

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MINUTES

Thursday, November 14, 2024

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MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, November 14, 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. Joseph Kelley
 Hon. Kevin P. McCabe
 Hon. Michelle E. Richardson*

NEW YORK

Hon. Jeffrey H. Lynford, Vice Chairman
 Hon. Leecia R. Eve*
 Hon. Elizabeth R. Fine
 Hon. Winston C. Fisher
 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, Public Safety/Superintendent of Police
 Ralph D’Apuzzo, Lead Program Director, Newark Liberty International Airport
 Redevelopment, Aviation
 Clarelle D. DeGraffe, Director, Rail Transit
 Lisa M. Dewey-Mattia, Chief of Staff and Special Counsel to the Executive Director
 Diannae C. Ehler, Director, Tunnels Bridges and Terminals
 Gregory W. Ehrie, Chief Security Officer
 Steven Ekizian, Police Officer
 Jose Febrillet, Chief, Diversity, Equity and Inclusion
 Benjamin E. Feldman, Deputy Chief Communications Officer
 Whitney Ferguson, Director of Office of Investigation, Inspector General
 Kristen L. Figaro, Director, Government and Community Affairs, New Jersey
 Howard M. Fisher, Chief Medical Officer
 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
 Kirsten Hernandez, Special Assistant to the Executive Director*

* Remote participants via teleconference.

Benjamin Hunter, Leadership Fellow, Executive Director's Office
 Natasha G. Jean Philipp-Cumberbatch, Manager, Corporate Transparency, Office of the Secretary
 Sherien N. Khella, Treasurer
 Elizabeth M. McCarthy, Chief Financial Officer
 Zachary McCue, Chief, Intergovernmental Affairs
 Sarah McKeon, First Deputy Director, Aviation
 Cesar Morales, Police Officer
 Matthew F. Murray, Senior Advisor to the Chairman
 Hersh K. Parekh, Deputy Chief, Intergovernmental Affairs*
 Kathryn W. Parneros, Executive Policy Analyst, Office of the Secretary*
 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
 Debra M. Torres, Chief Ethics and Compliance Officer
 Derek H. Utter, Chief Development Officer
 Lillian D. Valenti, Chief Procurement Officer
 Michael Vozza, Deputy Director, Management and Budget
 Li Pei Wang, Director, Project Management Office
 Susan Warner-Dooley, Director, Aviation Commercial Management, Aviation*
 Michael S. Wojnar, Special Counselor to the Executive Director*

Guests:

Edward Ilsen, Food Bank of New York City
 Jessica S. O'Connor, Associate Counsel, Authorities Unit, Office of the Governor of New Jersey

Public Commenters:

Jason Anthony
 Matthew Buchys-Hyland (Video Statement)
 Rosanna Glasgow
 Christopher Greif
 Debra Greif
 Patrick Jean
 Tianna Johnson
 Sonia Marin
 Fatiah Marrow
 Christopher O'Leary (Written Statement)
 Manny Pastreich
 John Taranu

Topic:

Accessibility/PABT Signage
 PATH Announcements
 Airport Workers Wage Policy
 Accessibility
 Accessibility
 Airport Workers Wage Policy
 Airport Workers Wage Policy
 Airport Workers Wage Policy
 Airport Workers Wage Policy
 Airport Workers Wage Policy
 Airport Street Pricing Policy
 Airport Workers Wage Policy
 PATH Off-peak Service

* Remote participants via teleconference.

The public meeting was called to order by Chairman O'Toole at 1:02 p.m. and ended at 3:04 p.m. The Board also met in executive session prior to the public session. Commissioner LaBarbera was present for most of the executive session and all of the public session, participating via teleconference. Commissioner Rosado was present for the executive session and most of the public session, and submitted her affirmative votes to the Secretary on the resolutions before the Board for consideration in public session, prior to departing the public session.

Report on Prior Meeting's Minutes

Copies of the Minutes of the meeting of October 24, 2024 were delivered in electronic form to the Governors of New York and New Jersey on October 25, 2024. The time for action by the Governors of New York and New Jersey expired at midnight on November 12, 2024.

Chairman's Report

The Chairman advised that as part of the Port Authority's public speakers' program, one video statement and one written statement was 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 statement was shown as part of the public Board meeting.

Moment of Silence

The Chairman called for a moment of silence in observance of the recent passing of Joseph T. Black, a five-year employee of PATH.

Staff Recognition

As part of the public Board Meeting, the Chief Procurement Officer, Lillian D. Valenti, was recognized for her 50 years of dedicated service to the agency.

APPROVAL TO POST REVISIONS TO AIRPORT MINIMUM WAGE RULE AND ADDITIONAL STREET PRICING REQUIREMENT – LAGUARDIA AIRPORT, JOHN F. KENNEDY INTERNATIONAL AIRPORT AND NEWARK LIBERTY INTERNATIONAL AIRPORT

Airport Minimum Wage

Since the initial establishment of its Minimum Wage Policy by the Board in April 2014 and its amendment in September 2018, the Port Authority has consistently recognized the contribution of employees of both public and private companies in maintaining LaGuardia Airport, John F. Kennedy International Airport and Newark Liberty International Airport (collectively, Airports) as vibrant and well-operated environments that deliver the services the traveling public needs – and the Port Authority has also been clear that the employees of all employers make the difference in creating a safe, secure and reliable travel experience. Where workers have job choices, it is in the interest of all Airport users that the Airports are desirable workplaces with competitive minimum wages to offset the special requirements and rigors of aviation services jobs, including difficult and costly commutation, limited services, and extensive security requirements.

The Port Authority’s commitment to requiring a competitive minimum wage is currently embodied in its July 2022 Airport Rules and Regulations – Section XVIII (Amended Rules for Implementation of Minimum Wage Policy for Non-Trade Labor Service Contracts) which provide that persons (“Covered Persons”) employed to perform services at the Airports or to prepare, inspect or deliver airline meals for the Airports, will be paid no less than an hourly minimum amount, which grew from \$13.60/hour in November 2018 to \$19/hour in September 2023 (the “Minimum Wage Regulation”). The 2018–2023 minimum wage increases resulted in better trained and more experienced workers, who are consequently better able to discharge their duties and to add their watchful eyes to identify anything amiss, including potential security concerns, and better able to assist in case of emergencies.

It is now appropriate to consider whether the existing Minimum Wage Regulation should be revised further. The increases provided for in the existing Minimum Wage Regulation have reached their highest level and will not increase absent further amendment.

Airport sector minimum wages have now been mandated at levels above state and local rates in at least 25 large city airports¹, many of which incorporate automatic inflation indexing to ensure that airport workers will continue to be motivated to choose these careers over other available options and to remain employed at the Airports. As the Port Authority noted in 2018 in connection with the Board’s action at that time, a fairly compensated Airport work force leads to reduced turnover, resulting in a well-trained and experienced work force that can help to provide stable airport operations and an important supplemental security presence. Significant increases in customer satisfaction have occurred since the previous minimum wage increases were instituted beginning in 2018.

¹ Ken Jacobs <https://laborcenter.berkeley.edu/sectoral-wage-ordinances/>

In addition, since 2018, both New York and New Jersey minimum wage regulations have been revised to increase minimum wages gradually for several years and then to escalate them in accordance with a consumer price inflation index (CPI). Were the Port Authority not to similarly amend its Minimum Wage Regulation, the minimum wages currently provided at the Airports will erode relative to the States’ CPI-indexed minimum wage rate.

Finally, it is important for the Port Authority to address significant impediments faced by employers in conducting operations at our Airports – so that they will continue to choose to do so. Having access to an experienced, trained, and motivated labor force is a critical factor in whether operations at the Airports will be successful. Setting minimum wage rates for Airport workers encourage that workforce to favorably consider these jobs over others.

Based on the foregoing, it is recommended that the Executive Director post for public comment an amendment to the Minimum Wage Regulation to provide that (i) there is an initial gradual minimum wage increase over the current minimum wage of \$19/hour in three increments during 2025-2026 to transition to indexing of minimum wage rates to the CPI and (ii) thereafter, the minimum wage will increase automatically on January 1 of each year in the period 2027-2032 in accordance with the moving three-year average in the Consumer Price Index for Urban Wage Earners and Clerical Workers, Northeast Region as reported by the U.S. Bureau of Labor Statistics using the 12-month periods ending each September (“CPI-W”).

EFFECTIVE DATE OF INCREASE	1/1/2025	7/1/2025	1/1/2026	1/1/2027 – 1/1/2032	9/1/2032
	\$19.75	\$20.50	\$21.25	Annual increase on January 1 of each year by CPI-W calculated as described above.	If hourly minimum wage rate remains below \$25 on January 1, 2032, it will be increased to \$25 effective September 1, 2032

The proposed amendment above includes all Covered Persons at each Airport.

Street Pricing

As discussed by the Board in 2018, the Port Authority understands that amendment of the Minimum Wage Regulation is not without consequence to Airport concessionaires that are bound by the Airport “street pricing” regulations (“Street Price”), which are similar to those prevailing at most other large U.S. airports. The Port Authority’s Street Price requirements seek to prevent consumer businesses operating in Airport terminals from charging passengers excessive prices for the same items found in the market outside the Airports. Although the Street Price requirement can help to reduce Airport price-gouging, it also restricts the ability of Airport businesses to respond appropriately to market-driven pricing signals. The Street Price requirement is currently included in various agreements with the Port Authority for Airport

operations it conducts and in the Port Authority's agreements with terminal operators and concession managers for the terminals they operate. (the "Street Price Documents").

In 2020, the Board approved a change to the Street Price requirement to permit concessionaires to price products at Street Price plus 10% in response to the amendment of the Minimum Wage Resolution in 2018 and recognized that (i) virtually all large city airports had a Street Price policy, with an "add" over the prevailing market price because of higher operating costs at airports, including both higher hourly wage rates and additional costs imposed by higher security requirements and processes at airports, and (ii) it was not in the interest of the Port Authority or the traveling public to "squeeze" the concessionaires "between the higher wages mandated by the Port Authority [in the amended Airport Minimum Wage Regulation] and the limits on Airport prices imposed by the street pricing policy." Including an additional percentage over street prices means that concessions which exceed the Street Price by not more than the additional percentage remain in compliance with the Street Price policy. At the same time, the Port Authority required concessionaires to also offer lower-priced food and beverage options as an alternative to the more expensive products.

The decision was made in light of the results of a survey of large U.S. airport practices prepared in 2020 by an independent consultant to the Port Authority, which indicated that 12 of the 25 largest airports had street pricing policies with adders of 10% or less, with 4 airports at or above a 15% adder and in 2020, amendments were made to each of the Street Price Documents to effectuate the modification.

Street Price + 10% has been in effect at the Airports since June 2020, but since that time, a combination of labor cost increases and general market conditions have once again put significant pressure on Airport concessions businesses to absorb these higher costs. The Port Authority has now re-engaged its 2020 consultant to provide an updated analysis of the practices of peer airports (based on industry information). The new survey indicated that half of the 30 large airports whose policies were reviewed had moved their Street Price adder up from 2020, with just over half of the airports now including an adder of more than 10%, including airports in 8 of the top 10 metropolitan areas (excluding New York), with several having an effective increment of approximately 18%, including Los Angeles International Airport which instituted the provision in 2010. Some of the peer airports have reached this higher incremental rate by also authorizing employers to charge a surcharge to mitigate the increased costs of airport operation in addition to the increment over Street Price. For example, since July 2024, Philadelphia International Airport (currently at street price +15%), has also permitted a surcharge of up to 3% to reflect the increased costs of operating at the airport, including the impact of a recent wage and benefit ordinance. In light of the additional labor cost from a variety of sources, including the proposed Minimum Wage Regulation revision described herein, it is recommended that the Executive Director post for 30 days' of public comment, an amendment to the Street Price requirement to provide that the additional percentage adder is changed from 10% to 15% with concessionaires also able to add an additional surcharge of up to 3% on a customer's pre-tax bill ("Employee Benefit and Retention Surcharge") without violating the Street Price requirement. It is further recommended that for efficiency, the new Street Price requirement will be memorialized in a new rule to be incorporated in the Airport Rules and Regulations which will be equivalent to the requirement currently included in the Street Price Documents. Until such time as the covered counterparties agree, or their respective Street Price Documents expire or are terminated, the

Street Price requirement in their respective Street Price Document will apply. Thereafter, the Street Price requirement in the Airport Rules and Regulations will apply.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Bollwage, Eve, Fine, Fisher, Kelley, LaBarbera, Lynford, McCabe, O'Toole, Richardson, 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 revision to the “Amended Rules for Implementation of Minimum Wage Policy for Non-Trade Labor Service Contracts – LaGuardia Airport, John F. Kennedy International Airport and Newark Liberty International Airport” (“Minimum Wage Regulation”) and a new regulation memorializing the Port Authority’s Amended Street Pricing regulation (“Street Pricing Regulation”) be, and they hereby are, authorized for release for public comment for a period of thirty (30) days, following which such comments will be provided to the Board for consideration; and it is further

RESOLVED, that the form of all contracts, agreements and other documents in connection with the foregoing resolution 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.

PROPOSED CHANGES IN TOLLS SCHEDULE FOR VEHICULAR INTERSTATE CROSSINGS PUBLISHED FOR PUBLIC COMMENT – PUBLIC HEARINGS TO BE HELD

It was recommended that the Executive Director be authorized to (i) solicit public comment regarding the following proposed changes to the tolls for use of Port Authority vehicular interstate crossings effective beginning on January 5, 2025 (“Tolls Proposal”) by taking such action as required by the Port Authority’s by-laws, including publicly posting a description of the Tolls Proposal, (ii) arrange for public hearings on the Tolls Proposal to be attended by at least two Commissioners (one from each of the States of New York and New Jersey), notifying the public of such hearings and conducting such hearings, (iii) arrange for transcripts and reports of the hearings to be made available to the Commissioners, and (iv) subsequently report the results of such hearings and public comment to the Board.

The Tolls Proposal would implement changes to the existing tolls schedule for the Port Authority’s vehicular interstate crossings to enable and support planned investment in new Port Authority facilities and in state of good repair maintenance of services projects supporting delivery of the Interstate Transportation Network projects (including the proposed Midtown Bus Terminal Replacement Program and the ongoing Restore the George Program) included in the 2017-2026 Capital Plan and to provide capital capacity for such future projects. The Port Authority is a self-funded agency with revenue generated in part from third-party fees, rentals and other charges to businesses operating at its facilities, with the balance derived from user fees in the form of tolls and fares. While the Port Authority projects that 65% of its 2025 operating revenues will come from non-toll and non-fare sources, it is seeking to implement the Tolls Proposal for the remaining funds critically needed to address the extensive negative impact on revenues and capital and operating costs suffered by the agency in connection with the COVID-19 pandemic.

In addition, the Tolls Proposal contains two proposed changes intended to incentivize toll payers to enroll in the E-ZPass payment program as well as the proper use of the E-ZPass transponder by existing E-ZPass customers. These two proposed changes follow the practices of peer regional transportation agencies to reflect higher processing and collection costs for (i) toll payers who are not enrolled in the E-ZPass payment program, and (ii) for toll payers who are enrolled but whose E-ZPass transponders are not read by the E-ZPass gantry readers (the toll for the latter group is charged at a “mid-tier rate”). Both of these changes, which are estimated to potentially apply to an aggregate of 10-15% of toll transactions, are proposed to become effective on July 6, 2025 to allow for a public information campaign about the changes.

All current discount programs would remain in effect including the Staten Island Bridges Plan.

In September 2019, the Board adopted several changes to the Port Authority’s vehicular interstate crossings tolls, including the approval of automatic adjustment to the tolls based on inflation, to be effective on the first Sunday of every year. Under that authority, the vehicular interstate crossing tolls will be increased using consumer price inflation data, beginning on January 5, 2025 for all vehicle classifications other than Classes 8 and 9 – buses. For example, the peak E-ZPass toll for automobiles will be increased by \$0.43 for each crossing and truck tolls

will be increased by \$0.58 per axle, in each case, collected only for eastbound use, in accordance with existing Port Authority practice.

In addition to the previously approved inflation-based increase, the Tolls Proposal provides for an additional \$0.25 for automobiles and trucks per crossing (collected only for eastbound use) effective January 5, 2025, with three additional \$0.25 increases in January 2026, January 2027 and January 2028.

Finally, effective July 6, 2025, the Port Authority proposes to discontinue its truck volume discount program for truck companies making more than 100 off-peak trips in a month, an option historically chosen by approximately 0.5% of truck accounts.

The increased tolls under the Toll Proposal from those currently in effect (2024 rates) are attached to this report as Appendix A

When fully implemented, the Tolls Proposal modifications would generate approximately \$150 million in incremental annual gross operating revenue.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Eve, Fine, Fisher, Kelley, LaBarbera, Lynford, McCabe, O'Toole, Richardson, 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 Executive Director be and he hereby is authorized and directed, for and on behalf of the Port Authority, to solicit public comments on the Port Authority's proposals to increase tolls on its vehicular interstate crossings ("Tolls Proposal") by (i) posting the Tolls Proposal for public comment, (ii) advertising such hearings, (iii) setting a schedule for such hearings; (iv) conducting such hearings and arranging a transcripts of the proceedings, and (v) reporting on such hearings to the Board of Commissioners --- all in the manner set forth in the foregoing report; and it is further

RESOLVED that, in light of information to be gained both during the public hearings and by means of written public comments, the Board will expect to consider enacting the toll and fare adjustments, as set forth in the foregoing report, at its December 12, 2024 meeting.

APPENDIX A PROPOSED TOLL RATES 2025

Tolls-Existing & Proposed

Effective January 5, 2025, unless a different date is stated

- Tolls shall be adjusted for inflationary increases on annual calculations of Consumer Price Index (CPI) growth. It is proposed that in years 2026-2028 an additional \$0.25 will be added to the calculated toll (\$0.25 per axle for classes 2-6), except for classes 8 and 9
- The E-ZPass toll discounts for all vehicle classes is limited to users registered with a New York or New Jersey E-ZPass Customer Service Center account
- It is proposed that the Mid-Tier tolls shall apply to customers registered with a New York or New Jersey E-ZPass Customer Service Center account when not using their properly mounted E-Z Pass Tag; For Crossing Charges Posted to New York or New Jersey E-ZPass Customer Service Center Based on License Plates
- No changes proposed to classes 9 and 9. After 2027 those tolls will continue to be adjusted for inflationary increases on annual calculations of Consumer Price Index (CPI) growth

All rates apply to the Lincoln Tunnel, Holland Tunnel, George Washington Bridge, Bayonne Bridge, Goethals Bridge, and the Outerbridge Crossing. Tolls are collected entering New York. No tolls are collected entering New Jersey.		PEAK HOURS Weekdays: 6-10 a.m., 4-8 p.m. Sat. & Sun.: 11 a.m.-4 p.m.				OFF-PEAK HOURS All Other Times OVERNIGHT HOURS FOR TRUCKS Sundays-Thursdays, 10 p.m. until 6 a.m. the following morning							
Class	Vehicle Type	Number of Rear Wheels	Number of Axles	E-ZPass Off-Peak Hours ²		E-ZPass Peak Hours ²		Effective 07/06/25 Mid-Tier ³		E-ZPass Trucks Weekday Overnight Hours ⁴		Cash/Toll by Mail (TbM) All Hours	
				Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹
1	Vehicles with Two Axles and Single Rear Wheels (Includes Two Axle Recreational Vehicles with Single Rear Wheels and No Additional Axles in Tow) 	2	2	\$13.38	\$14.08	\$15.38	\$16.08	NA	\$18.72	N/A	N/A	\$17.63	\$18.31 on 01/05/25 \$22.38 on 07/08/25
2	Vehicles with Two Axles and Dual Rear Wheels (Includes Two Axle Recreational Vehicles with Dual Rear Wheels) 	2	2	\$39.70	\$41.38	\$41.70	\$43.38	NA	\$48.36	\$36.70	\$38.36	\$47.70	\$49.36
3	Vehicles with Three Axles or Combinations of Vehicles Totalling Three Axles 	3	3	\$59.55	\$62.04	\$62.55	\$65.04	NA	\$69.54	\$55.05	\$57.54	\$71.55	\$74.04
4	Vehicles with Four Axles or Combinations of Vehicles Totalling Four Axles 	4	4	\$79.40	\$82.72	\$83.40	\$86.72	NA	\$92.72	\$73.40	\$76.72	\$85.40	\$88.72
5	Vehicles with Five Axles or Combinations of Vehicles Totalling Five Axles 	5	5	\$99.25	\$103.40	\$104.25	\$108.40	NA	\$115.90	\$91.75	\$95.90	\$119.25	\$123.40
6	Vehicles with At Least Six Axles or Combinations of Vehicles Totalling At Least Six Axles 	6+	6+	\$119.10 Additional Axles \$19.85 each	\$124.08 Additional Axles \$20.68 each	\$125.10 Additional Axles \$20.85 each	\$130.08 Additional Axles \$21.68 each	NA	\$139.08 Additional Axles \$23.18 each	\$110.10 Additional Axles \$19.35 each	\$115.08 Additional Axles \$19.18 each	\$143.10 Additional Axles \$23.85 each	\$148.08 Additional Axles \$24.68 each
7	Class 1 or 11 (Including Class 1 Recreational Vehicles) with Trailer (Minimum Three Single Wheel Axles) 	3	3	\$25.68 Additional Axles \$12.20 each	\$26.99 Additional Axles \$12.63 each	\$27.58 Additional Axles \$12.20 each	\$28.99 Additional Axles \$12.93 each	NA	\$36.40 Additional Axles \$16.66 each	N/A	N/A	\$37.33 Additional Axles \$19.70 each	\$38.74 on 01/05/25 \$42.81 on 07/08/25 Additional Axles \$20.43 each
8	Two Axle Buses and Mini Buses (Seating Capacity – 10 or More) 	2	2	\$15.50 on 01/05/25 \$16.00 on 01/04/2026	No Change	\$18.00 on 01/05/25 \$21.00 on 01/04/2026	No Change	NA	\$23.00 on 01/05/25 \$25.50 on 01/04/2026	N/A	N/A	\$28.00 on 01/05/25 \$30.00 on 01/04/2026	No Change
9	Three Axle Buses and Mini Buses (Seating Capacity – 10 or More) 	3+	3+	\$15.50 on 01/05/25 \$16.00 on 01/04/2026	No Change	\$18.00 on 01/05/25 \$21.00 on 01/04/2026	No Change	NA	\$23.00 on 01/05/25 \$25.50 on 01/04/2026	N/A	N/A	\$28.00 on 01/05/25 \$30.00 on 01/04/2026	No Change
11	Motorcycles 	2	2	\$12.38	\$13.06	\$14.38	\$15.06	NA	\$18.22	N/A	N/A	\$17.63	\$18.31 on 01/05/25 \$22.38 on 07/08/25

Toll Discounts-Existing & Proposed

Effective January 5, 2025, unless a different date is stated

- Green Pass E-ZPass Off-Peak tolls will be maintained at \$3.50 less than the Class 1 E-ZPass Off-Peak toll for qualifying vehicles registered for the program through the E-ZPass NY Customer Service Center
- The Staten Island Bridges Discount Plan will maintain a 50% discount off the Class 1 E-ZPass Peak toll rate, rounded to the nearest cent
- It is proposed that the Mid-Tier tolls shall apply to customers registered with a New York or New Jersey E-ZPass Customer Service Center account when not using their properly mounted E-Z Pass Tag; For Crossing Charges Posted to New York or New Jersey E-ZPass Customer Service Center Based on License Plates

All rates apply to the Lincoln Tunnel, Holland Tunnel, George Washington Bridge, Bayonne Bridge, Goethals Bridge, and the Outerbridge Crossing. Tolls are collected entering New York. No tolls are collected entering New Jersey.		PEAK HOURS Weekdays: 6-10 a.m., 4-8 p.m. Sat. & Sun.: 11 a.m.-4 p.m.				OFF-PEAK HOURS All Other Times OVERNIGHT HOURS FOR TRUCKS Sundays-Thursdays, 10 p.m. until 6 a.m. the following morning					
Discount Plan-Enrollment Required	Number of Axles	E-ZPass Off-Peak Hours ²		E-ZPass Peak Hours ²		Effective 07/06/25 Mid-Tier ³		E-ZPass Trucks Weekday Overnight Hours ⁴		Cash/Toll by Mail (TbM) All Hours	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Green Pass Eligible Low-Emission Class 1 Vehicles	2	\$9.88 Additional axles \$12.20 each	\$10.56 Additional axles \$12.93 each	\$15.38 Additional axles \$12.20 each	\$16.06 Additional axles \$12.93 each	NA	\$18.72 Additional axles \$16.66 each	N/A	N/A	N/A	N/A
New York/New Jersey Staten Island Bridges Discount Plan ² Class 1, 7 & 11 Vehicles	2	\$7.69 if 3+ trips taken; \$13.38 if only 1 or 2 trips taken. Additional Axles \$12.20 each	\$8.03 if 3+ trips taken; \$14.06 if only 1 or 2 trips taken. Additional Axles \$12.93 each	\$7.69 if 3+ trips taken; \$15.38 if only 1 or 2 trips taken. Additional Axles \$12.20 each	\$8.03 if 3+ trips taken; \$16.06 if 1 or 2 trips taken. Additional axles \$12.93 each.	NA	\$9.36 if 3+ trips taken; \$18.72 if 1 or 2 trips taken. Additional axles \$16.66 each.	N/A	N/A	N/A	N/A

MEMORANDUM OF AGREEMENT WITH LOCAL NO. 15, LOCAL NO. 30, AND LOCAL NO. 68, INTERNATIONAL UNION OF OPERATING ENGINEERS

It was recommended that the Board approve a collective bargaining agreement between The Port Authority of New York and New Jersey (“Port Authority”) and Local No. 15, Local No. 30, and Local No. 68, International Union of Operating Engineers (“IUOE”).

The IUOE represents approximately 575 Port Authority employees performing various functions, including watch engineers, plumbers and general maintenance services. The IUOE and the Port Authority reached a tentative collective bargaining agreement on October 3, 2024. That agreement was ratified by the IUOE members on October 25, 2024.

The agreement spans 26 months, from a retroactive commencement date of April 4, 2023, to June 3, 2025. Terms of the agreement include annual wage increases that, over the covered period, total 6 percent.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Eve, Fine, Fisher, Kelley, LaBarbera, Lynford, McCabe, O’Toole, Richardson, 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 October 3, 2024 collective bargaining agreement between The Port Authority of New York and New Jersey and the International Union of Operating Engineers, ratified by the membership on October 25, 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.

**JOHN F. KENNEDY INTERNATIONAL AND LAGUARDIA AIRPORTS –
INSTALLATION OF GROUND BASED AUGMENTATION SYSTEMS –
PROGRAM REAUTHORIZATION AND AUTHORIZATION TO AWARD
CONTRACT JFK-174.023A AND CONTRACT LGA-124.263B**

A Ground-Based Augmentation System (GBAS) is an electronic system utilizing satellites and antennas to communicate with landing aircraft to provide more accurate Global Positioning System (GPS) location information. GBAS requires the outfitting of aircraft with the necessary equipment to enable navigation and precision approach service in the vicinity of the host airport, broadcasting its differential correction messages via a Very High Frequency radio data link from a ground-based transmitter/antenna. This system yields extremely accurate measurements required for precision landing approaches. GBAS has been operational at Newark Liberty International Airport (EWR) since 2012. Expanding it to John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) would further support Port Authority delay reduction initiatives and provide for more efficient management of demand.

In furtherance of the Port Authority's plans to expand this technology to its other two major commercial airports, it was recommended that the Board reauthorize a program for the installation of GBAS and associated infrastructure for JFK and LGA, at an estimated total program cost of \$41.9 million (an increase of \$16.3 million from the previously authorized program amount.)

It was also recommended that the Executive Director be authorized to award: (i) Contract JFK-174.023A to T. Moriarty & Son, Inc., to install GBAS and associated infrastructure at JFK, the lowest-priced qualified bidder in response to a public advertisement, at an estimated total construction cost of \$10.2 million; and (ii) Contract LGA-124.263B, to the lowest-priced qualified bidder pursuant to a publicly advertised bid process, to install GBAS and associated infrastructure at LGA, at an estimated total construction cost of \$4.7 million.

On November 15, 2018, the Board: (i) authorized a program to install GBAS at JFK and LGA, at an estimated total cost of \$25.6 million (inclusive of soft costs in the estimated amount of \$7.9 million); and (ii) authorized the Executive Director to award contracts necessary to deliver the program, including (1) a contract for the purchase, installation, testing, commissioning, and maintenance of GBAS equipment for JFK and LGA, at an estimated total cost of \$8 million; (2) a contract for the construction of infrastructure necessary for the installation of GBAS at JFK, including equipment shelter, site work, foundations, power, and communication, at an estimated cost of \$7.7 million; and (3) a contract for the construction of infrastructure necessary for the installation of GBAS at LGA at an estimated cost of \$2.1 million.

In December 2019, the contract for the purchase, installation and maintenance of the GBAS equipment was awarded to Honeywell International Inc. (Honeywell), the Federal Aviation Administration's only approved vendor for GBAS, at a cost of \$7.3 million. Due to COVID-related budget constraints, the program was placed on hold and the bids received for the two construction contracts (one for work at JFK and one for work at LGA) were cancelled in 2020, prior to the contract awards and commencement of construction.

Program reauthorization is being sought to accommodate an increase of \$16.3 million in the cost to deliver the program, including: (i) inflation and post-COVID market conditions affecting material and labor costs; (ii) wholesale design updates to incorporate advancements in technology, which required the rewriting of both contracts to incorporate new design specifications; (iii) incremental agency allocations due to the approximate the delay in the delivery of the program; and (iv) an additional contingency to reflect an updated risk assessment.

The program cost is anticipated to be fully recoverable from the airlines operating at JFK and LGA through Airport Integrated Recovery Fees. The Port Authority will also submit an application for a federal Bipartisan Infrastructure Law – Airport Infrastructure Grant for potential recovery of up to 75 percent of eligible costs, which, if successful, would reduce the amount recovered from the airlines in a commensurate amount.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Bollwage, Eve, Fine, Fisher, Kelley, LaBarbera, Lynford, McCabe, O'Toole, Richardson, 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 program for the installation of Ground-Based Augmentation Systems (GBAS) and associated infrastructure at John F. Kennedy International (JFK) and LaGuardia (LGA) Airports, at an estimated total program cost of \$41.9 million (inclusive of allowances for planning and design, administrative costs, financial expense and a contingency), be and it hereby is reauthorized; 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 contracts to: (i) T. Moriarty & Son, Inc. to install GBAS and associated infrastructure at JFK, at an estimated total construction cost of \$10.2 million; and (ii) the lowest-priced qualified bidder in response to a publicly advertised bid process, to install GBAS and associated infrastructure at LGA, at an estimated total construction cost of \$4.7 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 program, 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 program 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.

NEWARK LIBERTY INTERNATIONAL AIRPORT – AIRTRAIN REPLACEMENT PROGRAM - REAUTHORIZATION AND AUTHORIZATION TO: AWARD CONTRACT FOR THE DESIGN AND CONSTRUCTION OF A GUIDEWAY AND STATIONS; AND TAKE OTHER CONTRACT ACTIONS TO DELIVER THE PROGRAM

At its meeting in April 2015, the Board authorized initial planning for the replacement of the AirTrain Newark System (“AirTrain Newark”) at Newark Liberty International Airport (EWR) which began operations in 1996 and engaged a transit vehicle and systems engineering advisor (Lea + Elliott, Inc.) to assist in that effort (“AirTrain Replacement Program”). In December 2017, in connection with the EWR Terminal A redevelopment project, the Board authorized funds from that project to be used for AirTrain Newark guideway foundations which were located in the right-of-way of the Terminal A work. In September 2019, the AirTrain Replacement Program was included in the 2017-2026 Port Authority capital plan at an estimated cost of \$2.05 billion and in October 2019, the Board authorized the AirTrain Replacement Program.

Following authorization of the AirTrain Replacement Program, staff developed a “design build, operate and maintain” procurement strategy which would have a contractor undertake a commitment for the new AirTrain Newark system for its useful life through a multi-party team. Proposals in response to a Request for Proposals (RFP) reflecting that approach conducted in 2021-2022 came in extremely high -- up to 225% of the original authorization, indicating that a significant risk premium was added by proposers for a joint liability arrangement that included design of the system, including rolling stock technology (“System Technology”), civil construction of the guideways and stations (“Guideways and Stations”) and operation of the system for its useful life. As a result, the RFP did not result in an award. After consideration, it was determined that a multi-contract procurement strategy which sought first to competitively award a contract for System Technology (including design and operation subsequent to construction) and only thereafter to procure other contracts, including civil work to design and construct the Guideways and Stations, would result in lower cost and more targeted proposals for both packages.

An RFP was reissued in March 2023 for a supplier of System Technology which would also procure rolling stock and operate and maintain the replacement AirTrain Newark. In December 2023, the Board authorized the award to DCCCA1, an affiliate of The Doppelmayr Group, manufacturers of automated people movers employing rope-propelled technology. While award of the System Technology contract proposals were being evaluated, the Port Authority began a parallel procurement process for design and construction of the Guideways and Stations under an RFP issued in October 2023.

At this time, proposals have been received and fully evaluated under this Guideway and Stations RFP. It is recommended that a contract be awarded to Tutor Perini/O&G, a joint venture of Tutor Perini Corporation and O&G Industries, Inc., the highest rated and lowest cost proposer to design and construct the Guideway and Stations, including (i) a 2.5 mile elevated guideway; (ii) three stations, including support space; (iii) design of a future station to serve a new Terminal B at EWR; (iv) restoration of all impacted roadways, parking lots, driveways, pedestrian conveyances and entrances; and (v) related site work and utility work for the AirTrain Newark Program at its price proposal of approximately \$1.184 billion. The proposers were evaluated by

the Port Authority based on both a technical evaluation and a price analysis of the proposals. The recommended proposer was determined to provide best value to the Port Authority on both criteria.

It is also recommended that the Executive Director be authorized to take the following actions in furtherance of ancillary work on the AirTrain Replacement Program: (x) increase the Lea + Elliott contract by \$115 million, for a total since 2015 of \$205 million, to provide continuing professional and advisory services on an as-needed basis; (y) increase an existing early works master agreement to support implementation of the AirTrain Replacement Program (Contract EWR 154.94) by \$85 million for general construction services procured through competitive work order packages and to modify the contract to increase the maximum value of individual construction work order packages thereunder from \$20 million each to \$25 million each; and (z) award a contract for traffic rapid response via work orders valued at \$7 million to facilitate immediate and high priority needs as part of the integrated traffic management strategy in connection with the AirTrain Replacement Program (collectively, items (x), (y) and (z) are referred to as the “Ancillary Construction Contracts”).

Upon this award of the Guideways and Stations work and considering the System Technology contract awarded in December 2023 and the Ancillary Works Construction Contracts described above, contracts representing approximately 80% of the cost of the AirTrain Replacement Program will have been awarded, with major construction expected to begin in third quarter of 2025. Remaining smaller packages, to be awarded through the second quarter of 2026, include construction of AirTrain Newark maintenance and control facility, construction of pedestrian connections and the demolition of the current system. AirTrain Newark is expected to be operational in first quarter of 2030.

In order to complete the AirTrain Replacement Program as described, it is also recommended that the Board reauthorize the AirTrain Replacement Program at a total project cost of \$3.50 billion, an increase of \$1.45 billion from the total project cost anticipated when it was first authorized in 2019. Causes of the increase in cost include: (i) extensive delays caused by the COVID-19 pandemic and implementing the re-procurement for the AirTrain Replacement Program; (ii) COVID-19 caused dislocations in the construction marketplace, which led to spikes in material costs; and (iii) high premiums from proposers related to uncertainties surrounding mega-projects.

Additionally, the increase in total project cost reflects the progressive change since 2020 in the economic environment and in the construction marketplace prevailing for large public infrastructure projects, with upward pressures on project costs, an economy-wide increase in inflation to very high levels, extraordinary increases in the cost of certain construction materials and fragility of the supply chain for delivery of those materials, together with a growing concern by proposers about over-exposure to single, large projects.

Economy-wide market factors were exacerbated by discovery of unanticipated site conditions and utility relocations, design modifications to address technology interfaces, higher than estimated design costs included in the submitted price proposals and increased Port Authority soft costs reflecting the foregoing increases.

Funding for the increased total project costs will be obtained primarily by utilizing funds previously designated in the 2017-2026 Capital Plan for the “PATH to Newark Project”, now deferred by the Board to a future capital plan.

The reauthorization for the increased total project cost includes the authority for the Executive Director to increase the value of contracts authorized by the Board for extra work, net cost work and contingent expenditures so long as no such amounts increase the total project cost above the level reauthorized.

It is also recommended that the Executive Director be authorized, after concurrence of the Chairman, to submit an application for the collection and use of up to \$760 million in Passenger Facility Charges (“PFCs”) to recover eligible expenditures which have been and will be incurred in connection with the planning, design and construction of the Project (which when combined with PFC authority provided by the Board in 2015, would result in a total application amount of \$800 million).

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Eve, Fine, Fisher, Kelley, LaBarbera, Lynford, McCabe, O’Toole, Richardson, 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 EWR AirTrain Replacement Program (“AirTrain Replacement Program”) be, and it hereby is, reauthorized at a total project cost of \$3.50 billion, an increase of approximately \$1.45 billion from the previously authorized amount; 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 a design/build contract to Tutor Perini/O&G, a joint venture of Tutor Perini Corporation and O&G Industries, Inc., the highest technically rated and lowest price proposer determined through the Port Authority’s RFP process, for the design and construction of the guideway and stations contemplated as part of the AirTrain Replacement Program at a cost of approximately \$1.184 billion (adjusted as provided in that contract), which costs are included in the reauthorized AirTrain Replacement Program amount; 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 the following actions to permit ancillary work on the AirTrain Replacement Program to progress: (x) increase the Lea + Elliott contract by \$115 million, to provide continuing professional and advisory services on an as-needed basis, (y) increase an existing early works master agreement to support implementation of the AirTrain Replacement Program (Contract EWR 154.94) by \$85 million for general construction services procured through competitive work order packages and to modify the contract to increase the maximum value of individual construction work order packages thereunder from \$20 million each to \$25 million each; and (z) award a contract for traffic rapid response via work orders valued at \$7 million to facilitate immediate and high priority needs as part of the integrated traffic management strategy in connection with the AirTrain Replacement Program; and it is further

RESOLVED, that the Executive Director be, and he hereby is, authorized, after concurrence of the Chairman, to submit an application to the Federal Aviation Administration for permission to use up to \$760 million in Passenger Facility Charges to recover expenditures associate with the foregoing work; 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 the AirTrain Replacement Program for the award and modification of contracts and agreements (including construction and design contracts, service contracts, professional, technical and advisory services agreements and other similar contracts and agreements), as may be necessary or desirable to effectuate the foregoing work; 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.

Whereupon, the meeting was adjourned.

Secretary