

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MINUTES

Thursday, September 24, 2009

Report of Audit Committee	207
Report of Governance and Ethics Committee	207
Report of Committee on Operations	207
Newark Liberty International Airport – Continental Airlines, Inc. – New Lease ANC-069	208
Energy Services Program – Agreement(s) with Public Service Electric & Gas Company (PSE&G) to Provide for Participation in the PSE&G Direct Install Program for Government Facilities	209
Port of New York and New Jersey – Ocean-going Vessel Low-sulfur Fuel Program	211
Port of New York and New Jersey – Cargo-handling Equipment Fleet Modernization Incentive Program	213
Settlement of Claim – Esther Marshall, as Administrator Ad Prosequendum of the Estate of Celestine Marshall, et al. v. The Port Authority of New York and New Jersey and Mack Trucks, Inc., et al.	215
Confidential Item	216
Memorial Tribute to William R. DeCota	218

**MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday,
September 24, 2009 at 225 Park Avenue South, City, County and State of New York**

PRESENT:

NEW JERSEY

Hon. Anthony R. Coscia, Chairman
Hon. Virginia S. Bauer
Hon. Raymond M. Pocino
Hon. Anthony J. Sartor
Hon. David S. Steiner

NEW YORK

Hon. Henry R. Silverman, Vice-Chairman
Hon. Michael J. Chasanoff
Hon. Stanley E. Grayson
Hon. H. Sidney Holmes, III

Christopher O. Ward, Executive Director
Darrell B. Buchbinder, General Counsel
Karen E. Eastman, Secretary

Gwendolyn Archie, Principal Marketing Analyst, Aviation
Susan M. Baer, Deputy Director, Aviation/Chief Operating Officer
Lily Anne Barrett, Senior Administrative Secretary, Aviation
A. Paul Blanco, Chief Financial Officer
Tom Bock, General Manager, Airspace Redesign Program, Aviation
Patrick A. Bonner, Manager, International Arrivals, Newark Liberty International Airport, Aviation
Maria E. Bordas, General Manager, Strategic Planning and Policy, Aviation
Steven A. Borrelli, General Manager, Port Property and Finance, Port Commerce
Ernesto L. Butcher, Chief Operating Officer
Jennifer Coady, Principal Policy Analyst, Aviation
Steven J. Coleman, Assistant Director, Media Relations
Debra A. D'Amico, Executive Secretary, Aviation
Arpan Dasgupta, Executive Assistant to the Deputy Executive Director
John C. Denise, Audio Visual Supervisor, Public Affairs
Michael P. DePallo, Director, Rail Transit
Pasquale DiFulco, Principal Public Policy Analyst, Aviation
Michael P. Dombrowski, Cinematographer, Public Affairs
John J. Drobny, Director, Security Projects
Marie M. Edwards, Principal Policy Analyst, Aviation
Diannae C. Ehler, General Manager, Stewart International Airport, Aviation
Michael A. Fedorko, Director, Public Safety/Superintendent of Police
Michael B. Francois, Chief, Real Estate and Development
Jennifer Friedberg, Staff Public Information Officer, Media Relations, Public Affairs
Linda C. Handel, Deputy Secretary
Mark D. Hoffer, Senior Counsel, Law
Howard G. Kadin, Esq., Law
David A. Kagan, Assistant Director, Business, Properties and Airport Development, Aviation
Kevin J. Kirchman, Director, Marketing and Special Events
John S. Jacoby, General Manager, Newark Liberty International Airport, Aviation
Warren D. Kroepfel, General Manager, LaGuardia Airport, Aviation
Louis J. LaCapra, Chief Administrative Officer
Cristina M. Lado, Director, Government and Community Affairs
Conor Lanz, Special Assistant to the Executive Director

Richard M. Larrabee, Director, Port Commerce
 Francis J. Lombardi, Chief Engineer
 Norma L. Manigan, Program Director, External Affairs, Marketing
 Stephen Marinko, Esq., Law
 Candace McAdams, Director, Media Relations
 James E. McCoy, Manager, Board Management Support, Office of the Secretary
 Sanjay S. Mody, Advisor to the Chairman
 Janet M. Montalvo-Carlo, Senior Administrative Secretary, Aviation
 William A. Nurthen, General Manager, Program Support and Performance Management,
 Port Commerce
 Summer Oesch, Special Assistant, Deputy Executive Director
 Jeanne M. Olivier, General Manager, Security and Technology, Aviation
 Diane Paonessa, Associate Board Management Support Specialist, Office of the Secretary
 Nina C. Phelps, Board Management Support Specialist, Office of the Secretary
 Steven P. Plate, Director, World Trade Center Construction
 William Radinson, Assistant Director, Capital Programs, Aviation
 Alan L. Reiss, Deputy Director, World Trade Center Construction
 Bradley R. Rubinstein, Manager, Industry and Regularity Relations, Aviation
 Lysa C. Scully, Assistant Director, Customer, Cargo, Concessions and Airport Services, Aviation
 Jerry V. Spampanato, General Manager, John F. Kennedy International Airport, Aviation
 Timothy G. Stickelman, Assistant General Counsel
 Gerald B. Stoughton, Director, Office of Financial Analysis
 Robert Sudman, Deputy Comptroller
 Ralph Tragale, Assistant Director, Government and Community Relations
 David B. Tweedy, Chief, Capital Programs
 Sheree R. Van Duyne, Manager, Policies and Protocol, Office of the Secretary
 Andrew S. Warshaw, Chief of Staff to the Executive Director
 Cheryl A. Yetka, Assistant Director, Aviation Financial Services, Aviation
 Peter J. Zipf, Deputy Chief Engineer/Director of Engineering

Guests:

Marc Burghardt
 Sonia Frontera, Authorities Unit, Office of the Governor of New Jersey
 Giorgio Kolaj
 Chris Simeone
 Michael Valenti

The public meeting was called to order by Chairman Coscia at 1:37 p.m. and ended at 1:57 p.m. The Board met in executive session prior to the public session.

Report of Audit Committee

The Audit Committee reported, for information, on matters discussed in executive session at its meeting on September 24, 2009, which included discussion of matters involving external or internal investigations or audits, and the report was received.

Report of Governance and Ethics Committee

The Governance and Ethics Committee reported, for information, on matters discussed in executive session at its meeting on September 24, 2009, which included discussion of matters involving external or internal investigations or audits, and the report was received.

Report of Committee on Operations

The Committee on Operations reported, for information, on matters discussed in public session at its meeting on September 24, 2009, which included discussion of items that authorize two incentive programs that support the Port Authority's ongoing sustainability initiatives to reduce emissions and promote a Clean Air Strategy at our ports, as well as matters discussed and action taken in executive session on matters related to the purchase, sale, or lease of real property, or securities where public disclosure would affect the value thereof or the public interest, and the report was received.

NEWARK LIBERTY INTERNATIONAL AIRPORT – CONTINENTAL AIRLINES, INC. – NEW LEASE ANC-069

It was recommended that the Board authorize the Executive Director to enter into a three-year lease agreement with Continental Airlines, Inc. (Continental) for the letting of approximately 161,000 square feet of space at Cargo Building 332 at Newark Liberty International Airport (EWR) for the operation of a cargo facility, substantially in accordance with the terms and conditions outlined below.

Under the proposed lease, Continental would invest approximately \$400,000 in Cargo Building 332 to update the facility. The proposed lease would commence on or about November 1, 2009 and run for a three-year term. Continental would be responsible for all utility, operational, maintenance and repair costs associated with the premises at Cargo Building 332. The Port Authority and Continental each would have the right to terminate the lease agreement on one year's prior written notice. If the Port Authority were to exercise its right to terminate the agreement without cause, it would reimburse Continental up to \$400,000 for its unamortized investment in the leasehold.

The proposed lease would generate approximately \$4,040,000 in aggregate rental over the term of the lease, representing new revenue to the Port Authority.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Bauer, Chasanoff, Coscia, Grayson, Holmes, Pocino, Silverman and Steiner voting in favor; none against; Commissioner Sartor recused:

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into a three-year lease agreement with Continental Airlines, Inc. for the letting of approximately 161,000 square feet of space at Cargo Building 332 at Newark Liberty International Airport for the operation of a cargo facility, substantially in accordance with the terms and conditions outlined to the Board; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into any other contracts and agreements necessary or appropriate in connection with the foregoing; and it is further

RESOLVED, that the form of all contracts and agreements in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.

ENERGY SERVICES PROGRAM – AGREEMENT(S) WITH PUBLIC SERVICE ELECTRIC AND GAS COMPANY (PSE&G) TO PROVIDE FOR PARTICIPATION IN THE PSE&G DIRECT INSTALL PROGRAM FOR GOVERNMENT FACILITIES

It was recommended that the Board authorize the Executive Director to enter into one or more agreements with Public Service Electric and Gas Company (PSE&G) to provide for Port Authority and Port Authority Trans-Hudson Corporation (PATH) participation in PSE&G's Direct Install Program for Government Facilities (Program), an incentive program pursuant to which PSE&G would audit energy utilization at designated Port Authority and PATH facilities in New Jersey, recommend energy-efficient retrofits, provide cost estimates, and furnish and install the necessary equipment, if agreed to by the Port Authority following its review of the audit findings and equipment recommendations. Under the terms of the Program, PSE&G would be responsible for 80 percent of the project costs, and the Port Authority would be responsible for the remaining 20 percent. Overall Program costs are not to exceed \$10.5 million, and the Port Authority's share is not to exceed \$2.1 million.

The Program is designed to reduce carbon emissions by assisting state and local government customers located in New Jersey to lower their energy consumption, and to stimulate regional economic activity in the energy sector. The New Jersey Board of Public Utilities authorized the Program, utilizing federal American Recovery and Reinvestment Act of 2009 (Stimulus) funds. The overall Direct Install Program budget is \$52 million (including a component for commercial customers), and \$25 million of that amount has been allocated for the governmental component. The Program is currently due to expire at the end of 2012. Projects will be undertaken by PSE&G on a first-come, first-served basis, with no guarantee that all proposed Port Authority and PATH projects would be selected.

Initially, PSE&G would pay 100 percent of the cost of all work required. The Port Authority subsequently would reimburse PSE&G for its 20-percent share, interest-free, and would have the option to spread out the repayment over two years or to pay in one lump sum. Typical energy efficiency improvements available through this Program include lighting, refrigeration, and heating, ventilation and air conditioning upgrades.

Participation in the Program would assist the Port Authority in lowering its energy consumption, thereby reducing costs and carbon emissions. The Program also would enable the Port Authority to leverage federal economic Stimulus dollars to implement energy efficiency projects. Thus far, the Port Authority has been deemed ineligible by the New Jersey Board of Public Utilities – the State energy agency managing energy-related Stimulus funds – for competitive solicitations for projects. At this time, this Program is the only viable means through which the Port Authority could access such federal Stimulus funds for energy efficiency projects in New Jersey.

Quantifying the energy savings achieved through the energy efficiency projects is a key component of the Program. Initial estimates, based on Port Authority and PATH projects considered for the Program, indicate that over 10 million kilowatt-hours of electricity could be saved each year. This savings translates into a reduction of over 3,700 metric tons of carbon dioxide emissions.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Bauer, Chasanoff, Coscia, Grayson, Holmes, Pocino, Silverman and Steiner voting in favor; none against; Commissioner Sartor recused:

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority and its subsidiaries, to enter into one or more agreements with Public Service Electric and Gas Company (PSE&G) to provide for Port Authority and Port Authority Trans-Hudson Corporation participation in PSE&G's Direct Install Program for Government Facilities, with PSE&G paying 80 percent of the total cost, not to exceed \$10.5 million, and the Port Authority paying 20 percent of such cost, not to exceed \$2.1 million; and it is further

RESOLVED, that the form of all contracts, agreements and documents in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.

PORT OF NEW YORK AND NEW JERSEY – OCEAN-GOING VESSEL LOW-SULFUR FUEL PROGRAM

It was recommended that the Board authorize: (1) an Ocean-going Vessel Low-sulfur Fuel Program (Program) to encourage the operators of ocean-going vessels calling at Port Authority marine terminal facilities in the Port of New York and New Jersey (Port) to utilize low-sulfur fuel in their vessels' main and auxiliary engines, at a total cost to the Port Authority of up to \$6.36 million; and (2) the Executive Director to enter into agreements with: (a) Starcrest Consulting Group, LLC (Starcrest), on a sole-source basis, to provide administrative and technical support for the Program, at an estimated amount of \$672,000, the cost of which is part of the total Program funding; and (b) the United States Coast Guard (Coast Guard) to provide vessel-tracking data to support the Program, at no cost to the Port Authority.

At its meeting of November 20, 2008, the Board adopted a Statement of Principles for Improving Air Quality at the Port of New York and New Jersey (Statement of Principles) that reaffirmed its support of the Port Authority's continuing sustainability initiatives to reduce Port-related emissions of particulate matter, nitrogen oxides, and sulfur dioxides by three percent and greenhouse gases by five percent on an annual basis, with the goal of achieving an 80-percent reduction in greenhouse gas emissions from 2006 levels by 2050. The Statement of Principles also indicated that the Port Authority would take the lead in developing a Clean Air Strategy for the Port to reduce Port-related diesel and greenhouse gas emissions by achieving reductions in advance of potential or future applicable regulations. The Clean Air Strategy, which is to be completed in October 2009, will identify a range of emission-reduction actions organized by the sources of maritime emissions, including ocean-going vessels, cargo-handling equipment, rail, trucks, and harbor vessels. One such action is the proposed Program, which would reduce emissions from ocean-going vessels serving the Port, thereby improving regional air quality.

Under the proposed Program, the Port Authority would reimburse operators of ocean-going vessels that call at Port Authority marine terminals up to 50 percent of the difference in cost between the high-sulfur residual fuel they now utilize and the low-sulfur fuel they would agree to use in their main and auxiliary engines. Participating vessels would be required to switch to low-sulfur fuel in their main engine when the vessels are 20 nautical miles from the entrance to the New York/New Jersey Harbor (Harbor) and in their auxiliary engines when the vessel is at berth. To qualify for the fuel incentive, the ocean-going vessels that participate in the proposed Program also would be required to comply with vessel speed reduction measures, to reduce emissions by reducing vessel speed to no more than ten knots within 20 nautical miles of the entrance to the Harbor to the Verrazano-Narrows Bridge. Lowering vessel speeds reduces emissions, because the main engines work at a lower load, and engine emissions vary with load. Both the proposed Program and the vessel speed reduction would target ocean-going vessels that call at Port Authority marine terminal facilities.

Starcrest would provide administrative and technical support by utilizing vessel-tracking data obtained via a Coast Guard Automatic Identification System data feed to verify that enrolled vessels are complying with vessel speed reduction requirements and to calculate the amount of low-sulfur fuel used by the ocean-going vessels in their main and auxiliary engines and the fuel cost differential that is reimbursable by the Port Authority. Starcrest also would conduct unannounced audits of participating ships' engineering logs and fuel records to verify use of low-sulfur fuel while the vessels were in the Harbor. Compliance with the Program's requirements would be verified before the Port Authority would disburse funds to the vessel operator.

The ocean-going vessel operators would absorb the remaining 50 percent of the cost differential to purchase the low-sulfur fuel.

Port Authority funds in connection with the Program would be provided for approximately three years, through 2012, when it is anticipated that the International Maritime Organization will designate North American coastal waters as an Emissions Control Area, imposing stringent limits on the sulfur content of fuel used by vessels operating within 200 nautical miles of U.S. coasts. The proposed Program would end upon the earlier of the Emissions Control Area designation becoming effective or December 31, 2012. Should the total funding allocated for a calendar year be exhausted, the Program would be suspended for the remainder of that year.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Bauer, Chasanoff, Coscia, Grayson, Holmes, Pocino, Sartor, Silverman and Steiner voting in favor; none against:

RESOLVED, that an Ocean-going Vessel Low-sulfur Fuel Program (Program), through which the Port Authority will encourage the operators of ocean-going vessels calling at Port Authority marine terminal facilities in the Port of New York and New Jersey to utilize low-sulfur fuel when the vessels operate in the New York/New Jersey Harbor, at a total cost to the Port Authority of up to \$6.36 million, be and it hereby is established and authorized; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into agreements with: (1) Starcrest Consulting Group, LLC to provide administrative and technical support to the Program, at an estimated cost to the Port Authority of \$672,000; and (2) the United States Coast Guard to provide vessel-tracking data necessary to verify compliance of vessels participating in the Program and to calculate fuel consumption within the Program's parameters, at no cost to the Port Authority; and it is further

RESOLVED, that Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take any and all action necessary to effectuate the foregoing, including the execution of agreements, contracts and other documents to facilitate such action, together with amendments and supplements thereof, including amendments and supplements to existing agreements, and to take action in accordance with the terms of such agreements, contracts and other documents as may be necessary in connection therewith; and it is further

RESOLVED, that the form of all agreements, contracts and other documents in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.

PORT OF NEW YORK AND NEW JERSEY – CARGO-HANDLING EQUIPMENT FLEET MODERNIZATION INCENTIVE PROGRAM

It was recommended that the Board authorize: (1) a Cargo-handling Equipment Fleet Modernization Incentive Program (Program), at a total cost to the Port Authority of up to \$2.24 million; and (2) the Executive Director to enter into agreements with the Port Authority's tenants to provide for Port Authority reimbursement of 20 percent of the tenants' costs to replace approximately 125 pieces of currently utilized cargo-handling equipment at Port Authority marine terminal facilities with new equipment that meets federal on-road air emission standards, as applicable, or the most recent federal off-road emission standards. The tenants would pay the remaining 80 percent of the replacement costs. The Program would take effect in November 2009 and would continue through December 2013, or until authorized funds are exhausted.

At its meeting of November 20, 2008, the Board adopted a Statement of Principles for Improving Air Quality at the Port of New York and New Jersey (Statement of Principles) that reaffirmed its support of the Port Authority's continuing sustainability initiatives to reduce Port-related emissions of particulate matter, nitrogen oxides, and sulfur dioxides by three percent and greenhouse gases by five percent on an annual basis, with the goal of achieving an 80-percent reduction in greenhouse gas emissions from 2006 levels by 2050. The Statement of Principles also stated that the Port Authority would take the lead in developing a Clean Air Strategy for the Port of New York and New Jersey (Port) to reduce Port-related diesel and greenhouse gas emissions. In furtherance of those efforts, a project was identified to reduce emissions from cargo-handling equipment operations at the Port.

Cargo-handling equipment, such as straddle carriers (vehicles used at terminals and intermodal yards to stack and move containers) and yard hostlers (yard trucks that move cargo from one location to another), play an important role in the Port's goods movement system, and are a necessary and critical part of the Port's operations. However, diesel emissions from cargo-handling equipment are believed to have an adverse effect on human health and the environment. Of the total Port-related emissions identified in a Baseline Year 2006 Multi-Facility Emissions Inventory conducted by the Port Authority, the cargo-handling equipment currently used at the Port contributes 18 percent of nitrogen oxides, 17 percent of particulate matter, 19 percent of fine particulate matter, 6 percent of sulfur dioxides, and 142,253 tons of greenhouse gas emissions. The replacement of existing cargo-handling equipment with new equipment that meets federal on-road air emission standards, as applicable, or the most recent federal off-road emission standards is a critical component of the Clean Air Strategy and a key to improving air quality in the region.

The Port Authority's marine terminal facilities in which the targeted cargo-handling equipment operate are located within an area classified by the United States Environmental Protection Agency as the New York-Northern New Jersey-Long Island, NJ-NY-CT non-attainment area, an area that does not meet National Ambient Air Quality Standards for fine particulate matter, and for ozone, of which nitrogen oxide is a precursor. Under the proposed Program, upon purchase of new cargo-handling equipment and verification that the replaced cargo-handling equipment is no longer in operation at the Port and has been removed from the non-attainment area, the Port Authority would reimburse the applicable tenant for 20 percent of the replacement cost. Should the total funding allocated for a calendar year be exhausted, the Program would be suspended for the remainder of that year. Depending on the success of the Program, and subject to the availability of Port Authority funds, additional authorization may be

sought to expand the Program to allow for replacement of additional pieces of cargo-handling equipment currently utilized at the Port.

The implementation of the Program would demonstrate the Port Authority's leadership as an environmental steward in the region by reducing pollution from equipment that is a necessary and critical part of Port operations.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Bauer, Chasanoff, Coscia, Grayson, Holmes, Pocino, Sartor, Silverman and Steiner voting in favor; none against:

RESOLVED, that a Cargo-handling Equipment Fleet Modernization Incentive Program (Program), at a total cost to the Port Authority of up to \$2.24 million, pursuant to which the Port Authority would reimburse participating tenants at Port Authority marine terminal facilities for 20 percent of the costs of purchasing new cargo-handling equipment meeting federal standards to replace currently utilized cargo-handling equipment, with the tenants paying the remaining 80 percent of the replacement costs, be and it hereby is authorized; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into agreements with the Port Authority's marine terminal facility tenants to implement the Program; and it is further

RESOLVED, that the form of all agreements and documents necessary to effectuate the foregoing shall be subject to the approval of General Counsel or his authorized representative.

SETTLEMENT OF CLAIM – ESTHER MARSHALL, AS ADMINISTRATOR AD PROSEQUENDUM OF THE ESTATE OF CELESTINO MARSHALL, ET AL. v. THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND MACK TRUCKS, INC., ET AL.

It was recommended that the Board authorize General Counsel to settle a personal injury claim in the action entitled “Esther Marshall, as Administrator Ad Prosequendum of the Estate of Celestino Marshall, et al. v. Port Authority of New York & New Jersey and Mack Trucks, Inc., et al.,” in the amount of \$1 million, inclusive of liens, attorneys’ fees, costs and disbursements. Plaintiff has provided a General Release, a Hold Harmless Stipulation and a Stipulation of Discontinuance with Prejudice, which are being held in escrow pending finalization of this settlement.

On July 25, 2003, plaintiff’s decedent, Celestino Marshall, who was 51 years old at the time of the incident and employed as a truck driver for New England Motor Freight, lost control of his 1999 Mack tractor-trailer when its left front wheel fell into a manhole with a loose or missing cover on the George Washington Bridge. The ensuing collision caused a fire that led to Mr. Marshall’s death. The plaintiff sued the Port Authority, and in turn the Port Authority asserted a claim against Mack Trucks, Inc. alleging a product defect. Mack Trucks, Inc. agreed to pay \$300,000, in addition to the Port Authority’s settlement payment, for a total settlement amount of \$1.3 million. Plaintiff is also responsible for a Workers’ Compensation lien of \$300,000 for death benefits.

Pursuant to the foregoing report, the following resolution was adopted in executive session with Commissioners Bauer, Chasanoff, Coscia, Grayson, Holmes, Pocino, Sartor, Silverman and Steiner voting in favor; none against:

RESOLVED, that General Counsel be and he hereby is authorized, for and on behalf of the Port Authority, to settle the action entitled “Esther Marshall, as Administrator Ad Prosequendum of the Estate of Celestino Marshall, et al. v. Port Authority of New York & New Jersey and Mack Trucks, Inc., et al.,” in the amount of \$1 million, inclusive of liens, attorneys’ fees, costs and disbursements.

CONFIDENTIAL ITEM

The Board authorized a claim settlement that shall remain confidential pursuant to the terms of the settlement agreement.

MEMORIAL TRIBUTE TO WILLIAM R. DECOTA

The following resolution was unanimously adopted by the Board of Commissioners of The Port Authority of New York and New Jersey.

WHEREAS, from the time he joined the Port Authority in 1982 as a financial analyst through his tenure as Director of Aviation, William R. DeCota served with great pride and distinction and gave the full measure of his time, devotion, intellect, skill, and ability to further the mission and goals of our airport system, the Port Authority and the region it serves; and

WHEREAS, Bill DeCota was a passionate, visionary leader with an unparalleled work ethic and a true inspiration to staff and colleagues alike, as well as a consummate professional in his management of the Aviation Department. Leading by example, Bill DeCota worked tirelessly to ensure that the Port Authority's airport system maintained the highest standards of excellence, through unwavering commitment to customer service, and dedicated partnerships with the airline industry and local airport host communities; and

WHEREAS, Bill DeCota conceptualized and executed the largest airport improvement program in our nation's history, which included the redevelopment of John F. Kennedy International, Newark Liberty International and LaGuardia Airports which yielded state-of-the-art airport terminals, new parking facilities, improved roadways and AirTrain JFK and AirTrain Newark; and

WHEREAS, Bill DeCota was instrumental in leading the agency in the acquisition of its fourth commercial airport, Stewart International Airport, vowing to develop this facility into a strong regional airport; and

WHEREAS, as part of his stewardship of our airports, Bill DeCota spearheaded many initiatives that resulted in tangible improvements to the safety and security of our airports through the implementation of numerous infrastructure improvements for the benefit of the traveling public; and

WHEREAS, Bill DeCota was a strong advocate and provided an eloquent, national voice through his tireless support of initiatives related to the overall well-being of the airline industry such as airport proprietary rights, demand management initiatives, and the establishment of Passenger Facility Charges to ensure a steady stream of revenue to reinvest in aviation facilities; and worked tirelessly to lead staff and the nation in the development of innovative approaches and new technologies such as NextGen that will expand capacity and provide comprehensive and workable solutions to delays in air travel; and

WHEREAS, Bill DeCota shared the wealth of his knowledge and gave tirelessly of his time in the mentoring and development of numerous staff throughout the agency to ensure the professional development and future leadership of the Port Authority; and

WHEREAS, Bill DeCota was a true colleague and friend to Commissioners and staff alike, giving selflessly of his time and talents, displaying an unbounded level of empathy in times of greatest need, and availing himself to offer sage advice and counsel whenever the need arose; and

WHEREAS, Bill DeCota was an exceptional public servant, industry leader and pillar of the community as demonstrated by his involvement in numerous professional and community organizations which included his service as a board member of the American Association of Airport Executives, Airports Council International, City University of New York's Aviation Institute at York College, Newark Regional Business Partnership, the Airport Development Council and the Business Advisory Council of SUNY Farmingdale, as an officer of the Wings Club, and as President of the Queens Council of the Boy Scouts of America; and

WHEREAS, Bill DeCota was recognized as a renowned industry expert and leader in the field of aviation and received numerous awards throughout his career for his contributions to the aviation industry and was most recently named Director of the Year for Large Airports by Airport Revenue News in 2008; and

WHEREAS, Bill DeCota's legacy will long live on in the Port Authority, the aviation industry and in the lives of all who were fortunate enough to have known and worked with him; and

WHEREAS, by resolution adopted by the Board on March 14, 1957, the Howard S. Cullman Distinguished Service Medal was established, which award is the highest award for service given by the Port Authority to an employee who has performed the most outstanding service; and

WHEREAS it is recommended that the Howard S. Cullman Distinguished Service Medal be awarded to William R. DeCota for his exemplary level of public service, significant accomplishments in aviation and his outstanding leadership and foresight in helping to shape the future of our airport system and the aviation industry as a whole; and

NOW, therefore, be it

RESOLVED, that the Commissioners of The Port Authority of New York and New Jersey hereby express their sincere and heartfelt appreciation for William R. DeCota's outstanding leadership, public service and selfless devotion to this agency and the region it serves; and it is further

RESOLVED, that the Howard S. Cullman Distinguished Service Medal be posthumously awarded to William R. DeCota, Director, Aviation Department, for his exemplary public service, significant accomplishments in aviation, and his outstanding leadership and foresight in helping to shape the future of the Port Authority's airport system and the aviation industry as a whole; and it is further

RESOLVED, that the Commissioners of The Port Authority of New York and New Jersey express their deepest sorrow at the untimely passing of William R. DeCota, Director, Aviation Department, and recognize that his passing is an immeasurable loss to the Port Authority and the region it serves; and it is further

RESOLVED, that the Board of Commissioners hereby directs that this resolution be suitably engraved as a token of the high esteem in which William R. DeCota was held.

Whereupon, the meeting was adjourned.

Secretary