commissioners, now is the time for you to establish the wage and benefits plan you have promised us so that we can take care of our families and keep our airports ready, safe, and strong.

[Yvette Stephens] Thank you very much.

[Board Chair K. O'Toole] Thank you very much. Jordanny and Raquel.

[Jordanny Vasquez] Good afternoon. My name is Jordanny. Bueno. I work at LaGuardia Airport as a wheelchair assistant. And I like to thank Commissioner Eve and Rossana Rosado for taking the time to meet with me and my coworkers and hearing our personal stories. As a wheelchair worker, I love my job, but we need better wages and benefits. Throughout the years, I have seen many workers leave because the job doesn't pay well. And you need an experienced worker like me when dealing with mentally disabled, physically disabled passengers. Many times I watch passengers get hurt because of the worker that doesn't have much experience. You have to know what to do when a passenger falls and you see blood and they start screaming. You're the first responder basically. So that's what I'm most of the time. And I can't stress the importance of a first responder like, proof of that is the police officers you're honoring today. They had the proper training, experience and they are the first responders. Also, if you set better wages and standards and our benefits, it will keep more airport workers on the job longer and help us build

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our expertise to make airports safer and run smoother. We're counting on you to establish our standards and put them in effect immediately. It will help us, our families, and our airports to be ready and safe. One last thing, the airports, they have their busy times and their slow times, so not only do we make minimum wages but during those slow times, our hours get decreased, our

[timer beeps]

[Jodanny Vasquex] Sorry.

[Board Chair K. O'Toole] Thank you very much. Raquel followed by Andrea Bundy.

[Raquel Leonel de Jesus] Buenas tardes. My name is Raquel Jesus. I'm a cleaner in JFK. I have 19 years working there. It's my family Sarah and Juan. She is working and he goes to a school, I support to help them I'm working. I also, you know, help raise the wages.

[Raquel Leonel de Jesus] Thank you so much.

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

[applause] Andrea Bundy followed by Syed Bacchus.

[Andrea Bundy] Good afternoon, my name is Andrea Bundy. I've been a worker at JFK for five years. I clean the aircraft, it's a dirty tough job, but I take a lot of pride in my work. Like my fellow airport workers that are here, my family means a lot to me. I'm a single mother. I struggle to pay the rent, the bills, the utility bills. My daughter is 16, she loves trek and field, sometimes I can hardly even find money for her uniforms and shoes that she wears to her trek and field. I work 12 hours every day and because of that, I don't have enough time to spend with my daughter. Now is the time for all of you to establish the family-sustaining wage and benefit plan and that promised to us so we can take care of our families and keep our airports ready, safe, and strong.

[Andrea Bundy] Thank you.

[Board Chair K. O'Toole] Thank you very much. Syed followed by Canute Drayton.

[Syed Bacchus] My name is Syed Bacchus. I work at JFK Airport for almost 10 years as a Security Officer. I take pride in my job, helping passengers travel safely, and I'm struggling to support my family and myself on minimum wages. I'm here today for my wife, kid, and family. You promise that you would listen to our concern and set wages standards and meaningful benefits plan. My family and I cannot wait any longer. Commissioners, now is the time for you to establish wages benefit that you've promised us so that we can take care of our family and keep our airports ready, safe, and strong.

[Syed Bacchus] Thank you.

[Board Chair K. O'Toole] Thank you very much. Mr. Drayton followed by Shaheen Khan.

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[Canute Drayton] Good afternoon, Commissioners. My name is Canute Drayton. I worked at JFK for the past seven years. I am on minimum wage which is difficult for me to maintain myself and family. I'm here making a request for your intervention so that we could have better wage and better benefit plan. It is time now that you step up, this is my request, and ensure that we get better wage package together with a better wage plan so that I can maintain myself, family, pay my rent, and live a comfortable life. I must thank you for having me here.

[Canute Drayton] Thank you.

[Board Chair K. O'Toole] Thank you very much. Mr. Khan followed by Peter Darrow.

[Shaheen Khan] Hello, respectable Mr. Commissioner and all guests. My name is Shaheen Khan. I'm working in the LaGuardia Terminal D as a Security Officer. I'm proud to do my job and I keep safe and secure to passenger and my airport. And as you know why I'm here today, just I came with my family, with my family is very difficult to survive like this in small money, especially when I go back home every day, my family ask, "There is money?" I say no. And I want to say, sir, one thing more that my airport is very busy. We are working very hard, and like this small money when we go home, we cannot survive like this in small money, sir. So please we would like you to consult our all problems, then solve as soon as possible, sir, our problem. We cannot wait anymore. Thank you very much to listen our all concern.

[Shaheen Khan] Thank you, sir.

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[Board Chair K. O'Toole] Thank you. Peter Darrow followed by Rafael Ortega.

[Peter Darrow] I'll waive my time.

[Board Chair K. O'Toole] You'll waive your time period. Thank you. Rafael Ortega, followed by Indiana Gomez.

[Rafael Emilio Ortega] Buenas tardes. My name is Rafael Emilio Ortega.

[speaking Spanish]

[Translator] Okay, okay. So I'm just going to repeat what he said so far. So good afternoon, my name is Rafael Emilio Ortega. I work for Gate Gourmet in the Unit 740 of Kennedy. I'm one of the 5,000 airport workers that work at airports that are covered by Airport Authority and in the industry, specifically, to prepare food for airlines. I am what's called the runner and I want to tell you a little bit about my work life is like and the conditions at my job. I have been working for eight years in a freezer. I have to have three coats on to be able to deal with the cold including in the summertime.

[speaking Spanish] So I have for the last eight years been getting up early at three in the morning

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and I pick up the things that I need to be able to take and go prepare all of the food. I spend the entire day walking, and with a lot of pressure, I have to go back and forth to make sure everything is ready and where it needs to be on time.

[speaking Spanish] And as a result of this intense work and these conditions, I've had several health problems. I have deep pains in my bones and I also suffer from constant colds.

[speaking Spanish] I would like to stop working but I can't. My wife has diabetes and she's already lost a foot and two other toes from her other foot.

[speaking Spanish] So raising wages is not just for me but for all of us as workers. We all need this. This is a need. It's urgent. We also merit a raise.

[Rafael Emilio Ortega] Thank you.

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

[applause] Indiana Gomez followed by Beverly Thompson.

[speaking Spanish]

[Translator] Good afternoon. My name is Indiana Gomez. And I work for Sky Shaft in the building 143 at Kennedy.

[speaking Spanish] And I am one of 5,000 workers that do the work to prepare food for airlines.

[speaking Spanish] My work is preparing the food, and I want to tell you a little bit about the extreme conditions and that we work under.

[speaking Spanish] I work in a cold room for eight hours a day and I have to wear two sweaters and a large jacket on top to be able to stay warm. Working in these conditions has hurt my health and my quality of life.

[speaking Spanish] And so I get up every day at three, and I go work. Sorry, I get home every day at three after working the overnight shift and then I take care of my father all day, I am his primary caretaker, so I'm responsible for his wellbeing.

[speaking Spanish] I firmly believe that we all deserve this raise including those of us that work at the airport to prepare food.

[speaking Spanish] It is really inhumane that we work in these very tough conditions and receive such a low pay.

[speaking Spanish] Now is the time we deserve a raise.

[Board Chair K. O'Toole] Thank you. Beverly Thompson followed by Dayshon Beeks. Beverly

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Thompson here?

[Public] No, but Dayshon is here.

[Board Chair K. O'Toole] Dayshon? We just have the next speaker come up, it'd be great.

[Public] Yeah.

[Board Chair K. O'Toole] Yup.

[Beverly Thompson] Good afternoon. My name is Beverly Thompson, and I have worked at Newark Airport for many years. I'm here with UNITED HERE, Local 100. I'm a union member. I'm here to say now the New Jersey has elected a new Governor, the Port Authority should act to raise wages. All airport workers including Newark Airline catering workers now, they are people who prepare the food for flights, the people who drive and load it onto the planes, airline catering workers are important part to ensuring the flight is clean and on time. Airline catering workers are also important part of making sure our airports are safe and secure. Workers make sure nothing dangerous gets on the planes and the food carts. Low wages and high turnouts put our airports at risk. Airline catering workers, Newark Airport workers want to be treated equally and pay our wage where we can make our living and I'd like to thank you.

[Board Chair K. O'Toole] Thank you very much. Dayshon Beeks followed by Adiodun.

[Dayshon Beeks] Good evening. My name is Dayshon Beeks. I work at Newark Airport. I work for company named PrimeFlight. I'm working for them for two years, and what motivates me to fight for wages increase is my two sons. I'm here to ask for your help so I could better provide for them.

[Dayshon Beeks] Thank you.

[Board Chair K. O'Toole] Thank you very much. Adiodun? Okay. Sonia Smith? Is that Adiodun? Followed by Sonia Smith and Dominique Edison.

[Adiodun Gundairo] Hello. Yeah, this is Adiodun Gundairo. I work for PrimeFlight, and I've been there almost two years right now. What brought me is my husband and motivated me because we work together and we pay our bills and but it's not only bills, and we have aged parents in our country that we'll take care of, but right now we remove all those stuff, the money, we have nothing left and have to pay our bills. We have to the bills. There's nothing we can do but to pay the bills. We clean the aircraft, I'm the cleaner in the aircraft working with PrimeFlight, we clean the aircraft and make sure it's clean for the passengers to come in. If it is not clean, they won't be able to sit down in the plane. So for this, we do it all night and by time I get home, I get home so late and when I'm home, I'm so useless, I can't do anything for my own room. Please, I want you... Ask you promise us to do something about the wages so that we can better our life, I can better my life, my husband and even the children I want to have that things will be good for us and have health benefit and we had to take care of us very well. >> Thank you so much. >> Thank you very much. Sonia Smith followed by Dominique Edison.

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[Public] Dominique is not here.

[Board Chair K. O'Toole] What's that?

[Public] Dominique and Sonia are not here.

[Board Chair K. O'Toole] They're not here. Okay. Mabel Richards followed by Muhammed Tren. Mabel Richards?

[Mabel Richards] Good afternoon. I'm Mabel Richards and I work for PrimeFlight at LaGuardia Airport as a ticket checker. I'm here this afternoon in my second time to appeal to your kind office to please pass the wage and benefits package for us. I am doing this as a single mother, a widow, for my little girl. Who hardly sees me because sometimes I have to follow in a second job to be able to pay my bills. I live in a one-bedroom apartment where I pay \$1,200 and at the end of the month, I go home with about \$960. Please we need this to keep on smiling and doing the job we love to do. Thank you for hearing us and we hope you're going to do it.

[Board Chair K. O'Toole] Thank you. Thank you very much. Muhammed Tren followed by Irene Rogers and Allison Haley.

[Public] Do you mind if we call people out of order?

[Board Chair K. O'Toole] Sure.

[speaking Spanish]

[Gertrudis Lopez] Good afternoon, everyone.

[speaking Spanish]

[Gertrudis Lopez] My name is Gertrudis Lopez.

[speaking Spanish] I've been working at Newark Airport for 12 years.

[speaking Spanish] I have been coming to these meetings for a long time hoping and waiting for a raise for our wages.

[speaking Spanish] Because we work hard so that when airplanes arrive, the passengers get off and they're happy and they feel good, and when passengers leave that we can also make them feel good.

[speaking Spanish] And because we work so hard. We work really hard to bring joy to our work and make wage as any immigrant does to try to survive here.

[speaking Spanish] And this is why I ask you all here today To give us some of your care and

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feel your heart and offer us this miracle of something better in our pay.

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

[speaking Spanish]

[Gertrudis Lopez] I also work for my family. This is my family to provide for them and in a company where we need to have more respect. Thank you.

[Board Chair K. O'Toole] Thank you. Irene Rogers?

[Irene Rogers] Good afternoon, everyone. My name is Irene Rogers. I work at JFK Airport as a wheelchair attendant. A couple of months ago, I was sick and hospitalized twice in one month. During that time, I was out of work, I had bills to pay, I had rent to pay and I have two hospital bills that are over my head. I can barely take care of myself and my mother who's living on a fixed income has had to help me out in the meantime. As airport workers, we need better benefits and better wages, we need healthcare benefits because we're dealing with a lot of different people, unfortunately, at time, they have illnesses and we tend to get sick from them. So we're asking that you all consider us when you raise the wages because we need the better healthcare benefits and we need better wages just to survive. Lastly, I will be working someplace else starting next week but my mother asked me why even bother coming here to this meeting, I feel so passionately about 32BJ SEIU because they're helping to make our lives better and we're asking that you guys, the one's that we work for, please make that happen for all of us.

[Irene Rogers] Thank you very much.

[Board Chair K. O'Toole] Thank you. Thank you. Allison Haley. Juniya Montomry afterwards.

[Allison Haley] Good afternoon, everyone. My name is Allison Haley. I'm here on behalf of myself and my other coworkers for my family and everybody else that is involved in this thing. I'm here asking for you to consider us about the wages. The wages that we have now, it's not really fixed. We can do much about it and we can do much with it. So please consider us and help us with better benefits and wages for us.

[Allison Haley] Thank you.

[Board Chair K. O'Toole] Thank you very much. Juniya and followed by Nigel Hector.

[Juniya Montomry] God bless you all. Thank you, Irene, for that. I'm happy that you all recognize the officers today. I wanted to bring a different angle. We're all working for our families. We're not all doing anything for ourselves. You all have children. We have children in college. Tuition is \$30,000 a year. When I applied for a job as a wheelchair attendant, the first training I got was for this badge called a side badge. And what I realized with that badge is that We were on the frontlines of security at the airport. Before the attack would happen To TSA, we have the passengers in a chair in an aisle way where if the terrorist were to come in, we're there first. We have no weapons, so we would receive that bullet, that minimum wage bullet because it

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seems the bigger job is about security, and so I implore you to look at the angle, the sacrifice that our lives are there, not just for work, everybody works, everybody works hard. But we have a responsibility to the passengers that we serve and we have families that rely on us and if we're not there, they will suffer. Gentlemen, I implore you, please honor us with a higher wage.

[Juniya Montomry] Thank you.

[Board Chair K. O'Toole] Thank you. Nigel Hector? Fabliha Afia afterwards. Is Nigel Hector here? Fabliha Afia? No? Abdool Azeez? A-Z-E-E-Z? After that, we have Lasonya Glasgow. Please.

[Lasonya Glasgow] Hi, Commissioner, good afternoon. My name is Lasonya Glasgow. I'm here for my family, Talib and Diana, I was lucky to come here and have the opportunity where I could like work and help them out. So I'm basically here so I could keep doing what I'm doing. And I'm also like advocating for my fellow coworkers like everybody is here working for their family and they would like higher wages so we go and continue doing what we're doing.

[Lasonya Glasgow] Thank you.

[Board Chair K. O'Toole] Thank you. Abdool? No? Damaris Roman? No? Okay. Mirza Hamid?

[Board Chair K. O'Toole] No.

[Public] No.

[Public] Yeah. Hector, come on up, let's go.

[Public] Come on, Hector.

[Board Chair K. O'Toole] Mirza Ahmed? Ashton Hepburn? Hepburn, I'm sorry. Ashton Hepburn? Next. We just have the next speaker come up, we have to move, really pressed on time here.

[Adrian Ortiz] Thank you. Good afternoon. My name is Adrian Ortiz, I work for Sky Chefs building, 139 at JFK. I am one of the nearly 5,000 men and women who work at the Port Authority airports in the airline catering industry. I work as a driver. I am a proud member of UNITE HERE Local 100. Our job is integral to the entire airport system. We prepare the food and beverage that each plane needs before it takes off. It's a complex operation that involves a stocking inventory, securing the area, preparing the food and beverage, driving it to the planes, and overseeing the quality control that airlines and customers expect, all these while operation are under the intense pressure of getting the food to the airplane and the exact moment to guarantee on-time departure. We are qualified, experienced, and competent workforce. The food will not be ready and flight will be late. These jobs need to be quality jobs, jobs that allow us to support our families. We deserve these long hours to a minimum wage. All airports worker including the men and women who do what I do deserve a decent wage.

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[Adrian Ortiz] Thank you.

[Board Chair K. O'Toole] Thank you. Mirza Ahmed? Ashton Hepburn?

[Ashton Hepburn] Good afternoon, ladies and gentlemen. My name is Ashton Hepburn, and I work as a Security Agent at John F. Kennedy International Airport. And basically, we do a lot around the entire airport. We search the planes, we screen anybody who enters the aircraft, you know, things like that to make sure that everyone is safe and the whole turnaround process goes smoothly. But we have struggles like sometimes we have to fight for... We have to fight against the airlines because they want things done a certain way, sometimes we have to fight against management because they don't understand what we're going through and then, on top of that, at the end of day, having to come home and tell your family that you don't have enough money to make sure that everything is okay and that they can live comfortably or whatever. And it does something to you, so that's why we're here to fight for the Staffer Act so that we can provide for our families, make sure that everything is okay at home. And I'm here to fight on behalf of my coworkers and echo their sentiments for people like this who work hard. And at the end of the day, they shouldn't have to go home with sometimes pennies or sometimes they have to work from 7 o'clock in the morning all the way up until midnight the next day just to make sure that everything is all right.

[Ashton Hepburn] And thank you for your time.

[Board Chair K. O'Toole] Thank you. Yudeli Batista? Teresa Peralta and Albert Higgins or Higgins. Next three?

[Public] Those three are not here.

[Board Chair K. O'Toole] Not here. Okay, we heard from Mr. Ortiz. Nelliser

[Board Chair K. O'Toole] Etienne.

[Vice Chair J.H. Lynford] Etienne. Followed by Franz Vieux and.

[Vice Chair J.H. Lynford] Vieux.

[Board Chair K. O'Toole] Vieux. Thank you. Maria Roel. The next three, just come on up and then we're down to the four after that.

[Nelliser Etienne] Good afternoon.

[Board Chair K. O'Toole] Afternoon.

[Nelliser Etienne] My name is Nelliser Etienne. I work for United Airlines catering for one year. I make \$13.05 as a checker of coordinator one. We ensure that the food is being packaged properly and everything that's missing for the flight is placed on flight, as well flight being iced on properly. I'm fighting for Union in my kitchen. I fight for myself and my coworkers. We work

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very hard to make ends meet and to survive. So and then, you know, also to make sure that the food gets to the plane at a timely manner. Me, myself and my coworkers, some of us rely on government assistance just to make ends meet, this is why we're asking for the hourly rate of \$17.40. This means that, you know, better quality of life of living in New Jersey, especially as the cost of living in Jersey is very high. And we want to be able to better provide for our families near and far. I'm West Indian, so I take care of my family as well. Please raise the minimum wage for all of us catering workers and better health benefits. We thank you, and we also want you to know that I have coworkers who's been working for United Airlines, we love our company but we need change. Some of my coworkers have been there for over 20, 30 years and making \$13.05. That's shameful and I believe like they should not have the starting rate as we do.

[Nelliser Etienne] Thank you.

[Board Chair K. O'Toole] Thank you very much. Franz Vieux.

[Maria Villa Roel] Good afternoon. My name is Maria Villa Roel. I work for United catering for 12 years in Newark. I'm here to fight for my coworkers and for myself to get a better wage. I'm making \$14 an hour, \$14.05 an hour and I'm struggling with my bills. I cannot pay all my bills. I request that you guys to make our wage better like \$17.40. So we can get a better life.

[Maria Villa Roel] Thank you.

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

[Board Chair K. O'Toole] Cary Diaz?

[Franz Vieux] Franz.

[Board Chair K. O'Toole] Franz Vieux, I'm sorry. Cary Diaz and Tom Rowland.

[Franz Vieux] Good afternoon. My name is Franz Vieux, and I'm a driver for Gate Gourmet at LaGuardia Airport. I'm one of the nearly 5,000 men and women who work at Port Authority's airport in the airline catering industry. I've been with the company for 26 years. I've witnessed the change in security of the airport. As a driver charge, we're moving for food toward the airport, feed passengers on flights. We have to adhere to all airport's security measure and deal with the same pressure experienced by TSA to keep passenger safe. The work is stressful and hard. We work in all weather and because of the hourly wage is low, some have to work two-shift to earn what they need to survive. In my case, I have to earn overtime at least one day and work straight to lunch all week to meet with the weekly goal. We can work extra shift and overtime hours isn't a guarantee option for everyone. I have to finally wait to earn on the extra money because I have a family that rely on me. I have a son in college, and mortgage and 23 years old son who has recently diagnosed with the brain tumor. Thanks of my Union, I have health insurance. Both my insurance doesn't pay transportation or all the orders or costs associated with supporting him or my own family members. We have sacrificed for our company to help keep them afloat. After 9/11, we all agreed to a wage fees that lasts four and a half years.

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Now with the increase in the minimum wage, people starting at the company earn close to what I earn having last 26 years. All of Port workers need an increase in their wage. I ask that you use the power and authority granted to you as a member of the Board to make it happen.

[Franz Vieux] Thank you.

[Board Chair K. O'Toole] Thank you very much. Cary Diaz, Tom Rowland, Fernando Garcia.

[speaking Spanish]

[Cary Diaz] Good afternoon, members of the Board. My name is Cary Diaz, and for the last 15 years, I have worked at Flying Foods at Newark Airport.

[speaking Spanish] I am one of nearly 5,000 men and women who work at the Port Authority Airport in the airlines catering industry.

[speaking Spanish] I work in the hot foods packaging unit.

[speaking Spanish] I'm also the mother of children, one who still lives at home and the other who serves in the marine for our country.

[speaking Spanish] The work I do is physically challenging.

[speaking Spanish] All day, I go in and out of the freezer to pick up food, carrying trays that weigh as much 30 to 50 pounds.

[speaking Spanish] We are subjected to 30 to 40 degrees temperatures without proper equipment.

[speaking Spanish] The company gives us jackets to wear in the freezer, but they're old and worn out from usage.

[speaking Spanish] The days are long. I start at 4 am and work an average of 10 hours a day in packaging. We have to be creative to get out in time. That's because we only can work as fast as we can.

[speaking Spanish] I've been doing this for 15 years and only earned \$12 an hour, almost the same as someone who just started. We ask that you please raise the wages to \$17.40.

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

[Board Chair K. O'Toole] Tom Rowland?

[Public] Tom Rowland is here.

[Board Chair K. O'Toole] Tom Rowland, then Fernando Garcia.

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[Tom Rowland] Good afternoon, ladies and gentlemen, the Board. My name is Tom Rowland. I'm the Secretary Treasurer of Local 1102 of the RWDSU and UFCW. I had a story here, but you heard a lot of stories, but I think the common theme that we've had here besides honoring the officers today was the investment. The investment in capital, and I think the investment in the people that provide the food service and the airline catering here is something that has been overlooked and is something that you have the opportunity to correct and invest in. So I ask that you think about the faces that you've seen here today, you think about the stories that you've heard, and help the lives of thousands of people and invest in the capital that make the Port Authority one of the finest organizations, transportation-wise, in the country.

[Tom Rowland] Thank you.

[Board Chair K. O'Toole] Thank you. Fernando Garcia? And then Charlene Talarico.

[Fernando Garcia] Good afternoon, Commissioner. My name is Fernando Garcia. I worked as a driver in United Airlines catering in Newark Airport. Okay, I work in the airport for more than 10 years, very important. We are part of the airline industry family. Sometimes I deliver food for five to six flights. If we don't work, the aircrafts don't fly. We used to work in all the worse, sometimes minus 21 degrees, sometimes more than 100 degrees. It's time to raise the wage for the catering workers. It's time to consider the catering workers who serve the airline must be considered, airport workers.

[Fernando Garcia] Thank you.

[Board Chair K. O'Toole] Thank you very much. Charlene Talarico?

[Charlene Talarico] I've been prepared for three minutes, so it's quick three minutes, but just so you know, I'm ready for three.

[Board Chair K. O'Toole] If you could do it in two, it'll be great, just please start.

[Charlene Talarico] I'll try, but here goes. Good afternoon. Me too. After reading and watching so many reports about the "Me Too" movement going on in our country, I believe I'm in a very similar situation. Port Authority Management has done everything in their power to ignore and cover up the truth to protect Diannae Ehler, now the Director of TB&T. They have done their best to discredit me for speaking up and seeking assistance regarding the hostile abusive workplace I was forced to endure at the Lincoln Tunnel. Though it's not a sexual situation, isn't this a "Me Too" situation? Chairman O'Toole and Executive Director Cotton speak of a new day dawning at the Port Authority. Their new initiative, it all rides on integrity and the hiring of Debra Torres Are examples of their desire to create a culture in the Port Authority where ethics, integrity, and compliance are the norm, not the exception as they have been. After reading this booklet, I believe the biggest challenge to this initiative will be getting employees to buy-in and believe things will change, especially since much of what's stated in the new booklet is the same as previous policies. For example, the previous workplace violence policy dated May 20, 2016 states, as does the booklet, that employees should go to the Inspector General. I went to the Inspector General more than once and was continuously denied assistance. On August 4, 2016,

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the day I was assaulted by Diannae Ehler, I was again denied assistance. While at PA medical, with my hand bandaged, the detective from the Inspector General's office called me back to quote, he stated, "We do not handle these matters." Policy clearly stated they did. Why wouldn't they help me? What makes the words in this new booklet different? How can we believe things will be different? Look what's happened to me, a hardworking, dedicated employee who truly cares about the Port Authority. And speaking with fellow employees who can verify the hostile abusive environment I was forced to endure at the Lincoln Tunnel, despite the new initiative, it all rides on integrity, they still believe they will be retaliated against as I have been and continued to be if they come forward because of the culture of fear that exists here at the Port Authority. I believe that if this culture of fear did not exist, Bridgegate wouldn't have happened nor would I have been assaulted by Diannae Ehler after begging for assistance for years. Until employees see actual proof of change that they can believe in, nothing will change at the Port Authority. If I can be of any assistance to help create this positive change, just let me know. I'm all about making the Port Authority the best it can be.

[Charlene Talarico] Thank you.

[Board Chair K. O'Toole] Thank you, Charlene. Okay, we've gotten through the public portion. Just close it out here with the actual Board will now proceed with the voting of the items before the Board today for consideration which each of the respective Committee Chairs will provide a brief report prior to the matter being considered by the Board. As Chair of the Committee of Operations, I'll now present for consideration an item which was discussed in Committee earlier today. This item authorizes the acceptance and findings of disparity analysis conducted by Mason Tillman Associates Ltd. with regard to Minority and Women-owned Business Enterprises, participation, and Port procurement activities, as well as revisions to broaden opportunities and programs available for minority-owned, women-owned, and small business enterprises. Prior to making the motion to the item, I'd ask the Corporate Secretary to note any Commissioner recusals.

[K. Eastman] No recusals.

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

[Commissioners] So moved.

[Commissioners] Second.

[Board Chair K. O'Toole] Second. Roll call, please.

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

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[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Board Chair K. O'Toole] Item's approved. The next item which also has been discussed and Committee authorizes agreements with Signature flights support cooperation to develop a new fixed base operation terminal, and hangar, and operation and maintenance of the Northeast Fuel Farm at Stewart International Airport.

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[Board Chair K. O'Toole] Prior to making the motion, any recusals?

[K. Eastman] No recusals.

[Board Chair K. O'Toole] Any questions from Commissioners? Motion?

[Commissioners] So moved.

[Commissioners] Second. Roll call, please.

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

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[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Board Chair K. O'Toole] Motion is approved. I defer to Vice-chair Lynford.

[Vice Chair J.H. Lynford] Thank you, Mr. Chairman. As Chair of the Committee of Capital Planning, Execution and Asset Management, and a World Trade Centre Redevelopment sub-committee, I will now report on certain items under the respective Committee's purview. The first item, the reauthorization of the new Terminal One Development Program at Newark Liberty International Airport was presented by our Director of Aviation earlier in the meeting. I recommend that the Board approve the program consistent with the parameters described by the Director of Aviation. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] Commissioner Horwitz has recused. Vice Chair J.H. Lynford] Thank you. Do any of the Commissioners have any questions or comments on this item? Hearing none, I will now request a motion on this item.

[Commissioners] So moved.

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

[Commissioners] Second.

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

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger?

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[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. The next item which was discussed in Committee earlier today authorizes a project to expand the passenger terminal at Stewart International Airport to accommodate a permanent Federal Inspection Service facility at a total cost of \$30 million and authorizes the Executive Director to take such actions necessary to change the airport's name. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] No recusals.

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

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[Commissioner] Second.

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

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

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[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. The next item which was also discussed in Committee earlier today authorizes a \$364.2 million project to address latent damage due to Superstorm Sandy and provide storm resiliency at the Holland Tunnel. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] There are no recusals.

[Vice Chair J.H. Lynford] Thank you. Do any of the Commissioners have any questions or comments on this item? Hearing none, may I have a motion on this item?

[Commissioners] So moved.

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

[Commissioners] Second.

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

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

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[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Vice Chair J.H. Lynford] As the votes are in order, the item is approved. The next item authorizes a lease for the development of a Performing Arts Center at the WTC site. This lease was presented by our Chief of Major Capital Programs, Steven Plate, earlier in the meeting. I recommend that the Board approve the program consistent with the parameters outlined by Mr. Plate. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] No recusals.

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

[Commissioners] So moved.

[Commissioners] Second.

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

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

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Bagger?

[Comm. R. Bagger] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

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[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

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

[Board Chair K. O'Toole] Thank you, Vice-chair. Commissioner Bagger as Chair of Committee on Finance, we now - Please provide your report.

[Comm. R. Bagger] Great. Thank you, Mr. Chairman. Before the Board considers an item relating to the Gateway Program, I've been asked to provide the Board a brief update on behalf of the Gateway Program Development Corporation on which I serve. And everybody knows that the, you know, the Gateway Program is the series of contracts for rail infrastructure between Newark, New Jersey, and New York City, and that Phase 1 of that project addresses the most time-sensed developments of repairing that deteriorating rail infrastructure, specifically the Portal North bridge over the Hackensack River and the Hudson Tunnel Project. Both of these are critical, single points of failure that could cripple the region and the country's infrastructure and economy. These rail infrastructures are over 107 years old, right? They were operating when the Titanic was still being built. Rebuilding this infrastructure is a project of national economic significance and, in fact, the infrastructure itself is owned by Amtrak, a federal entity. Consistent with the long-standing understanding of 50-50 federal-state funding model, the states of New York, and New Jersey, and the Port Authority have committed to paying half of both of these Gateway Phase 1 Projects. In fact, 100% of local funding share has been specifically committed for both the Portal Bridge and the new Hudson Tunnel. Now today, the Port Authority Board is being asked to consider sort of the next step in the Port Authority's partnership with the other partners, the states of New York and New Jersey, Amtrak and New Jersey Transit. And these steps are in consistent with two core principles. First, staying with the 50-50 federal-state partnership. And second, that the Gateway partners are and will be continuing to do everything within our control to advance the Gateway Program, notwithstanding the uncertainties about federal funding. You know, so therefore, today, the Board is being asked to consider authorizing \$44 million towards the central early work to advance the Gateway Program consistent with the Port Authority's \$2.7 billion commitment to Gateway in our 10-year Capital Plan. So this has two elements for consideration today. The first is the authorization of \$12.5 million for early construction work on the Hudson Yards Concrete Casing in Manhattan to preserve the right of way for the Gateway Hudson Tunnel. This early construction would enable the relocation of Long Island Rail Road emergency services building to clear and prepare the right of way for this important work. The money will be matched by Amtrak for total cost of that project to \$25 million. And as a result of this, we'd have early work construction actually underway on both the Portal Bridge and Hudson Yards Concrete Casing. The second piece the Board is being asked to consider today is to authorize \$31.5 million for the Gateway Development Corporation to fund the next 18 months work for program management services, engineering and design, obtaining required permits and approvals, developing procurement documents and advancing the financing plan to take the Gateway operation through construction start on the tunnel. So this too would be

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matched by Amtrak, so those two elements, total of \$44 million that is part of and within the Port Authority's \$2.7 billion commitment, so it does not increase that overall capital level in our plan. Now having said all that and so far as I'm the trustee of Gateway Program Development Corporation consistent with our Code of Ethics for Commissioners, I will not be voting on these items. And I would like to turn to Commissioner Eve, Vice-chair of the Finance Committee for this agenda item. >> Thank you, Commissioner Bagger. As Vice Chair of the Committee on Finance, I will now report on two items under the Committee's purview which were just described by Commissioner Bagger. The first item authorizes \$44 million in Port Authority funds for early work associated with the Gateway Program. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] There are no recusals.

[Comm. L. Eve] Do any of the Commissioners have any questions or comments on this item?

[Comm. L. Eve] I will now request a motion on this item.

[Commissioners] So moved.

[Comm. L. Eve] May I have a second on the motion?

[Commissioner] Second.

[Comm. L. Eve] I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole?

[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

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[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Comm. L. Eve] As the votes are in order, the item is approved. The second item provides for Board certification of the Port Authority Gateway Support Program early work as an additional facility of the Port Authority and the expenditure of Port Authority funds for the facility. Prior to making a motion on this item, I would ask the Corporate Secretary to note any Commissioner recusals on this matter.

[K. Eastman] There are no recusals.

[Comm. L. Eve] Do any of the Commissioners have any questions or comments on this item?

[Comm. L. Eve] I will now request a motion on this item.

[Commissioners] So moved.

[Comm. L. Eve] Can I have a second on the motion?

[Commissioner] Second.

[Comm. L. Eve] I will now request the Corporate Secretary to call the roll for voting on this item.

[K. Eastman] Chairman O'Toole?

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[Board Chair K. O'Toole] Yes.

[K. Eastman] Vice Chairman Lynford?

[Vice Chair J.H. Lynford] Yes.

[K. Eastman] Commissioner Eve?

[Comm. L. Eve] Yes.

[K. Eastman] Commissioner Horwitz?

[Comm. D. Horwitz] Yes.

[K. Eastman] Commissioner LaBarbera?

[Comm. G. LaBarbera] Yes.

[K. Eastman] Commissioner McCabe?

[Comm. K. McCabe] Yes.

[K. Eastman] Commissioner McDonald?

[Comm. G. McDonald] Yes.

[K. Eastman] Commissioner Pocino?

[Comm. R. Pocino] Yes.

[K. Eastman] Commissioner Rosado?

[Comm. R. Rosado] Yes.

[K. Eastman] Commissioner Steiner?

[Comm. D. Steiner] Yes.

[K. Eastman] Commissioner Turner?

[Comm. C. Turner] Yes.

[Comm. L. Eve] As the votes are in order, the item is approved.

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[Board Chair K. O'Toole] Motion adjourned.