

**THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

**MINUTES\***  
**Thursday, July 24, 2025**

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PENDING  
GUBERNATORIAL  
REVIEW

\* The actions set forth in these Minutes shall have no force and effect until the expiration of the statutorily required gubernatorial review period (currently expected to occur at Midnight on August 8, 2025), unless sooner approved by the Governors of both the State of New York and the State of New Jersey, or vetoed by either.

**MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, July 24, 2025, 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\*  
 Hon. Michelle E. Richardson

**NEW YORK**

Hon. Marie Therese Dominguez  
 Hon. Leecia R. Eve  
 Hon. Elizabeth R. Fine  
 Hon. Winston C. Fisher  
 Hon. Gary LaBarbera

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, Public Safety/Superintendent of Police  
 Clarelle D. DeGraffe, Director, Rail Transit  
 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  
 Whitney Ferguson, Deputy Inspector General  
 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  
 Jessica S. Gummerman, Deputy Secretary  
 James D. Heitmann, Chief Operating Officer  
 Christopher Lee, Director, Government and Community Affairs, New York  
 Stephen Marinko, Assistant General Counsel  
 Elizabeth M. McCarthy, Chief Financial Officer  
 Zachary McCue, Chief, Intergovernmental Affairs  
 Sarah McKeon, Director, Aviation  
 Matthew F. Murray, Senior Advisor to the Chairman  
 Kathryn W. Parneros, Assistant Manager, Board Unit, Office of the Secretary\*  
 Thomas Pietrykoski, Director, Corporate Communications

\* Remote participants via videoconference.

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\*  
 Risa Resnick, Senior Program Manager, Special Projects, Procurement  
 Bethann Rooney, Director, Port  
 Peter D. Simon, Chief of Staff to the Chairman  
 Debra M. Torres, Chief Ethics and Compliance Officer  
 Derek H. Utter, Chief Development Officer  
 Lillian D. Valenti, Chief Procurement Officer  
 Lei Pei Wang, Director, Project Management  
 Michael S. Wojnar, Special Counselor to the Executive Director  
 Christopher J. Wolff, Deputy Director, Labor Relations

Guests:

Portia Henry, Assistant Secretary for Transportation, Office of Governor of New York  
 Jessica S. O'Connor, Associate Counsel, Authorities Unit, Office of the Governor of New Jersey

Public Commenters:

Jason Anthony	Accessibility
Hon. Ravinder Bhalla, Mayor, Hoboken, NJ	PATH Service
Mark Bloomberg	PATH Service
Murray Bodin	Roadway Safety
Katherine Brennan (Audio Statement)	PATH Service
Joel Brooks	PATH Service
Matty Buchy Hyland (Video Statement)	Disability Month
David Ciano	PATH Service
Jake Ephros	PATH Service
Kristen Hart (Video Statement)	PATH Service
Seth Huling	PATH Service
Hon. Emily Jabbour, Council Member, Hoboken, NJ	PATH Service
Eva Jacqueline (Written Statement)	PATH Service
Tabitha Johnson	PATH Safety
Gerald Keenan	Capital Plan
Jack McKee	PATH Service
Joseph Morales	Bus Terminal/PATH
Emmanuella Morgan	PATH Service
Hon. Raji Mukherji, New Jersey State Senator	PATH Service
Hon. Bill O'Dea, Hudson County Board of Commissioners	PATH Service
Hon. James Solomon, Council Member, Jersey City, NJ	PATH Service
Arthur Velwest	PATH Service
Akshay Verma (Video Statement)	PATH Service

\* Remote participants via videoconference.

The public meeting was called to order by Chairman O’Toole at 1:07 p.m. and ended at 2:28 p.m. The Board also met in executive session prior to the public session. Commissioner Helmy was present in person for the executive session and participated via videoconference for the public session.

### **Report on Prior Meeting’s Minutes**

Copies of the Minutes of the meeting of June 26, 2025 were delivered in electronic form to the Governors of New York and New Jersey on June 27, 2025. The Governor of New Jersey had, on June 27, 2025, approved the action taken by the New Jersey Commissioners of the Port Authority at its June 26, 2025 meeting with respect to the approval of a resolution concerning the reauthorization of Phase 1 of the Midtown Bus Terminal Replacement Program. The time for action by the Governors of New York and New Jersey expired at midnight on July 14, 2025.

### **Chairman’s Report**

The Chairman congratulated Commissioner Dominguez on her recent appointment to the Board by New York Governor Hochul, and a ceremonial swearing in was held for the new Commissioner as she was welcomed to the Port Authority.

The Chairman also congratulated Commissioner Bollwage on his recent reappointment to the Board by Governor Murphy.

The Chairman advised that as part of the Port Authority’s public speakers’ program, three video statements, one audio statement, and one written statement were received. The four statements were provided to the Commissioners and other relevant staff. The video, audio and written statements will be filed with the transcripts of today’s meetings on the Port Authority’s website.

GUBERNATORIAL  
REVIEW

**PORT NEWARK – DONJON MARINE CO., LLC – NEW LEASES LPN-378 AND LPN-379**

It was recommended that the Board authorize the Executive Director to enter into: (1) a lease agreement (Lease LPN-378) with Donjon Marine Co., LLC (Donjon) for the letting of open area and Berths 22 and 20 for the processing, unloading, and transporting of dredged materials and for the tie-up of marine vessels, storage and salvaging of related equipment at Port Newark South; and (2) a lease agreement (Lease LPN-379, with LPN-378, the “New Leases”) with Donjon for the letting of open area and Berths 5, 7 and 9 for the tie-up of marine vessels, storage and salvaging of related equipment at Port Newark. The proposed lease terms represent fair market value of the premises and are supported by an independent appraisal performed on behalf of the Port Authority.

Donjon, a processor of dredged material in the New York and New Jersey Harbor and a marine salvage company with projects throughout the United States and beyond, has been a tenant at Port Newark since 1977 and currently occupies open areas and exclusive berth areas at Port Newark under two existing leases, which expired on September 30, 2023 and are currently in holdover, while the parties determined a more efficient configuration for Donjon’s operations. Under the New Leases, Donjon would consolidate its operations from three parcels to two parcels, to allow for the future expansion of container terminal operations at Port Newark, consistent with the Port Master Plan. Entering into the New Leases will provide for Donjon’s continued presence at the Port at market rates, retaining availability of critical marine services, including dredging, marine salvage, marine engineering, tug operations, heavy lift and emergency response, including marine firefighting.

Under both New Leases, Donjon will be responsible for all state-of-good-repair maintenance and repairs of the premises, including wharf substructure and fire protection/life safety systems, as well as maintaining, repairing or replacing the fenders and mooring devices at Berths 5/7/9 and 20/22. The Port Authority will continue to be responsible for piles and bulkheads for each of the berths. The rehabilitation of the wharf structures at Berths 20/22 is included in the scope of the Port Authority’s Wharf Rehabilitation Program, which was authorized by the Board in November 2023.

Lease LPN-378

Lease LPN-378 would have an eleven-year term, effective October 1, 2023, when the holdover lease expired. Under Lease LPN-378, Donjon would invest a minimum of \$2 million for capital improvements to upgrade the additional premises by October 1, 2031. If such improvements were not completed by October 1, 2031, Donjon would be required to pay the Port Authority additional rent of \$2 million, less any amount expended for approved and completed improvements. Upon execution of Lease LPN-378, the leasehold would have a total lease area of 5.25 acres of open area (an increase of approximately 31%) and 994 linear feet of exclusive berth use at Berth 20/22. Under Lease LPN-378, rents would be as follows: (i) for the existing holdover space, rents will be adjusted to market rates retroactive to October 1, 2023, for the period Donjon occupied the space on a holdover basis, and be subject to annual escalation over the term of the Lease; and (ii) for the space which is replacing the parcel that is being vacated for container terminal expansion, rent will commence on July 1, 2026 at which time Donjon is expected to

have beneficial use of the replacement space, at the same market rates as those in place for the existing holdover space (and subject to annual escalation as established in the Lease). The total aggregate rent to be paid by Donjon over the term of Lease LPN-378 would be approximately \$19 million.

Lease LPN-379

Lease LPN-379 would have a six-year term, effective October 1, 2023, when the holdover lease expired. Under Lease LPN-379, the leasehold would be expanded by approximately 430 linear feet, to provide Donjon with exclusive use of portions of Berths 5, 7, and 9, an increase of 31% of additional exclusive berth linear footage, in part, compensating for a loss of berth use footage in the consolidation from three to two sites. Under Lease LPN-379, rents would be as follows: (i) for the existing holdover space, rent will be adjusted to market rates retroactive to October 1, 2023 for the period Donjon occupied the space on a holdover basis and subject to annual escalation over the term of the Lease; and (ii) for the replacement space, rent will commence on or about August 1, 2025, at which time Donjon is expected to have beneficial use of the replacement space, at the same market rates as those in place for the existing holdover space (and subject to annual escalation as established in the Lease). The total aggregate rent to be paid by Donjon over the term of lease LPN-379 would be approximately \$8 million.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Bollwage, Dominguez, Eve, Fine, Fisher, Helmy, Kelley, LaBarbera, McCabe, O'Toole, Richardson 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 Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to enter into: (1) an eleven-year lease agreement with Donjon Marine Co., LLC (Donjon) for the letting of open area and Berths 20/22 for the processing, unloading, and transporting of dredged materials and for the tie-up of marine vessels, storage and salvaging of related equipment at Port Newark; and (2) a six-year lease agreement with Donjon for the letting of open area and Berths 5, 7 and 9 for the tie-up of marine vessels, storage and salvaging of related equipment at Port Newark, both lease agreements substantially in accordance with the terms 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, agreements and other documents in connection with the foregoing shall be subject to the approval of the General Counsel or her authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by the General Counsel or her authorized representative.

**MIDTOWN BUS TERMINAL REPLACEMENT PROGRAM – PHASE 1 – AWARD OF CONSTRUCTION MANAGEMENT SERVICES AGREEMENT TO SUPPORT THE IMPLEMENTATION OF THE BUS STORAGE AND STAGING FACILITY/INTERIM BUS TERMINAL FACILITY AND RAMPS**

It was recommended that the Board authorize the Executive Director to award a construction management services agreement to STV Construction, Inc. and Turner Construction Company – Joint Venture, the highest technically rated firm pursuant to a publicly advertised, federally compliant, Request for Proposals (“RFP”) process, to perform construction management services in support of the bus storage and staging facility and ramps component of Phase 1 (“Phase 1”) of the Midtown Bus Terminal Replacement Program (“Program”).

At its meetings in December 2024 and June 2025, the Board authorized (and reauthorized) Phase 1 of the Program. The Program will, when complete, replace the existing Port Authority Bus Terminal, which was last expanded in 1979 and consists of aging infrastructure and obsolete systems which are no longer adequate to serve growing commuter and travel demand. The replacement terminal (“MBT”) will consist of safe, secure, and modern facilities that address long-term bus demand and incorporate latest technologies to improve bus flow management and will also be integrated with other transit modes. In addition, the MBT will seek to enhance and revitalize the surrounding neighborhood, reduce traffic congestion, decrease pollution by removing buses from surface lots and surrounding streets, and will facilitate the conversion to electric buses. The new MBT will also have multiple street-facing concessions. At completion, the Program will convert construction staging areas into three acres of new publicly accessible open space for the community.

The Program consists of two phases; the first (“Phase 1”), includes the construction of Dyer Avenue Deck-Overs, a new building to the west of the existing structure to serve as an interim bus terminal and subsequently to be used for bus storage and staging (“IBT/SSF Facility”) and related ramps (“SSF Ramps”, collectively, the work is referred to as IBT/SSF/Ramps) to provide a direct connection from the Lincoln Tunnel to the IBT/SSF Facility and the future permanent MBT. The second, subsequent phase (“Phase 2”), consists of the demolition of the existing terminal and the construction of the new MBT on the current site, as a permanent replacement.

In July 2024, the Board approved the construction of the deck-over structures (“Dyer Deck-Overs”) to provide for temporary bus operations and construction staging and laydown areas below-grade during construction of the IBT/SSF/Ramps and awarded construction and construction management contracts at a cost of \$271 million. At its June 2025 meeting, the Board authorized the Executive Director to award a general construction services contract to Tutor Perini Corporation (“Tutor”), pursuant to a publicly advertised procurement process, for the core and shell structural elements of the IBT/SSF and all of the work on the SSF Ramps, at a guaranteed maximum price (“GMP”). The balance of the Phase 1 IBT/SSF/Ramps construction elements would be included in specified construction packages to be competitively procured by Tutor on an open-book basis for mechanical, electrical (other than below-grade electrical work which is included in GMP), plumbing, architectural finishes, façades, and other elements that are required later during construction.

The construction management services agreement includes fully loaded rates for individual consultant staff, but will not commit the Port Authority to any specific dollar amount/volume of services. The fully loaded rates will form the basis for task order negotiations and will be re-evaluated for reasonableness at the time each task order is negotiated. Issuance of a task order(s) does not obligate the Port Authority to commit to any additional services or future task orders. Under the construction management services agreement, construction management services must be requested, negotiated, and authorized in writing by the Port Authority.

The construction management services would assist the Port Authority by supporting the implementation of the IBT/SSF/Ramps component of Phase 1 of the Program, including, but not limited to, general and special construction and field inspections, construction coordination and staging, construction estimating and scheduling, quality assurance and quality control, commissioning and closeout for the IBT/SSF/Ramps construction. The term of the proposed construction management services agreement would cover the period from the third quarter 2025 through the third quarter 2030, unless extended for two one-year option periods at the sole discretion of the Port Authority.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Bollwage, Dominguez, Eve, Fine, Fisher, Helmy, Kelley, LaBarbera, McCabe, O'Toole, Richardson 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 Executive Director be and is hereby authorized, for and on behalf of the Port Authority, to award a construction management services agreement to STV Construction, Inc. and Turner Construction Company – Joint Venture, the highest technically rated firm pursuant to a publicly advertised, federally compliant, Request for Proposals process, to perform construction management services, via task order, in support of the bus storage and staging facility and ramps component of Phase 1 of the Midtown Bus Terminal Replacement Program; 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, agreements and other documents in connection with the Project shall be subject to the approval of the General Counsel or her authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by the General Counsel or her authorized representative.

## **MIDTOWN BUS TERMINAL REPLACEMENT PROGRAM – PHASE 2 - NEW MIDTOWN BUS TERMINAL FACILITY – INCREASE IN PLANNING AUTHORIZATION**

It was recommended that the Board authorize an additional \$20 million (inclusive of consultant costs, soft and internal staff costs and a contingency), to the \$80 million previously approved amount by the Board for planning of Phase 2 (“Phase 2”) of the Midtown Bus Terminal Replacement Program (“Program”) at its meeting in June 2021.

The existing Port Authority Bus Terminal, located on the West Side of Manhattan, which opened in 1950 and was last expanded in 1979, consists of aging infrastructure and obsolete systems which are no longer adequate to serve growing commuter and travel demand. The Program will replace the existing facility with safe, secure, and modern facilities that address long-term bus demand and incorporate latest technologies to improve bus flow management and will also integrate the MBT with other transit modes. In addition, the MBT will seek to enhance and revitalize the surrounding neighborhood, reduce traffic congestion, decrease pollution by removing buses from surface lots and surrounding streets and will facilitate the conversion to electric buses.

The Program consists of two phases; the first (“Phase 1”) includes, among other things, the construction of a new building to the west of the existing structure to serve as an interim bus terminal and subsequently to be used for bus storage and staging (“IBT/SSF Facility”) and related ramps (“SSF Ramps”; collectively, the work is referred to as IBT/SSF/Ramps) to provide a direct connection from the Lincoln Tunnel to the IBT/SSF Facility and the future permanent MBT. The second, subsequent phase (“Phase 2”), consists of the demolition of the existing terminal, construction of the new MBT on the current site, as a permanent replacement, and the final work needed to convert the IBT/SSF Facility from its initial use as an interim bus terminal to its final use as a component of the new MBT. Phase 1 of the Program was first authorized by the Board in December 2024 and was reauthorized in June 2025. Also in June 2025, the Board authorized the award of a construction contract for the IBT/SSF/Ramps work (“Construction Award”), and a separate transaction advancing to the Board for consideration at this month’s meeting covers a recommendation to award a construction management services agreement to support the construction of the IBT/SSF/Ramps portion of Phase 1 (“CM Award”).

The Port Authority now desires to incorporate information gathered in connection with the Construction Award and the CM Award for the IBT/SSF/Ramps in its planning for Phase 2 and in connection therewith to extend professional and advisory services contracts to assist staff in those efforts. In each case, the contracts were drafted so that additional services as contemplated above could be added if needed. The contracts which are recommended for extension are as follows:

A contract with Louis Berger/HNTB Joint Venture for expert program and project management services;

A contract with Foster + Partners Architects, and A. Epstein and Sons International, Inc., Joint Venture providing for continued support of planning, preliminary design, and procurement work; and

A contract with WSP USA, Inc., the engineer of record for the Program.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Bollwage, Dominguez, Eve, Fine, Fisher, Helmy, Kelley, LaBarbera, McCabe, O'Toole, Richardson 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 continued planning for the Midtown Bus Terminal Replacement Program (“Program”) - Phase 2 include evaluation and incorporation of information learned in connection with Phase 1 of the Program, at an estimated total cost of \$20 million (inclusive of consultant costs, soft and internal staff costs and a contingency) be and it is hereby authorized; and it is further

**RESOLVED**, that the Executive Director be and is hereby authorized, for and on behalf of the Port Authority, to take all necessary actions related to the additional planning and engineering work, including to exercise contract options included in previously awarded contracts for the following contracts and subject to the review of the final negotiated terms by the Executive Director: (1) Contract MCP-22-001 with the Foster + Partners Architects, and A. Epstein and Sons International, Inc., Joint Venture for continued expert architectural design services; (2) Contract MCP-18-001 with Louis Berger/HNTB Joint Venture for continued program and project management services; and (3) Contract MCP-17-001 with WSP USA, Inc., the Engineer of Record for the Program, for continued expert engineering services; 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 contracts for professional, technical and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing planning work, so long as the obligations for costs thereunder do not exceed the funds authorized for the Program’s Phase 2 planning efforts; and it is further

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

Whereupon, the meeting was adjourned.

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Secretary

PENDING  
GUBERNATORIAL  
REVIEW