

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

**MINUTES**

**Thursday, June 22, 2023**

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**MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, June 22, 2023 at 2 Montgomery Street, Jersey City, New Jersey 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. Jeffrey H. Lynford, Vice Chairman  
 Hon. Steven M. Cohen  
 Hon. Leecia R. Eve  
 Hon. Gary LaBarbera\*  
 Hon. Rossana Rosado\*

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

James K. Allen Jr., Chief Communications Officer  
 M. Rizwan Baig, Chief Engineer  
 Christopher Beacham, Chief of Staff, Office of the Chief Financial Officer\*  
 Vincent J. Borst, Assistant Director, Office Space and Property Management, Operations Services  
 Meredith L. Brooks, Principal Board Management Support Specialist, Office of the Secretary  
 Michael Brown, Chief of Department/Deputy Superintendent of Police  
 Raymond Bryan, Assistant Police Chief, Port Authority Police  
 Ana Carvajalino, Director, Financial Planning\*  
 Victor De Castro, Summer Intern, Labor Relations  
 Edward T. Cetnar, Director, Public Safety/Superintendent of Police  
 David W. Compton, Manager, Marketing  
 Janet D. Cox, Chief of Staff and Special Counselor to the Executive Director\*  
 Gregory W. Ehrie, Chief Security Officer  
 Charles R. Everett Jr., Director, Aviation\*  
 Benjamin Feldman, Deputy Chief Communications Officer  
 Robert E. Galvin, Chief Technology Officer  
 Shannon E. Gates, Principal Board Management Support Specialist, Office of the Secretary  
 John Gay, Inspector General  
 Zachary Glenn, Summer Intern, Labor Relations  
 Michelle Graham, Summer Intern, Labor Relations  
 Mary Lee Hannell, Chief, Human Capital\*  
 James Heitmann, Chief Operating Officer

Kirsten Hernandez, Special Assistant to the Executive Director  
 Natasha G. Jean Philipp-Cumberbatch, Manager, Corporate Transparency, Office of the Secretary  
 Duncan Kisia, Deputy Director, Planning and Regional Development\*  
 Amanda M. Kwan, Deputy Director, Media Relations  
 Cristina M. Lado, Director, Government and Community Affairs, New Jersey  
 Brian A. Lapp, Chief Health and Safety Officer  
 William Laventhal, Program Director, Executive Office  
 Hanson Lee, Deputy Director, Transportation Development and Revenue Programs, Tunnels, Bridges and Terminals\*  
 Elizabeth M. McCarthy, Chief Financial Officer  
 Jacqueline McCarthy, Director, Aviation Redevelopment  
 Matthew F. Murray, Senior Advisor to the Chairman  
 Jessica Ortiz, Deputy Inspector General and Director of Investigations\*  
 Hersh K. Parekh, Director, Government and Community Affairs, New York  
 Thomas Pietrykoski, Director, Corporate Communications  
 Steven P. Plate, Chief, Major Capital Projects\*  
 Sean Rafferty, Summer Intern, Technology  
 Alan L. Reiss, Director, World Trade Center Construction\*  
 Jessica Russ, General Manager, Board Unit, Office of the Secretary\*  
 Jaspreet Sandhu, Summer Intern, Technology  
 Benjamin Shaw, Summer Intern, Labor Relations  
 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

Guests:

Thomas Holl, Senior Counsel, Authorities Unit, Office of the Governor of New Jersey  
 Natalie Millstein, Senior Advisor for Transportation, Office of the Governor of New York\*  
 David Ullman, Assistant Secretary for Transportation, Office of the Governor of New York\*

Public Commenters:

Murray Bodin  
 Matthew Buchys (Written Statement)  
 Christopher Greif  
 Debra Greif

Topics:

Change  
 Tolls & Fees  
 Accessibility Rights  
 Accessibility Rights

The public meeting was called to order by Chairman O’Toole at 12:23 p.m. and ended at 12:54 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 May 25, 2023 were delivered in electronic form to the Governors of New York and New Jersey on May 26, 2023. The time for action by the Governors of New York and New Jersey expired at midnight on June 12, 2023.

### **Chairman’s Report**

The Chairman advised that as part of the Port Authority’s public speakers’ program, one written statement was received and 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.

**AUTHORIZATION FOR THE PORT AUTHORITY TO PARTICIPATE IN TRANSCOM, INC. FOR 2024 - 2025**

TRANSCOM (Transportation Operations Coordinating Committee) is a consortium of 16 transportation agencies in the New York/New Jersey/Connecticut region who share traffic and usage data for better traffic management. TRANSCOM assists its members in this effort by collecting, verifying and aggregating the data. The Port Authority was instrumental in organizing TRANSCOM in 1986 and representatives of the Tunnels, Bridges and Terminals Department and of the Port Authority Trans-Hudson Corporation sit on its Board of Trustees. Members include the Metropolitan Transit Authority New York City, New York State and New Jersey Departments of Transportation and New Jersey Transit, among others.

An important source of data for TRANSCOM systems is collected through “travel time readers” at various key transportation sites in the region which are deployed by the member organizations and automatically transmit traffic information to a central repository run by TRANSCOM. This information is then processed and sent to dynamic message boards to indicate estimated travel times. There are 61 roadside travel time reader sites currently operational across the agency’s bridge, tunnel, aviation and port facilities, which will increase to 69 roadside travel time reader sites over the next two years.

The Port Authority has been a member of TRANSCOM (since its founding in 1986) and recommends that the Board authorize it to (a) enter into an extension of its current five-year membership agreement for a two-year period from January 1, 2024 through December 31, 2025 at an estimated amount of \$1,350,000 (for both years, based on a proportionate share of certain operating costs), (b) maintain continued access to the TRANSCOM Open Reach software system at a cost of approximately \$99,500 (for both years) and (c) install up to 8 additional travel time readers at key Ports, Aviation and TB&T sites, which (together with ongoing maintenance, power and telecommunications costs for the expanded fleet of readers) has a cost of \$790,000, for a total authorization during the extension term of \$2,239,500. Additionally, it is recommended that the Board authorize a representative of the Tunnels, Bridges and Terminals Department to serve on the TRANSCOM Board of Trustees. A parallel resolution is being submitted to the PATH Board to extend PATH’s current membership in TRANSCOM and maintain a PATH seat on the TRANSCOM Board of Trustees.

TRANSCOM, through its Board of Trustees is currently undertaking planning for its next generation of software, including projection of costs to replace its current systems, which have reached the end of their design life, and to plan strategically for its future goals. Under the proposed extension, the 2024 membership cost to the Port Authority would be at 2023 rates, and the 2025 membership cost would be escalated at 1.5 percent.

Authorization of the Port Authority’s continued participation in TRANSCOM would assist TRANSCOM to continue its regional transportation coordination and technology development programs and ensure that the Port Authority’s regional transportation leadership role is advanced.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Cohen, Eve, Helmy, 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 Port Authority's continued membership in TRANSCOM for a two-year period commencing on January 1, 2024 and ending on December 31, 2025, be and it hereby is authorized; and it is further

**RESOLVED**, that the Director, Tunnels, Bridges and Terminals be and she hereby is authorized, for and on behalf of the Port Authority, to enter into an agreement or agreements with TRANSCOM's other members for the Port Authority to continue to participate in TRANSCOM programs, operations and to serve on TRANSCOM's Board of Trustees during such two-year period, and to provide for the Port Authority's financial contributions, including, but not limited to: (1) an estimated amount of \$1,350,000 for the Port Authority's contribution toward its continued membership in TRANSCOM for the two-year period from 2024 through 2025; (2) continued contributions towards the operations and maintenance of TRANSCOM's Open Reach regional transportation management and information software, at an estimated total amount of \$99,500; and (3) continued operations and maintenance services, power, and telecommunications expenditures for up to 69 travel time reader sites currently in place or to be installed by TRANSCOM at Port Authority facilities, at an estimated cost of \$790,000; 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.

## **LAGUARDIA AIRPORT – AIRPORT ACCESS IMPROVEMENTS – MASS TRANSIT ACCESS – PLANNING AUTHORIZATION**

It was recommended that, in light of the conclusions of a three-member expert panel (Panel) released in March 2023, the Board terminate the AirTrain to LaGuardia (LGA AirTrain) project and authorize \$30 million for planning and preliminary work to effectuate the Panel's recommendations to provide enhanced mass transit access to LaGuardia Airport (LGA) by: (1) initiating improvements, in cooperation with the Metropolitan Transit Authority (MTA), of the existing MTA Q70 LaGuardia Link bus service, including creation of a dedicated bus lane on the Brooklyn-Queens Expressway between Northern Boulevard and Astoria Boulevard; the addition of transit signal priority for buses; and the improvement of wayfinding and signage for the Woodside and Jackson Heights stations; (2) creating a new non-stop bus shuttle service that would connect the MTA's N/W subway line at Astoria-Ditmars Boulevard Station to LGA (collectively, the LGA Ground Access Program); and (3) creating a new bus station with direct access to Terminal C and a dedicated bus route for use by both bus services that is expected to significantly reduce on airport travel times. It was also recommended that the Executive Director be authorized to enter into agreements with private, federal, state, and municipal government entities necessary to complete the planning and preliminary design work, including, but not limited to, agreements for access rights and rights of entry and to retain expert professional technical and advisory services required to advance the LGA Access Program.

Planning costs of \$75 million for the LGA AirTrain were authorized by the Board in November 2017 and the LGA Ground Transportation Access Project was included in the 2017-2026 Capital Plan at \$2.05 billion. The project received approval from the Federal Aviation Administration of its final environmental impact statement under the National Environmental Policy Act before development was paused in October 2021 at the request of the Governor of New York. Governor Hochul requested that the Port Authority analyze alternatives to the AirTrain to Willets Point. Following its deliberations, the Panel determined not to recommend proceeding with a light rail option (including the LGA AirTrain as proposed) due to a combination of cost, ridership and constructability considerations, but instead recommended improvements and additions to two transit busing alternatives as described above and the Port Authority has decided to move forward with those recommendations.

The LGA Ground Access Program, as now recommended, would involve improvements to the existing MTA Q70 LaGuardia Link bus service connecting LGA to Jackson Heights and Woodside and (i) adding a 1-mile dedicated bus lane on the northbound shoulder of the Brooklyn-Queens Expressway between Northern Boulevard and Astoria Boulevard; (ii) adding traffic signal priority for buses along the route; and (iii) incorporating new wayfinding, lighting and signage upgrades at the MTA subway station at Jackson Heights-Roosevelt Avenue/74th Street (E, F, M, R and No. 7 subway service) and the Long Island Rail Road station at Woodside.

The LGA Ground Access Program, as now recommended, would also include creation of a new, non-stop shuttle service between LGA and the last stop on the MTA's N/W subway line at the Astoria-Ditmars Boulevard Station, which would service all three terminals at LGA (Terminal A (Marine Terminal), Terminal B (LaGuardia Partners) and Terminal C (Delta)). A new bus loading area at LGA Terminal C with direct, exclusive road access to avoid congestion on the airport frontage, is also contemplated as part of the revised LGA Ground Access Program.

The LGA Ground Access Program as now recommended would also include a new Bus Station with direct access to Terminal C via a vertical circulation building that provides access to the Terminal C Pedestrian Bridge. This new station location allows for exclusive road access for all bus services and is therefore expected to reduce travel time and mitigate congestion on the Terminal C roadway network by removing the buses from the traffic mix.

It is anticipated that the proposed planning and preliminary design work will lead to a future request for project authorization for future phases beyond planning for the LGA Ground Access Program elements.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Cohen, Eve, Helmy, 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 planning and preliminary design work for a program (Program) to enhance mass transit access to LaGuardia Airport (LGA) by improving the existing Metropolitan Transit Authority Q70 LaGuardia Link bus service, creating a new non-stop bus shuttle service which would connect the MTA's N/W subway line at Astoria-Ditmars Boulevard Station to LGA, and add a new Terminal C Bus Station with dedicated road access, at an estimated total planning cost of \$30 million, be and it is hereby 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: (1) execute agreements with private, federal, state, and municipal government entities necessary to complete the foregoing environmental permitting, planning and preliminary design work, including, but not limited to, access rights and rights of entry, and agreements to fund third-party design and construction coordination and reviews; and (2) execute one or more agreements for expert professional technical and advisory services required to advance the 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 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 and preliminary design work, 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.



**PORT AUTHORITY BUS TERMINAL REPLACEMENT PROGRAM –  
AUTHORIZATION OF ADDITIONAL PLANNING/ENGINEERING**

It was recommended that the Board authorize \$65 million for continued planning/engineering services and related supervisory costs to progress development of a definitive preferred alternative for the Port Authority Bus Terminal Replacement Program (PABTR Program). \$49 million of the total would be added to an existing professional services contract with WSP USA, Inc. (WSP), which would also be extended for two years through December 2025.

The existing Port Authority Bus Terminal (PABT), located at 8<sup>th</sup> Avenue and 42<sup>nd</sup> Street, first opened in 1950 and today is the busiest bus terminal in the world by volume of traffic. Today it is challenged with aging infrastructure and systems, increasing functional and physical obsolescence of assets and facilities, and fundamental capacity shortfalls amid growing commuter and travel demand.

On February 16, 2017, the Board authorized Phase 1 of a comprehensive pre-planning effort related to the PABTR Program, at a total estimated planning cost of \$70 million.

In December 2017, the Executive Director authorized the retention of WSP to perform expert professional technical environmental and preliminary engineering services in support of the Phase 1 effort, at an estimated total amount of \$36 million. WSP was selected as the highest-rated proposer in response to a publicly advertised Request for Proposals, which was conducted in accordance with federal Brooks Act requirements, to maintain eligibility for future possible federal funding. The contract also includes options for the Port Authority to direct WSP to perform subsequent work, beyond Phase 1, including professional services for further planning and to support all regulatory and approval processes in compliance with National Environmental Policy Act (NEPA) requirements, including environmental review, and the selection of a preferred alternative.

Upon completion of the Phase 1 planning work in early June 2021, on June 24, 2021, the Board authorized Phase 2 planning and preliminary design work, project management support, and environmental and preliminary engineering services at an additional estimated cost of \$80 million.

In May 2022, the Executive Director authorized an increase to the WSP contract of \$35 million to provide for continued expert professional technical, environmental, and preliminary engineering services for continued support of the planning effort.

The proposed funding request would support continued planning/engineering work, including the development of technical and engineering specifications and requirements, necessary to continue progress on the development of the PABTR Program.

At this time, it is recommended that the WSP contract be increased by \$49 million to provide continued support for the PABTR Program. It is necessary to engage WSP to perform this work given their extensive work to date on the PABTR Program.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bollwage, Cohen, Eve, Helmy, 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 continued planning/engineering work in support of the Port Authority Bus Terminal Replacement Program (PABTR) at an estimated total cost of \$65 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 increase, by an estimated \$49 million, the amount of Contract MCP 17-001 (“WSP Contract”) with WSP USA, Inc., to assist the Port Authority with the continued planning/engineering effort, and to extend the WSP Contract through December 31, 2025; 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 any and all actions with respect to contracts for professional, technical and related advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing planning/engineering work for the PABTR and to utilize the balance of the authorization made hereunder for such supervisory and professional services as he determines to effectuate the foregoing; and it is further

**RESOLVED**, that the form of all contracts, agreements, and other documents in connection with the foregoing planning/engineering work 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.

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Secretary