

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MINUTES

Thursday, July 25, 2024

Report on Prior Meeting's Minutes	75
Chairman's Report	75
Tribute to Mary Lee Hannell and Award of Robert F. Wagner Distinguished Public Service Medal	76
Memorandum of Agreement with Port Authority Sergeants Benevolent Association	78
Port Jersey-Port Authority Marine Terminal – Declaration as Surplus and Disposition of Real Property Interests to the City of Bayonne	79
Midtown Bus Terminal Replacement Program – Dyer Avenue Deck-Overs - Project Authorization and Award of Contracts and Exercise of Contract Options	81
Port Newark – Reconstruction of Berth 10/12 – Project Authorization	84
John F. Kennedy International Airport – Rehabilitation of Taxiways Y and E – Planning Authorization	86
John F. Kennedy International Airport – Rehabilitation of Taxiways Z, H and G – Project Authorization and Award of Contract	87
New York Stewart International Airport – Installation of Two Glycol Storage Tanks and Decommissioning of Existing Glycol Lagoons – Project Authorization and Award of Contract	89
Underwriting Services for the Issuance of Debt Obligations	91

MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, July 25, 2024, at 150 Greenwich Street, New York City, New York and via videoconference.

PRESENT:

NEW JERSEY

Hon. Kevin J. O’Toole, Chairman
 Hon. J. Christian Bollwage
 Hon. George Helmy
 Hon. Joseph Kelley
 Hon. Kevin P. McCabe

NEW YORK

Hon. Jeffrey H. Lynford
 Hon. Elizabeth R. Fine
 Hon. Gary LaBarbera
 Hon. Rossana Rosado*

Richard Cotton, Executive Director
 Amy H. Fisher, General Counsel
 James E. McCoy, Secretary

Richard J. Abbato, Principal Board Management Support Specialist, Office of the Secretary
 James K. Allen Jr., Chief Communications Officer
 M. Rizwan Baig, Chief Engineer
 Christopher J. Beacham, Chief of Staff, Office of the Chief Financial Officer*
 Christina Callahan, Chief, Human Capital
 Ana M. Carvajalino, Director, Financial Planning
 Edward T. Cetnar, Director of Public Safety / Superintendent of Police
 Lisa M. Dewey-Mattia, Chief of Staff and Special Counsel to the Executive Director
 Alfred P. Doblin, Director, Strategic Communications, Chief Communications Office
 Diannae C. Ehler, Director, Tunnels Bridges and Terminals
 Gregory W. Ehrie, Chief Security Officer
 Jose Febrillet, Chief, Diversity, Equity and Inclusion
 Benjamin E. Feldman, Deputy Chief Communications Officer
 Kristen L. Figaro, Director, Government and Community Affairs, New Jersey
 Robert E. Galvin, Chief Technology Officer
 Shannon E. Gates, Principal Board Management Support Specialist, Office of the Secretary
 John Gay, Inspector General
 Erik H. George, Director, Management and Budget*
 Marie Grandison, Executive Advisor to General Counsel
 Jessica S. Gummerman, Deputy Secretary
 James D. Heitmann, Chief Operating Officer
 Kirsten Hernandez, Special Assistant to the Executive Director*
 Benjamin Hunter, Leadership Fellow, Office of the Executive Director*
 Natasha G. Jean Philipp-Cumberbatch, Manager, Corporate Transparency, Office of the Secretary

* Remote participants via teleconference.

Sherien N. Khella, Treasurer
Brian A. Lapp, Chief Health and Safety Officer
Connie Lee, Deputy Director, Human Resources
Tamika Lewis, Senior Policy Analyst, Office of the Chief of Human Capital
Stephen Marinko, Assistant General Counsel
Elizabeth M. McCarthy, Chief Financial Officer
Zachary McCue, Chief, Intergovernmental Affairs
Sarah McKeon, General Manager, New Jersey Airports, Aviation
Edmund Mendrala, Associate Procurement Support Specialist, Procurement
Polly R. Moore, Chief Negotiator, Deputy Director, Labor Relations
Matthew F. Murray, Senior Advisor to the Chairman
Hersh K. Parekh, Deputy Chief Intergovernmental Affairs
Thomas Pietrykoski, Director, Corporate Communications
Steven P. Plate, Chief, Major Capital Projects
Nathan D. Reilly, First Deputy General Counsel and Director of Legal Affairs
Alan L. Reiss, Director, World Trade Center Construction*
Bethann Rooney, Director, Port
Jessica Russ, General Manager, Board Unit, Office of the Secretary*
Peter D. Simon, Chief of Staff to the Chairman
Patrick Thrasher, Senior Program Manager, Capital Program Delivery, Port
Debra M. Torres, Chief Ethics and Compliance Officer
Derek H. Utter, Chief Development Officer
Lillian D. Valenti, Chief Procurement Officer
Joseph Vuolo, Geographic Information Systems Specialist, Technology
Li Pei Wang, Director, Project Management
Michael S. Wojnar, Special Counselor to the Executive Director
Christopher J. Wolff, Program Director, Human Resources
Jolene M. Yeats, Director, World Trade Center*

* Remote participants via teleconference.

Guests:

Julia Basile, Port Authority Retiree

Norman Dixon

Beatrice Grech-Cumbo

Mary Lee Hannell, Port Authority Retiree

Jessica S. O'Connor, Associate Counsel, Authorities Unit, Office of the Governor of New Jersey

Bart Rocha

Magdalena Rocha

David Ullman, Assistant Secretary for Transportation, Office of Governor of New York*

Public Commenters:

Jason Anthony

Murray Bodin

Matthew Buchys-Hyland (Video Statement)

Evelyn England

Desmond Grant

Stephanie Greene

Debra Greif

Sebastian Martinez Hickey (Video Statement)

Rafael Ortega

Carol Ruiz

Jean Ryan

John Seel (Written Statement)

John Taranu

Devan Williams Wain

Topic:

Accessibility

Gateway Program/Roadway Safety

Accessibility and Disability Rights

Airport Workers Wages and Benefits

Airport Workers Wages and Benefits

Airport Workers Wages and Benefits

Accessibility

Airport Workers Wages and Benefits

Airport Workers Wages and Benefits

Airport Workers Wages and Benefits

Airport Workers Wages and Benefits

Staffing Levels at JFK Border Control

PATH Transit Service and Future

Projects

Airport Workers Wages and Benefits

* Remote participants via teleconference.

The public meeting was called to order by Chairman O’Toole at 12:36 p.m. and ended at 2:06 p.m. The Board also met in executive session prior to the public session.

Report on Prior Meeting’s Minutes

Copies of the Minutes of the meeting of June 27, 2024 were delivered in electronic form to the Governors of New York and New Jersey on June 28, 2024. The Governors of New Jersey and New York had, on June 28, 2024 and July 2, 2024, respectively, approved the action taken by the Board with respect to the approval of a resolution authorizing a financing loan and related direct agreement for the Gateway Program – Hudson Tunnel Project. The time for action by the Governors of New York and New Jersey expired at midnight on July 16, 2024.

The Minutes of the meeting of June 27, 2024 were corrected to address a clerical error that resulted in a portion of the first sentence of the second paragraph of the resolution appearing on page 61 being omitted.

Chairman’s Report

The Chairman advised that as part of the Port Authority’s public speakers’ program, two video statements and one written statement were received. The written statement was provided to the Commissioners and other relevant staff prior to today’s Board Meeting. The written statement will also be filed with the transcripts of today’s meetings on the Port Authority’s website. The video statements were shown as part of the public Board meeting.

**TRIBUTE TO MARY LEE HANNELL AND AWARD OF ROBERT F. WAGNER
DISTINGUISHED PUBLIC SERVICE MEDAL**

In recognition of 37 years of dedicated service to The Port Authority of New York and New Jersey, we congratulate Mary Lee Hannell on the occasion of her recent retirement. Mary Lee, who joined the Port Authority in 1987, has served with distinction throughout her career, most recently as the Chief of Human Capital, a role she held from January 2013 until her retirement.

Mary Lee Hannell has led a distinguished career in public service at the Port Authority, having held a wide array of roles within departments throughout the agency prior to her Chief of Human Capital role, including Human Resources, Procurement and the Office of Medical Services. In each of her roles, she advanced the agency's agenda with outstanding skill, diligence and commitment.

Mary Lee oversaw the implementation of countless innovative programs at the Port Authority. She recognized the importance of attracting and retaining new talent, and the need to appropriately acknowledge the accomplishments of long-term employees, so that the Port Authority continues to thrive, while meeting the needs of the region. The programs Mary Lee championed delivered meaningful results that increased diversity at the agency, expanded the agency's hiring practices, including through veterans hiring and second chance programs, increased promotional opportunities for employees through mentorship and training programs, and introduced numerous new meaningful ways to recognize the contributions of individual employees.

The Port Authority's mission to meet the region's critical transportation infrastructure needs and to provide high quality, efficient transportation facilities and services for the people of this region can only be achieved through the dedication of employees like Mary Lee. Most recently, Mary Lee played a critical role in assisting the agency in navigating the unprecedented challenges of the COVID-19 pandemic, keeping employees safe, while increasing the focus on the importance of mental health awareness. Mary Lee was also instrumental in the adoption of numerous recent initiatives to foster a more equitable and inclusive agency.

By resolution adopted by the Board on May 16, 1991, the Robert F. Wagner Distinguished Public Service Medal was established to honor Robert F. Wagner for his outstanding achievements and contributions to the Port Authority and service to the people of the Port District, having served as a Commissioner and Vice Chairman of the agency over a significant period of time. This medal is awarded by the Board of Commissioners to employees who have rendered unusually effective or distinguished service to the organization or the community. In the case of Mary Lee Hannell, it was recommended that the Robert F. Wagner Distinguished Public Service Medal be awarded for her extraordinary service to this agency and in recognition of her integrity and dedication to a career in public service, all of which benefited in great measure the Port Authority and all its employees.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that the Commissioners of The Port Authority of New York and New Jersey do hereby express to Mary Lee Hannell their sincere appreciation for her service to the agency and the region it serves; and it is further

RESOLVED, that the Robert F. Wagner Distinguished Public Service Medal be awarded to Mary Lee Hannell for outstanding, distinguished service; and it is further

RESOLVED, that the Board of Commissioners hereby directs that this resolution be suitably engraved and presented to Mary Lee Hannell as a token of the high esteem in which she is held by the Board and staff alike.

MEMORANDUM OF AGREEMENT WITH PORT AUTHORITY SERGEANTS BENEVOLENT ASSOCIATION

It was recommended that the Board approve a collective bargaining agreement between The Port Authority of New York and New Jersey (“Port Authority”) and the Port Authority Sergeants Benevolent Association (“SBA”).

The SBA represents approximately 250 Port Authority police sergeants. The SBA and the Port Authority reached a tentative collective bargaining agreement on July 14, 2024. That agreement was ratified by the SBA members on July 19, 2024.

The agreement spans 32 months, from a retroactive commencement date of January 21, 2023 to September 20, 2025. Terms of the agreement include annual wage increases that, over the covered period, total 9 percent. In addition, the Port Authority has decided to outfit agency police sergeants with body-worn cameras, in keeping with national best practices. Police sergeants are legally entitled to be compensated for wearing and using such cameras, and under the agreement would receive a yearly stipend of \$3,000 for doing so.

In addition, the SBA and the Port Authority have agreed to resolve a number of longstanding grievances and improper practice charges in exchange for certain lump sum payments, which have been described more fully to the Board in executive session.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that the July 14, 2024 collective bargaining agreement between The Port Authority of New York and New Jersey and the Port Authority Sergeants Benevolent Association, ratified by the membership on July 19, 2024, be and it hereby is approved; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to exercise all discretion and take any and all action necessary or appropriate in his judgment to effectuate the foregoing, including, but not limited to, the execution of all relevant agreements, contracts, or analogous documents, together with amendments and supplements thereof, and to take action in accordance with the terms of such agreements, contracts, and other documents as may be necessary in connection therewith.

PORT JERSEY-PORT AUTHORITY MARINE TERMINAL – DECLARATION AS SURPLUS AND DISPOSITION OF REAL PROPERTY INTERESTS TO THE CITY OF BAYONNE

It was recommended that the Board: (1) authorize the Executive Director to enter into a purchase and sale agreement (Contract of Sale) with the City of Bayonne (City) for approximately 2.3 acres of real property and associated riparian rights at the Port Jersey-Port Authority Marine Terminal (Property), which are not utilized by the Port Authority for maritime purposes, for consideration of a payment to the Port Authority of \$4.04 million; and (2) find that, in light of the proposed Contract of Sale and the certification of the Chief Engineer, that the Property is no longer required for the purpose for which it was acquired. It was also recommended that the Executive Director be authorized to enter into any other related agreements and/or contracts necessary to effectuate the transaction, including, but not limited to, agreements for easements.

The former Military Ocean Terminal at Bayonne (MOTBY) site encompasses 652 acres of upland and riparian land. At its meeting of June 22, 2010, the Committee on Operations, acting for and on behalf of the Board pursuant to delegated authority, authorized the acquisition of a 131-acre portion of the former MOTBY site, and the associated riparian lands, from the Bayonne Local Redevelopment Authority for marine terminal purposes. The acquired property was incorporated into the Port Terminal.

The City intends to develop the Property for a passenger ferry landing and pedestrian walkway to serve residential properties in the area and the surrounding communities. The Property lacks maritime utility, as there is limited upland acreage to realize maritime operations or cargo handling activity due to its location in relation to Port Terminal Boulevard and adjacent private development, which isolates the Property from the rest of the Port Terminal. In addition, the riparian rights cover shallow water that lacks the required depth to accommodate ships calling at the Port Terminal. On this basis it was determined by staff that the Property is no longer required for Port Authority marine terminal purposes and confirmed by the Chief Engineer following his review of the matter.

Because sale of the Property for any non-industrial development triggers a requirement under a deed covenant to construct a pedestrian walkway for public access to the Hudson River, the market value of the Property is concomitantly reduced. The Contract of Sale provides for the City to undertake construction of the walkway at its own cost, an obligation which the City and the Port Authority have valued at approximately \$1.25 million. In the event the City constructs the required pedestrian walkway for less than \$1.25 million, no later than the third anniversary of the execution of the Contract of Sale, the City would be required to increase the purchase price in an amount equal to the difference between \$1.25 million and the actual construction costs.

The \$4.04 million purchase offer by the City has been determined by the Port Authority to be a fair market price for the Property. Such determination is supported by a third-party appraisal conducted on behalf of the Port Authority.

The proposed transaction would not displace or impact any existing port tenants at the Port Terminal and is consistent with the recommendations in the Port Master Plan 2050.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that it is hereby found and determined that approximately 2.3 acres of Port Authority-owned property and associated riparian area owned by the Port Authority located at the Port Jersey-Port Authority Marine Terminal (Property) is no longer required for the purpose it was acquired; and it is further

RESOLVED, that the Chief Engineer be and he hereby is directed to file with a map of the Property, his certificate that the Property is no longer required for marine terminal purposes, and that such map and certificate be filed with the Office of the Secretary of the Port Authority; 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: (a) a Purchase and Sale Agreement with City of Bayonne (City) for the conveyance to the City of the Property, at a purchase price payable to the Port Authority of \$4.04 million, with the additional assumption by the City of all costs of construction of the portion of the Hudson River Waterfront Walkway providing pedestrian access to the Hudson River from the Property, regardless of the actual cost thereof (and with the purchase price increased to the extent those costs are less than \$1.25 million); 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, including, but not limited to, agreements for easements; and it is further

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

MIDTOWN BUS TERMINAL REPLACEMENT PROGRAM – DYER AVENUE DECK-OVERS - PROJECT AUTHORIZATION AND AWARD OF CONTRACTS AND EXERCISE OF CONTRACT OPTIONS

It was recommended that the Board authorize: (1) a project for the construction of the Dyer Avenue deck-overs (the Deck-overs Project), as part of the Midtown Bus Terminal Replacement Program (MBTR Program), at an estimated total project cost of \$271 million (inclusive of approximately \$10 million in previously authorized planning and engineering costs); (2) the Executive Director to take the following actions, all of which are within the total Project cost to deliver the Deck-overs: (i) award Contract MCP-254.254 to MLJ Contracting Corp., for construction services to deliver the Project, at an estimated total cost of \$187.7 million, inclusive of allowances for the purchase of a payment and performance bond and allowances for extra work (if necessary) and field-ordered work; (ii) award an agreement to the highest technically rated proposer, Tishman Construction Corporation of New York (d/b/a AECOM Tishman), pursuant to a federally-compliant procurement process, to perform construction management services, at an estimated cost not to exceed \$12.5 million, (iii) award other contracts and agreements, including the retention of integrity monitoring services, necessary to deliver the Project; (iv) exercise contract options included in previously awarded contracts, consistent with the terms reviewed with the Board in executive session, and subject to the review of the final negotiated terms by the Executive Director, with (a) Louis Berger/HNTB Joint Venture (LB/HNTB JV) for program and project management services for the Deck-overs Project, through December 2028; and (b) WSP for engineer of record services for the Deck-overs Project through December 2028.

The Port Authority Bus Terminal (PABT), located on the West Side of Manhattan, first opened in 1950 and last underwent major expansion in 1979. From 2017 through June 2023, the Board has authorized staff to undertake a comprehensive phased planning effort to replace the existing PABT with a new Midtown Bus Terminal (MBT) to address aging infrastructure and systems, as well as increasing functional and physical obsolescence of assets and facilities and fundamental capacity shortfalls amid forecasted demand.

These efforts have resulted in the establishment of preliminary construction staging and advanced engineering and architectural services for the Dyer Avenue Deck-overs, the Ramps and Bus Staging and Storage Facility, and preliminary planning for a New Main Terminal.

The proposed Project would provide for the construction of two decks over below-grade portions of Dyer Avenue and the Lincoln Tunnel Expressway between West 37th and West 38th Street and between West 38th Street and West 39th Street, to facilitate future construction of the new MBT. The conversion of the deck-overs to gate operations and, ultimately, publicly accessible open spaces would be completed as part of future projects.

The construction services contract would provide for all work to construct the Project, including excavation, foundations, utilities, structural steel, concrete, lighting, electrical, fire protection, fire alarm, fireproofing, mechanical ventilation, and signage. The contract was publicly advertised, and the recommended award is to MLJ Contracting Corp., the lowest priced, qualified and responsive bidder, in response to the solicitation.

The proposed construction management services contract would provide for field inspections, controlled inspection, construction staging management, contractor access facilitation, equipment coordination, and work zone safety services. The contract would be awarded to AECOM Tishman, the highest technically rated proposer, pursuant to a publicly advertised Request for Proposals.

LB/HNTB JV was retained in February 2018 to provide expert program and project management services for the MBTR Program, including the development of a detailed project management plan and relevant materials towards the completion of a draft Environmental Impact Statement. The contract included an option for the Port Authority to extend the services of LB/HNTB JV to perform tasks to support the Deck-overs Project at an additional cost, which is being requested at this time.

WSP was retained in December 2017 to provide architectural and engineering services to support the MBTR Program. The contract included an option for the Port Authority to extend the services of WSP to serve as the engineer of record for the Deck-overs Project at an additional cost, which is being requested at this time.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project for the construction of the Dyer Avenue deck-overs (the Deck-overs Project), as part of the Midtown Bus Terminal Replacement Program, at an estimated total Project cost of \$271 million (inclusive of approximately \$10 million in previously authorized pre-construction costs), be and it hereby is authorized; and it is further

RESOLVED, that the Executive Director be and is hereby authorized, for and on behalf of the Port Authority, to award the following contracts in connection with the Deck-overs Project: (i) Contract MCP-254.254 to MLJ Contracting Corp., pursuant to a publicly advertised bid process to perform general construction services, at an estimated total cost of \$187.7 million, inclusive of allowances for the purchase of a payment and performance bond and allowances for extra work (if necessary) and field-ordered work; and (ii) a contract with Tishman Construction Corporation of New York (d/b/a AECOM Tishman), the highest technically rated proposer pursuant to a federally-compliant publicly advertised procurement, to perform construction management services, at an estimated total cost of \$12.5 million; and it is further

RESOLVED, that the Executive Director be and is hereby authorized, for and on behalf of the Port Authority, with respect to the deck-overs, to execute contract options on professional services contracts with: (i) Louis Berger/HNTB Joint Venture for program and project management services for the Deck-overs Project through December 2028; and (ii) WSP for continued architectural and engineering services for the Deck-overs Project through December 2028, consistent with terms discussed with the Board in executive session, and subject to the review of the final negotiated terms by the Executive Director; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take action with respect to other construction contracts, other contracts for professional, technical and advisory services, including integrity monitoring services, and such other contracts and agreements as may be necessary or appropriate to effectuate the Project; and it is further

RESOLVED, that the form of all contracts, agreements and other documents in connection with the Project shall be subject to the approval of General Counsel or her authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by General Counsel or her authorized representative.

PORT NEWARK - RECONSTRUCTION OF BERTH 10/12 - PROJECT AUTHORIZATION

It was recommended that the Board authorize a project (Project) for the reconstruction of Berth 10/12 at Port Newark, at an estimated total Project cost of \$197.6 million.

Berth 10/12 is a public berth of approximately 1,050 linear feet located on the South peninsula at Port Newark, typically used to unload heavy dry bulk products, and has been out of service since 2021 due to structural safety concerns. The Project would restore Berth 10/12 to full operation and be built to modern design standards, including an increased loading capacity, a 75-year design life, and additional capacity for future resiliency investments.

At its meeting of July 26, 2019, the Board authorized planning to evaluate options to rehabilitate or reconstruct the Berth, at an estimated planning cost of \$1.14 million. It was subsequently determined during scheduled inspections of the structure that, based on the structural condition, Berth 10/12 must be reconstructed.

The Project aligns with the agency's Port Master Plan, which recommends the consolidation of bulk users in the area upland of Berth 10/12, to allow for expansion of container operations throughout the rest of Port Newark South. The Project would be partially funded by a \$32 million Port Infrastructure Development Program grant from the U.S. Department of Transportation, which was awarded in 2023.

This Project provides for (i) demolition of the existing out-of-service berth, including the existing concrete deck, timber piles and bulkhead wall (these components together comprise the wharf structure); and (ii) construction of a new Berth 10/12 in the same footprint, including a steel pipe pile-supported high-level wharf platform, built to modern design standards.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, and Rosado in favor. Commissioner O'Toole did not participate in the consideration of, or vote on this matter. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project for the reconstruction of Berth 10/12 at Port Newark, at an estimated total project cost of \$197.6 million, 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 take action with respect to construction contracts, contracts for professional, technical, and advisory services, and such other contracts and agreements as may be necessary to effectuate the foregoing project, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all contracts, agreements and other documents in connection with the foregoing project shall be subject to the approval of General Counsel or her authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by General Counsel or her authorized representative.

JOHN F. KENNEDY INTERNATIONAL AIRPORT – REHABILITATION OF TAXIWAYS Y AND E – PLANNING AUTHORIZATION

It was recommended that the Board authorize preliminary planning and design work for a project to rehabilitate Taxiway Y and Taxiway E (between Runway 4R-22L and Runway 4L-22R) at John F. Kennedy International Airport (JFK), at an estimated total planning cost of \$3.9 million.

Taxiways Y and E at JFK last were rehabilitated in 2008 and 2010, respectively, and have exceeded their useful life. Interim pavement rehabilitation of the portion of Taxiway E between Taxiway Y and Runway 4L-22R was performed in 2017 to maintain safe operations and availability for use.

Taxiway Y is a primary staging area for aircraft when Terminals 4 and 5 gates at JFK are at capacity. Taxiway E is a primary feeder for large aircraft that depart from Runway 4R-22L.

This proposed authorization would provide for planning services to rehabilitate pavement on the two taxiways in order to maintain them in a state of good repair.

The project area, which is outside the confines of the Port Authority’s JFK Redevelopment Program, will be closely coordinated with the Redevelopment Program throughout its lifecycle. Outreach with airport stakeholders, including the Federal Aviation Administration and airlines operating at JFK, will be conducted to mitigate any impact to airport operations.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O’Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that preliminary planning and design work for a project to rehabilitate Taxiway Y and Taxiway E at John F. Kennedy International Airport, at an estimated total planning cost of \$3.9 million, 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 take action with respect to contracts for professional, technical, and advisory services, and such other contracts and agreements as may be necessary to effectuate the foregoing, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

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

JOHN F. KENNEDY INTERNATIONAL AIRPORT – REHABILITATION OF TAXIWAYS Z, H AND G – PROJECT AUTHORIZATION AND AWARD OF CONTRACT

It was recommended that the Board authorize a project to advance final design and construction for the rehabilitation of Taxiway Z and portions of Taxiways H and G at John F. Kennedy International Airport (JFK), at an estimated total project cost of \$46 million. It was also recommended that the Executive Director be authorized to award Contract JFK-124.012, pursuant to a publicly advertised bid process, to construct the project, at an estimated amount of \$28.5 million, the cost of which is included in the total project cost.

Taxiways Z, H and G serve as primary crossings for Runways 4L-22R, 31L and 31R at JFK, and are primarily used by aircraft arriving to and departing from Terminals 4 and 5. These taxiways support approximately 400,000 flights annually.

At its meeting of April 27, 2023, the Board authorized planning and design work to develop a project for the rehabilitation of Taxiway Z and portions of Taxiways H and G, at an estimated planning cost of \$3 million (which is reflected within the total project cost of \$46 million).

These taxiways were last rehabilitated in 2010 and require rehabilitation to maintain a state of good repair. The project would include pavement mill and overlay, installation of concrete pads at Taxiways G and H for aircraft queuing to cross Runway 4L-22R, replacement of light-emitting diode lights, systems, signage and foundations, pavement striping, as well as electrical and drainage improvements to ensure a state of good repair and to comply with the latest Federal Aviation Administration (FAA) standards.

Costs for this project are fully recoverable through a combination of FAA Airport Infrastructure Grant funding and JFK Airport Integrated Recovery Fees collected from airlines operating at JFK. The grant award will be based on the eligible construction cost as determined by the FAA's review of the final bid for contract award.

This project will be coordinated with JFK Redevelopment efforts throughout its lifecycle. This work will be closely coordinated with all airport stakeholders, local communities, and government agencies to address and minimize adverse impacts resulting from construction.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project for the rehabilitation of Taxiway Z and portions of Taxiways H and G at John F. Kennedy International Airport, at an estimated total project cost of \$46 million, 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 award Contract JFK-124.012, pursuant to a publicly advertised bid process, to perform the foregoing taxiway rehabilitation work, at an estimated amount of \$28.5 million; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take action with respect to other construction contracts, contracts for professional, technical, and advisory services, and such other contracts and agreements as may be necessary to effectuate the foregoing, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all contracts, agreements and other documents in connection with the foregoing shall be subject to the approval of General Counsel or her authorized representative; and the terms of such contracts, agreements and other documents shall be subject to review by General Counsel or her authorized representative.

NEW YORK STEWART INTERNATIONAL AIRPORT – INSTALLATION OF TWO GLYCOL STORAGE TANKS AND DECOMMISSIONING OF EXISTING GLYCOL LAGOONS – PROJECT AUTHORIZATION AND AWARD OF CONTRACT

It was recommended that the Board authorize: (1) a project to install two above-ground glycol storage tanks and decommission two existing glycol lagoons at New York Stewart International Airport (SWF), at an estimated total project cost of \$22.3 million; and (2) the Executive Director to award Contract SWF-164.058 pursuant to a publicly advertised bid process, to install the new glycol tanks, decommission the existing lagoons, and perform all associated work, at an estimated amount of \$14.5 million. Both the Contract and the estimated total project cost include allowances for extra work and field-ordered work, if necessary.

Glycol is used at SWF for aircraft deicing, and after use, must be collected and temporarily stored prior to safe disposal. Although SWF currently has two lagoons for glycol storage, based on current and forecast flight activity at SWF and local discharge regulations, additional storage capacity is required.

The Port Authority desires to install two 650,000-gallon above-ground glycol storage tanks to replace the existing lagoons, which are anticipated to meet the Port Authority's needs through 2055. The installation of the glycol tanks also would include grading and regrading of the land, as well as extensive electrical and mechanical upgrades. Once the new glycol tanks are operational, the existing lagoons would be decommissioned and backfilled with soil to grade. The new tanks would be compliant with all relevant state and local regulations.

The cost of the tanks is expected to be partially offset with Airport Improvement Program grants offered by the Federal Aviation Administration for up to 90 percent of the federally-approved project expenses.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project to install two 650,000-gallon glycol storage tanks at New York Stewart International Airport (SWF) and decommission two existing glycol lagoons, at an estimated total project cost of \$22.3 million, 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 award Contract SWF-164.058 pursuant to a publicly advertised bid process, to install the new glycol tanks, decommission the existing lagoons, and perform all associated work, at an estimated amount of \$14.5 million; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to take action with respect to construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing project, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

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

UNDERWRITING SERVICES FOR THE ISSUANCE OF DEBT OBLIGATIONS

It was recommended that the Board authorize the Chief Financial Officer and the Treasurer, each individually, to select: (1) as senior managers: Bank of America Securities, Inc., Goldman Sachs & Co., LLC, J.P. Morgan Securities, LLC, Morgan Stanley & Co., LLC, Samuel A. Ramirez & Co., Inc., Siebert Williams Shank & Co., LLC; (2) as co-managers: Academy Securities, Inc., Bancroft Capital, LLC, Barclays Capital, Blaylock Van, LLC, Jefferies LLC, Loop Capital Markets LLC, RBC Capital Markets, LLC, Wells Fargo Securities; and (3) as selling group members: American Veterans Group, Janney Montgomery Scott LLC, Mischler Financial Group, Inc, Oppenheimer & Co., Inc., Rice Securities, LLC, Rockfleet Financial Services, Inc., and Truist Securities to provide underwriting services for the issuance of debt obligations supporting both the Port Authority of New York and New Jersey ongoing capital markets program and the refunding of outstanding debt obligations, for a three-year period, commencing in August 2024, with three one-year renewal options.

On March 21, 2019, the Board authorized the establishment of an underwriting syndicate composed of senior managers, co-managers, and selling group members to provide underwriting services for the issuance of Port Authority debt obligations on a negotiated basis, replacing the underwriting pool awarded in 2016. On October 23, 2023, a publicly advertised selection process was issued to establish a new pool of firms selected to serve as qualified underwriters designated as senior managers, co-managers, and selling group members. The senior managers, co-managers, and selling group members to be selected pursuant to this authorization will replace those selected in 2019. The Port Authority would reserve the right, at its discretion, to elevate or lower firms from their assigned category or to award transactions outside of the qualified pool of firms, should a firm propose a unique, cost-saving, or meritorious idea.

At the time of each negotiated debt issuance, the Port Authority would select a firm or firms from the underwriting pool to serve as book-running senior manager(s), co-senior manager(s), and selling group member(s), as appropriate. The selection of book-running senior managers, co-managers, and selling group members, if any, from the pool for a specific negotiated debt issuance would depend, in part, on the overall size of the deal and consideration of the Port Authority's Minority-owned Business Enterprise, Woman-owned Business Enterprise, and Service-Disabled Veteran-Owned Business participation goals.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Fine, Helmy, Kelley, LaBarbera, Lynford, McCabe, O'Toole, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that the Chief Financial Officer and the Treasurer be and each hereby is authorized, individually, for and on behalf of the Port Authority, to select: (1) as senior managers: Bank of America Securities, Inc., Goldman Sachs & Co., LLC, J.P. Morgan Securities, LLC, Morgan Stanley & Co., LLC, Samuel A. Ramirez & Co., Inc., Siebert Williams Shank & Co., LLC; (2) as co-managers: Academy Securities, Inc., Bancroft Capital, LLC, Barclays Capital, Blaylock Van, LLC, Jefferies LLC, Loop Capital Markets LLC, RBC Capital Markets, LLC, Wells Fargo Securities; and (3) as selling group members: American Veterans Group, Janney Montgomery Scott LLC, Mischler Financial Group, Inc, Oppenheimer & Co., Inc., Rice Securities, LLC, Rockfleet Financial Services, Inc., and Truist Securities, to provide underwriting services for the issuance of debt obligations supporting both the Port Authority of New York and New Jersey ongoing capital markets program and the refunding of outstanding debt obligations, for a three-year period, commencing in August 2024, with three one-year renewal options; and it is further

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

Whereupon, the meeting was adjourned.

Secretary