**Torres Rojas, Genara** FOI# 14045

**From:** akbutzel@gmail.com
**Sent:** Friday, June 07, 2013 1:00 PM
**To:** Duffy, Daniel
**Cc:** Torres Rojas, Genara; Van Duyne, Sheree
**Subject:** Freedom of Information Online Request Form

Information:

First Name: Albert
Last Name: Butzel
Company: Albert K. Butzel Law Offices
Mailing Address 1: 249 West 34th St, Ste 400
Mailing Address 2:
City: New York
State: NY
Zip Code: 10001
Email Address: akbutzel@gmail.com
Phone: 2126430375
Required copies of the records: Yes

List of specific record(s):
The following request for specific records is made pursuant to the Port Authoritys Freedom of Information Code. 1. Records since January 1, 2012 in which the Port Authority provided specific recommendations regarding or specific comments on the New York City Police Departments Security Plan for the World Trade Center Campus. 2. Records since January 1, 2012 in which the Port Authority analyzed or critiqued the New York City Police Departments Security Plan for the World Trade Center Campus. This request for specific records is made in light of the rejections as overly broad of my earlier request, Freedom of Information Reference No. 14207. Albert K. Butzel

THE PORT AUTHORITY OF NY & NJ

*FOI Administrator*

August 22, 2013

Mr. Albert Butzel
Albert K. Butzel Law Offices
249 West 34th Street, Suite 400
New York, NY 10001

Re: Freedom of Information Reference No. 14045

Dear Mr. Butzel:

This is a response to your June 7, 2013 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code") for copies of records since January 1, 2012 in which the Port Authority provided specific recommendations regarding or specific comments on the New York City Police Department Security Plan for the World Trade Center Campus. Records since January 1, 2012 in which the Port Authority analyzed or critiqued the New York City Police Departments Security Plan for the World Trade Center Campus.

Material responsive to your request and available under the Code can be found on the Port Authority's website at http://www.panynj.gov/corporate-information/foi/14045-WTC.pdf. Paper copies of the available records are available upon request.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,

Daniel D. Duffy
FOI Administrator

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*New York, NY 10003*
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**THE PORT AUTHORITY** OF NY & NJ

May 22, 2013

Joseph P. Dunne
*Chief Security Officer*

Assistant Commissioner David Kelly
New York City Police Department
One Police Plaza
New York, New York 10038

Re: NYPD's World Trade Center Campus Security Plan
Draft Environmental Impact Statement

Dear Assistant Commissioner Kelly:

This letter is being written on behalf of The Port Authority of New York and New Jersey, a body corporate and politic and a municipal corporate instrumentality of the States of New York and New Jersey created by virtue of the Compact of April 30, 1921, made by and between the States of New York and New Jersey and thereafter consented to by the Congress of the United States of America (the "Port Authority"), in response to the New York Police Department's ("NYPD") release and request for comments on the "World Trade Center Campus Security Plan – Draft Environmental Impact Statement – Dated April 8, 2013" ("DEIS").

The Port Authority has read and reviewed the NYPD's DEIS. The Port Authority as the owner of and the party with a substantial responsibility for redeveloping the World Trade Center clearly has a vested interest in all matters that may impact the construction, operations and economic viability of the commercial development at the WTC site. In addition, the Port Authority and the Port Authority Police Department (PAPD) have responsibility for law enforcement and security activities at the WTC Campus, including but not limited to the WTC Transportation Hub, office towers, retail, the memorial, memorial museum and cultural facilities. The NYPD's World Trade Center Campus Security Plan should provide for an appropriate level of security for the WTC Site in a manner that does not result in undue impacts on the facilities and users of the WTC site and the immediate surroundings. The Port Authority, and with consideration of the many other stakeholders at the WTC Site, requests that the NYPD balance and carefully consider what impacts the Campus Security Plan will have on the potential viability of the economic and commercial development at the WTC site since the site is expected to draw and create significant jobs and help further the development of a vibrant, 24-hour community in Lower Manhattan.

The Port Authority looks forward to continuing to work cooperatively with New York City, NYPD, and other municipal, state and federal authorities to ensure the safety and security of the WTC and the metropolitan region, while permitting the rebuilding and operation of the WTC as a mixed-use center of commerce and transportation, public space, and culture, all of which complement a Memorial that facilitates remembrance to those who were lost on September 11, 2001 in New York City, in Shanksvillle, Pennsylvania, and at the Pentagon as well as those who died in the terrorist bombing of the World Trade Center on February 26, 1993.

Based upon the Port Authority's review of the DEIS it offers the following general comments that should be considered for incorporation in the Final Environmental Impact Statement:

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*New York, NY 10003*
*T: 212 435 6635 F: 212 435 6640*
*jdunne@panynj.gov*

1. The DEIS describes the NYPD as manning all of the credentialing areas within the WTC Campus, however, the DEIS must contemplate that, due to the commercial nature of the WTC site, the Port Authority will also be required to have customer service personnel staffing the credentialing areas. These customer service staff will provide an important interface between the Port Authority and its tenant stakeholders, with guests, visitors, tourists and others seeking to visit, shop, or have business a the WTC Campus.. The presence of Port Authority customer service personnel will be key since the Trusted Access Program (TAP), which will be managed by the Port Authority with NYPD assisting the Port Authority in the credentialing process for vehicle access into the WTC Campus. In addition, it the DEIS currently states that taxis may be permitted to enroll in the TAP, however since the Port Authority has not yet determined all of the parties who will be able to participate in a TAP program, the DEIS should reflect analysis of potential scenarios with and without taxis accessing the WTC campus. Also, in this regard, the Port Authority suggests re-examination of the traffic assumptions regarding expected number of taxis around the WTC Campus.

2. The NYPD should coordinate with agencies, such as the Port Authority, New York State Department of Transportation ("NYSDOT"), New Jersey Department of Transportation ("NJDOT"), the New York City Department of Transportation ("NYCDOT"), the Mayor's Office and the National September 11th Memorial and Memorial Museum at the World Trade Center ("NS11MM"), to finalize the drop off and pick up locations of the tour buses in the World Trade Center site prior to proceeding with the analyses. The drop off and pick up locations will determine the access points for tour buses to the WTC Campus, which will have an impact on the required queuing areas for the credentialing and screening at those access points.

3. There is no description provided in the DEIS regarding how special vehicles will be handled at campus entry and exit points. It is suggested that the following vehicle types be addressed in the DEIS:
   a. Access-A-Ride vehicles – what are the expected volumes of these vehicle types and how will they be handled at credentialing and screening points? Also, what will the circulation plan be for these vehicles, particularly to allow convenient drop-off/pick-up for ADA tenants of the WTC?
   b. Motorcycles, scooters, and mopeds – how will these vehicles be handled at credentialing and screening points?

4. The DEIS does not describe contingency plans for the loss of one or more sally ports. It is recommended that the shutdown of one or more sally ports be analyzed in the DEIS, particularly given that mechanical failures or incidents are common at security checkpoints of other facilities throughout the world. What would be the effect on other sally ports if one sally port were out of commission? Particularly at sally ports that are the sole access point for certain types of vehicles (e.g. the Washington Street entrance for 7 WTC and PAC vehicles)? Also, what would be the operational and communications procedure for such a shutdown?

The Port Authority looks forward to continuing to work and collaborate with the NYPD, the City of New York, the NS11MM and other agencies of the City, State and Federal government to foster the regrowth of Lower Manhattan as a vibrant cultural and financial district, to remember and restore the World Trade Center Site, and to repair the underlying fabric of Lower Manhattan.

Sincerely,

Joseph P. Dunne
Chief Security Officer

CC:P. Foye
B Baroni
Silverstein Properties, Inc.
Durst Organization
Westfield
NS11MM