

# THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

## MINUTES Thursday, June 25, 2015

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**MINUTES of the Meeting of The Port Authority of New York and New Jersey held Thursday, June 25, 2015 at 150 Greenwich Street, City, County and State of New York**

**PRESENT:**

**NEW JERSEY**

Hon. John J. Degnan, Chairman  
 Hon. George R. Laufenberg  
 Hon. Raymond M. Pocino  
 Hon. William P. Schuber  
 Hon. David S. Steiner

Patrick J. Foye, Executive Director  
 Darrell B. Buchbinder, General Counsel  
 Karen E. Eastman, Secretary

Thomas E. Belfiore, Chief Security Officer  
 Thomas L. Bosco, Director, Aviation  
 Steven J. Coleman, Acting Director, Media Relations  
 Nicole Crifo, Senior Advisor to the Chairman  
 Paul V. Crist, Assistant Director, Asset Management, Tunnels, Bridges and Terminals  
 Stephanie E. Dawson, Acting Chief Operating Officer  
 Erica Dumas, Senior Public Information Officer, Media Relations  
 Michael A. Fedorko, Director, Public Safety/Superintendent of Police  
 Sean M. Fitzpatrick, Chief of Staff to the Chairman  
 Michael B. Francois, Chief, Real Estate and Development  
 Cedrick T. Fulton, Director, Tunnels, Bridges and Terminals  
 Robert E. Galvin, Chief Technology Officer  
 David P. Garten, Chief of Staff to the Vice Chairman  
 Linda C. Handel, Deputy Secretary  
 Mary Lee Hannell, Chief, Human Capital  
 Portia L. Henry, Executive Policy Analyst, Special Panel Implementation Office  
 Brian Jacob, Principal Board Management and Support Specialist, Office of the Secretary  
 Howard G. Kadin, Esq., Law  
 Cristina M. Lado, Director, Government and Community Affairs, New Jersey  
 Richard M. Larrabee, Director, Port Commerce  
 William Laventhal, Executive Policy Analyst, Office of the Executive Director  
 Andrew G. Levine, Acting Director, Audit Department  
 John J. Liantonio, Senior External Relations Client Manager, Government and Community Affairs  
 Diana Lopez, Senior Advisor, LaGuardia Redevelopment Program, Aviation  
 John H. Ma, Chief of Staff to the Executive Director  
 Stephen Marinko, Esq., Law  
 Ronald Marsico, Assistant Director, Media Relations  
 Michael G. Massiah, Chief, Capital Planning, Execution and Asset Management  
 Daniel G. McCarron, Comptroller  
 Elizabeth M. McCarthy, Chief Financial Officer  
 James E. McCoy, Manager, Board Management Support, Office of the Secretary

**NEW YORK**

Hon. Scott H. Rechler, Vice-Chairman  
 Hon. Hamilton E. James  
 Hon. Kenneth Lipper  
 Hon. Jeffrey H. Lynford  
 Hon. Jeffrey A. Moerdler

David J. McGrath, Manager of Marketing and Communications  
 Carlene V. McIntyre, Assistant General Counsel  
 Emily Miuccio, Senior Business Manager, Special Panel Implementation Office  
 Steven A. Pasichow, Director, Office of Investigation, Office of Inspector General  
 Lysa Scully, General Manager, LaGuardia Airport, Aviation  
 Beth E. Siegel, Director, Capital Programs  
 Timothy G. Stickelman, Assistant General Counsel  
 K. Ocean Stokes, Associate Board Management and Support Specialist, Office of the Secretary  
 Ralph Tragale, Assistant Director, Public Affairs, Aviation  
 Virginia Trubek, Director, Operations Services  
 Lillian D. Valenti, Chief Procurement and Contracting Officer  
 Michael L. Valletta, Assistant Director, Capital Construction Planning, Tunnels, Bridges and Terminals  
 Sheree R. Van Duynes, Manager, Policies and Protocol, Office of the Secretary  
 Ian R. Van Praagh, Acting Director, Government and Community Affairs, New York  
 Cheryl A. Yetka, Treasurer  
 Peter J. Zipf, Chief Engineer

Guests:

Amy Herbold, Assistant Counsel, Authorities Unit, Office of the Governor of New Jersey  
 Sandy Castor, Program Associate for Transportation, Office of the Governor of New York

Speakers:

DaQuan Allen, Local 32BJ  
 Jason L. Bittiger, Esq., Bittiger Elias & Triolo, P.C.  
 Murray Bodin, Member of the Public  
 Michael Carey, Local 32BJ  
 Margaret Donovan, Twin Tower Alliance  
 Meg Fosque, Make the Road New York  
 Verlin Hernandez, Local 32BJ  
 Curtis Latta, Local 32 BJ  
 Eduardo Lopez, Unite Here  
 Gertrudes Lopez, Local 32 BJ  
 James Osei-Kofi, Local 32BJ  
 Kirk Ortega, Consultant to Renatus Construction  
 Cleotildo Palanco, Local 32 BJ  
 Rasna Sethi, New York City Coaliton Against Hunger  
 Priscilla J. Triolo, Esq., Bittiger Elias & Triolo, P.C.  
 Neile Weissman, New York Cycle Club

The public meeting was called to order by Chairman Degnan at 10:53 a.m. and ended at 12:16 p.m. The Board also met in executive session after the public session.

### **Action on Minutes**

The Secretary submitted for approval Minutes of the meeting of May 28, 2015. She reported that copies of these Minutes were delivered to the Governors of New York (in electronic form) and New Jersey (in paper form) on May 29, 2015. The Secretary reported further that the time for action by the Governors of New York and New Jersey expired at midnight on June 12, 2015.

Whereupon, the Board unanimously approved the Minutes of the meeting of May 28, 2015.

### **Report of Committee on Security**

The Committee on Security reported, for information, on matters discussed in executive session at its meeting on June 25, 2015, which included discussion of matters involving public safety or law enforcement, and the report was received.

### **Report of Committee on Finance**

The Committee on Finance reported, for information, on matters discussed in executive session at its meeting on June 25, 2015, which included discussion of matters involving ongoing negotiations or reviews of contracts or proposals, and the report was received.

### **Report of Committee on Capital Planning, Execution and Asset Management**

The Committee on Capital Planning, Execution and Asset Management reported, for information, on matters discussed in public and executive sessions at its meeting on June 25, 2015, which included discussion of an item to authorize implementation of early actions in support of the New LaGuardia Airport Redevelopment Program, discussion of an item to authorize a project for the replacement of signs and field devices in connection with the Intelligent Transportation System at the George Washington Bridge, and discussion of matters involving public safety or law enforcement, and matters involving ongoing negotiations or reviews of contracts or proposals, and the report was received.

### **Report of Committee on Governance and Ethics**

The Committee on Governance and Ethics reported, for information, on matters discussed in executive session at its meetings on June 2, 2015 and June 25, 2015, which included discussions of matters involving ongoing negotiations or reviews of contracts or proposals, and the report was received.

## **CROSS HARBOR FREIGHT MOVEMENT PROGRAM - AUTHORIZATION OF ADDITIONAL FUNDS FOR COMPLETION OF ENVIRONMENTAL IMPACT STATEMENT**

It was recommended that the Board authorize the Executive Director to increase, by approximately \$585,000, the amount of an agreement with STV Inc. – Cambridge Systematics – Allee, King, Rosen & Fleming, Joint Venture (the Joint Venture), to provide for the completion of an Environmental Impact Statement (EIS) for the Cross Harbor Freight Movement Program (CHFMP), which would result in an aggregate expenditure of approximately \$10,485,000 in connection with the EIS.

At its meeting of October 18, 2007, the Board authorized the Regional Goods Movement Improvement Program, which included authorizing the Port Authority to assume local sponsorship of the EIS for the CHFMP, and responsibility for conducting the EIS, with expenditures to conduct the EIS not to exceed \$10 million. The EIS was to be funded through the following sources: (1) acceptance of approximately \$4 million in unspent federal funds made available to the prior sponsor of the EIS; (2) acceptance of additional federal funds made available pursuant to an earmark under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU); and (3) the provision of funds by the Port Authority to fulfill the federal requirement for a 20-percent local match. The EIS, which identifies short- and long-term strategies for improving the rail crossing across the New York/New Jersey Harbor and the associated rail corridor, is part of the Port Authority's long-term initiative to examine options to reduce truck traffic, thereby increasing the region's economic competitiveness, decreasing traffic congestion, and reducing pollution and greenhouse gas emissions.

In 2009, the Executive Director authorized an agreement with the Joint Venture to provide expert professional transportation planning and engineering services, on a task-order basis, needed to develop and complete the EIS, at a cost not to exceed \$9,150,000. In December 2013, pursuant to amendatory authority, the value of the agreement was increased by \$750,000 and the term was extended through December 2015, to address scope changes and increased public outreach efforts.

The EIS is being prepared jointly by the Port Authority and the Federal Highway Administration (FHWA). In the summer of 2014, the FHWA reviewed a Draft EIS prepared by the Port Authority and requested that the document be revised to include an examination of additional alternatives. Additionally, in the fall of 2014, upon release of the Draft EIS to the public, the Port Authority expanded its outreach efforts to encourage public review of, and comment on, the document. The proposed additional funds are required in order to complete the EIS through its final stage, culminating in issuance of a Record of Decision by the FHWA that is currently expected to be released in the third quarter of 2015 and will identify which alternative(s) under review will continue to be pursued in the future.

When completed, the EIS will include a detailed analysis of the costs and benefits associated with various options for improving the movement of freight across the New York/New Jersey Harbor, and will enable federal, state and local entities to make necessary findings and determinations on which option or options should be pursued. Each of the options under consideration would yield environmental benefits, such as reductions in traffic congestion, wear and tear on area roadways and crossings, and air emissions associated with truck exhaust.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Degan, James, Laufenberg, Lipper, Lynford, Pocino, Rechler, Schuber and Steiner voting in favor; Commissioner Moerdler recused and did not participate in the consideration of, or vote on, this item. 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 increase, by approximately \$585,000, the amount of an agreement with STV Inc. – Cambridge Systematics – Allee, King, Rosen & Fleming, Joint Venture, to provide for the completion of an Environmental Impact Statement (EIS) for the Cross Harbor Freight Movement Program, which will result in an aggregate expenditure of approximately \$10,485,000 in connection with the EIS; and it is further

**RESOLVED**, that the form of all documents necessary to effectuate the foregoing shall be subject to the approval of General Counsel or his authorized representative.

**PORT NEWARK – WATER SYSTEM REHABILITATION – PROJECT  
AUTHORIZATION AND AWARD OF CONTRACT**

It was recommended that the Board authorize: (1) a project to complete the rehabilitation of sections of piping and fittings comprising the water distribution system at Port Newark, at a total estimated cost of \$26.3 million, which is inclusive of \$13.25 million in previously authorized expenditures; and (2) the Executive Director to award Contract PN-654.036 for the rehabilitation of the water distribution system in the central and south sections of Port Newark, at a total estimated construction cost of \$8.5 million, which cost is included within the proposed project authorization amount.

The Port Authority is responsible for the maintenance and operation of the Port Newark water distribution system, which includes domestic and fire water systems. The Port Authority purchases water for Port Newark from the City of Newark's Department of Public Works (City), pipes the water to tenants and charges the tenants, according to meter readings, for the water they use. The majority of the water distribution system's underground piping network that serves Port Newark is approximately 70 years old.

To address certain water loss that has resulted in the Port Authority being charged by the City for water usage in excess of amounts billable to tenants based on verified meter readings, the Port Authority has conducted studies to identify appropriate remedial actions to address this issue. The studies resulted in, among other things, a recommendation that certain sections of the water system be replaced. A phased program was therefore developed, under which two contracts have been awarded to date, the total costs of which are included as part of the proposed project authorization amount.

In 2012, pursuant to a publicly advertised procurement, a contract was awarded for the rehabilitation of the water distribution system in the northeast section of Port Newark, at a total estimated cost of \$2,151,825, inclusive of net cost work and extra work. That work, which included the replacement of approximately 7,400 linear feet of piping, associated valves and fire hydrants, was completed in October 2013. In 2013, pursuant to a publicly advertised procurement, an additional contract was awarded for the rehabilitation of the water distribution system in the northwest section of Port Newark, at a total cost of \$6,446,999, inclusive of net cost work and extra work. That work, which included the replacement of approximately 24,500 linear feet of piping, associated valves and fire hydrants, was completed in May 2015.

The proposed third and final contract to be awarded during the third quarter of 2015 under the project would provide for rehabilitation of the water distribution system in the central and south sections of Port Newark. Work would include the replacement of approximately 21,000 linear feet of piping, associated valves and fire hydrants, with project completion forecast for the fourth quarter of 2017.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Degnan, James, Laufenberg, Lipper, Lynford, Pocino, Rechler, Schuber and Steiner voting in favor; Commissioner Moerdler recused and did not participate in the consideration of, or vote on, this item. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

**RESOLVED**, that a project to complete the rehabilitation of sections of piping and fittings comprising the water distribution system at Port Newark, at a total estimated cost of \$26.3 million, which is inclusive of \$13.25 million in previously authorized expenditures, be and it hereby is authorized; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to award Contract PN-654.036 for the rehabilitation of the water distribution system in the central and south sections of Port Newark, at a total estimated construction cost of \$8.5 million, which cost is included within the project authorization 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 action with respect to construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing project, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

**RESOLVED**, that the form of all documents and agreements in connection with the foregoing project shall be subject to the approval of General Counsel or his authorized representative.

**GEORGE WASHINGTON BRIDGE – TRANS-MANHATTAN EXPRESSWAY -  
REHABILITATION OF MEDIAN BARRIERS AND RELATED ROADWAY  
SAFETY ENHANCEMENTS – PROJECT AUTHORIZATION**

It was recommended that the Board authorize: (1) a project (including final design and construction) to replace the concrete median barriers, rehabilitate columns constructed integrally with these barriers, and perform certain related traffic safety enhancements on the Trans-Manhattan Expressway (TME) approaches to the George Washington Bridge (GWB), at an estimated total project cost of \$28.4 million; and (2) the Executive Director to: (a) award Contract GWB-244.049 to the lowest qualified bidder for construction work in connection with the project, at an estimated total construction cost of \$19.5 million, inclusive of allowances for extra work, net cost work and a contingency; (b) enter into right-of-entry agreements with New York City Department of Transportation, as necessary, to effectuate the construction of the project; and (c) enter into a reimbursement agreement with Rachael Bridge Corp. (Rachael) with respect to certain work to be performed by the Port Authority in connection with the project that is the responsibility of Rachael.

The TME, located east of the GWB, is the main thoroughfare for vehicles entering and exiting the GWB from the eastern side of the bridge. Three median barriers divide the TME into four roadways. Along the median barriers are structural columns that support the Fort Washington, Broadway, Wadsworth, St. Nicholas, Audubon and Amsterdam Avenue bridges, the GWB Bus Station and certain private property located above the TME.

The existing concrete traffic median barriers on the TME were installed as part of the GWB Lower Level expansion project during the 1960s. These barriers, which extend from Cabrini Boulevard to Amsterdam Avenue, separate traffic flow between the eastbound and westbound upper and lower expressways. Many sections of the barriers exhibit age-related distress and deterioration and require replacement in order to maintain the TME in a state of good repair.

In addition, certain structural columns that are constructed integrally with the existing median barriers require rehabilitation. Such rehabilitation work would be performed as part of the project. Approximately 85 percent of the columns to be rehabilitated as part of the project support private property located above the TME, and are owned and maintained by Rachael. The Port Authority will actively pursue reimbursement from Rachael for the cost of the design and construction work for the rehabilitation of the columns owned by Rachael.

The proposed project would provide for: the replacement of the existing barriers with new median barriers that comply with current American Association of State Highway and Transportation Officials codes; the rehabilitation of certain structural columns that are constructed integrally with the existing barriers and support private property and the GWB Bus Station above the TME; and related traffic safety enhancements, including new pavement markings and new static guide signs.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Degnan, James, Laufenberg, Lipper, Lynford, Moerdler, Pocino, Rechler, Schuber and Steiner voting in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

**RESOLVED**, that a project to replace the concrete median barriers, rehabilitate columns associated with these barriers and perform certain related traffic safety enhancements on the Trans-Manhattan Expressway approach to the George Washington Bridge, at an estimated total project cost of \$28.4 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: (1) award Contract GWB-244.049 to the lowest qualified bidder for construction work in connection with the project, at an estimated total construction cost of \$19.5 million, inclusive of allowances for extra work, net cost work and a contingency; (2) enter into right-of-entry agreements with New York City Department of Transportation, as necessary, to effectuate the construction of the project; and (3) enter into a reimbursement agreement with Rachael Bridge Corp. with respect to certain work to be performed by the Port Authority in connection with the project that is the responsibility of Rachael Bridge Corp.; and it is further

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

**RESOLVED**, that the form of all documents and agreements in connection with the foregoing project shall be subject to the approval of General Counsel or his authorized representative.

**GEORGE WASHINGTON BRIDGE – INTELLIGENT TRANSPORTATION SYSTEM –  
REPLACEMENT OF SIGNS AND FIELD DEVICES – PROJECT  
AUTHORIZATION**

It was recommended that the Board authorize: (1) a project, which includes final design and construction, for the upgrade and replacement of Intelligent Transportation System (ITS) signs and field devices at the George Washington Bridge (GWB), at a total estimated cost of \$65.1 million, which is inclusive of \$13.3 million in previously authorized expenditures; and (2) the Executive Director to: (a) award contracts to the lowest qualified bidder for the upgrade and replacement of ITS signs and field devices, at an estimated total construction cost of \$29.9 million, inclusive of allowances for extra work and net cost work, and a contract to perform maintenance of the ITS signs and field devices for a two-year period, at a total estimated cost of \$800,000, inclusive of allowances for extra work and net cost work; (b) enter into right-of-entry agreements with various entities, including state and city transportation agencies and local municipalities, as necessary to effectuate project construction; and (c) take action, as necessary, for the award of a contract for other professional, technical and advisory services required for the implementation of the project, pursuant to a publicly advertised Request for Proposals process, at an estimated total cost of \$4.5 million.

The existing ITS at the GWB was installed in 1997, and at that time was a pioneering effort in the region. The ITS consists of variable message signs (VMS), vehicle detectors, traffic surveillance cameras, travel time readers, lane-use control signals, and roadway weather equipment. ITS supports the Port Authority's efforts to proactively manage conditions at the GWB, in order to effectively reduce congestion and improve the traffic flow across the bridge, as needed. The ITS is leveraged to provide real-time information to the public on travel conditions via VMS, advisories to the TRANSCOM regional network that informs Internet-based transportation applications, and updates to the Port Authority's Internet site.

Although the ITS at the GWB has served the Port Authority well since its inception, it has exceeded its design life and requires replacement. Specifically, many components of the system do not work and replacement parts are no longer available, or it would be cost prohibitive to replace or upgrade the components on an as-needed basis.

In order to begin to address the technological obsolescence of critical components of the ITS, at its November 15, 2012 special meeting, the Committee on Operations, acting for and on behalf of the Board pursuant to the By-Laws, authorized planning and preliminary design work for the replacement/upgrade of the existing ITS at the GWB and the award of certain early-action contracts to replace 14 VMS on the New York and New Jersey approaches to the GWB, at an aggregate estimated cost of \$13.3 million, which work now has been completed.

The presently proposed project, which includes the aforementioned planning and early-action work, would provide for the upgrade and replacement of 11 existing VMS and the installation of seven new VMS, the installation of one new overhead sign structure, the upgrade and replacement of fixed message signs, vehicle detection devices, lane-use control signals, roadway weather equipment, and associated communication and electrical infrastructure. The project, when completed, would result in more efficient traffic flows in the area of the GWB, which would reduce vehicle travel and idling times, thereby reducing overall fuel consumption and associated air pollution caused by vehicular traffic.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Degan, James, Laufenberg, Lipper, Lynford, Moerdler, Pocino, Rechler, Schuber and Steiner voting in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

**RESOLVED**, that a project, which includes final design and construction, for the upgrade and replacement of Intelligent Transportation System (ITS) signs and field devices at the George Washington Bridge (GWB), at a total estimated cost of \$65.1 million, which is inclusive of \$13.3 million in previously authorized expenditures, be and it hereby is authorized; and it is further

**RESOLVED**, that the Executive Director be and hereby is authorized, for and on behalf of the Port Authority, to: (1) award contracts to the lowest qualified bidder for the upgrade and replacement of ITS signs and field devices, at an estimated total construction cost of \$29.9 million, inclusive of allowances for extra work and net cost work, and a contract to perform maintenance of the ITS signs and field devices for a two-year period, at a total estimated cost of \$800,000, inclusive of allowances for extra work and net cost work; (2) enter into right-of-entry agreements with various entities, including state and city transportation agencies and local municipalities, as necessary to effectuate the construction of the foregoing project; and (3) take action, as necessary, for the award of a contract for other professional, technical and advisory services required for the implementation of the foregoing project, pursuant to a publicly advertised Request for Proposals process, at an estimated total cost of \$4.5 million; and it is further

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

**RESOLVED**, that the form of all contracts and agreements in connection with the foregoing project shall be subject to the approval of General Counsel or his authorized representative.

## **LAGUARDIA AIRPORT – AUTHORIZATION TO IMPLEMENT EARLY ACTIONS IN SUPPORT OF THE NEW LAGUARDIA REDEVELOPMENT PROGRAM**

It was recommended that the Board authorize certain early actions in support of the New LaGuardia Airport (LGA) Redevelopment Program (Program), at an estimated aggregate amount of \$110.9 million, and composed of the following elements: (1) expenditures, in the total estimated amount of \$68.7 million, for the Executive Director to take certain actions in support of the Program, including: (i) award an agreement to LaGuardia Gateway Partners, the Preferred Proposer for the replacement of the LGA Central Terminal Building (“New Terminal B Project”), to perform design and code compliance work, and on-site investigative and preliminary construction activities (collectively, the “Early Work”), the initial total cost of which shall not exceed \$50 million; and (ii) advance a project for the rehabilitation of, and improvements to, Hangar 7 South at LGA, at a total estimated cost of \$18.7 million, inclusive of the award of Contracts LGA 124.226 and LGA 124.229 to construct the project, pursuant to publicly advertised/low-bid procurement processes, at an estimated total construction cost of \$12.2 million; (2) authorize the Executive Director to take certain actions pertaining to program delivery, oversight and support services in connection with the Program (collectively, the “Program Delivery Services”), in a total estimated amount of \$42.2 million, including: (i) award of agreements, pursuant to a publicly advertised Request for Proposals process, for professional program and project delivery support services on a “call-in” basis for a period of three years, with discretion to extend the agreements for an additional three years, at an estimated total cost of \$20 million; (ii) authorization of the expenditure of \$10 million under an existing agreement with STV Construction and Tishman Construction Corporation, a Joint Venture, for construction oversight and support services for the Early Work and the Hanger 7 South Improvements; and (iii) award of a contract to CohnReznick LLP and Hill International, Inc., pursuant to a publicly advertised Request for Proposals process, for the performance of integrity monitoring services to support elements of the Program, at an estimated total cost of \$12.2 million; and (3) authorization of the Executive Director to take certain actions pertaining to the submission of an application to the Federal Aviation Administration for the collection and use of up to \$110.9 million in Passenger Facility Charges to provide for recovery of the early-action costs, as outlined above. The Early Work, as outlined above, will not preclude implementation of recommendations provided by Governor Andrew Cuomo’s Airport Master Plan Advisory Panel (Advisory Panel).

The Program consists of two major elements, the LGA Capital Infrastructure Renewal program (LGACI Program), the cost of which is currently forecast at \$1.1 billion, and the New Terminal B Project, to be implemented through a public-private partnership. The LGACI Program is a collection of projects that address short- and long-term infrastructure needs at LGA, such as utility and electrical infrastructure, parking, roadways, bridges, and select building demolitions. Projects under the LGACI Program are required to maintain a state of good repair and contribute to the redevelopment of the entire airport. The New Terminal B Project provides for the design, finance, construction, maintenance and operation of a new Terminal B and related facilities, to be performed by a private entity under a public-private partnership.

At its May 28, 2015 meeting, the Board authorized the selection of the Preferred Proposer in connection with the New Terminal B Project, pursuant to a competitive Request for Proposals (RFP) selection process, and authorized the Executive Director to take certain actions in connection therewith, including entering into an exclusive negotiating period with the Preferred Proposer, with the final agreed-to proposal subject to further Board approval. In recognition of the critical need to

implement the project, the RFP identified certain Early Work items to be performed by the Preferred Proposer concurrent with the exclusive negotiating period. These Early Work items, as further outlined below, are time-sensitive but generic in nature, and would be required to support the overall New Terminal B Project regardless of the final means and methods for project delivery. It is convenient for the Port Authority to retain the Preferred Proposer to perform the Early Work items at this time in order to maintain the overall schedule for the Program and to meet critical path milestones for the New Terminal B Project.

Similarly, the Port Authority is advancing certain early-action work to support the New Terminal B Project, as well as program, delivery, oversight and support for the New LGA Redevelopment Program and portions thereof, as further outlined below. These initiatives would, among other things, support the integration of the New Terminal B Project with other ongoing construction projects at the airport.

### **Early Work Items**

Pursuant to the proposed Early Work agreement, the Preferred Proposer will perform design and code compliance work, on-site investigative activities and preliminary construction activities. Specifically, the agreement is anticipated to cover: (a) the design and construction work, including site and building work for the existing Building 30 required for the relocation of Port Authority operations staff from Terminal B; (b) the development of all documents, including reports and preliminary drawings, for code compliance review and permitting for the New Terminal B Project; (c) the design and certain site work for the landside roadway and bridge network; (d) the design and certain site work for the landside utility network; (e) the design and certain site work for the West Garage; and (f) planning, design and certain site work in connection with the incorporation of a non-exclusive central entryway portal (Portal), the concept of which was recommended by the Advisory Panel, in order to ensure that preliminary construction activities associated with the new Terminal B Project performed under the Early Work agreement do not preclude the potential future development of a Portal. The initial aggregate cost of the Early Work will not exceed \$50 million.

### **Hangar 7 South Improvements**

The rehabilitation of Hangar 7 South is necessary to accommodate the relocation of maintenance and operational staff, together with airport-wide Building Management and Life Safety Monitoring Systems, currently located in Terminal B. This would permit more efficient coordination among and across staffing units, while locating their activities outside of the congested terminal area. Additionally, certain on-airport vendors and contractors supporting core airport activities (e.g., parking lot management) also would be relocated to Hangar 7 South.

The rehabilitation work would include replacement of a new roof membrane, rehabilitation of interior space, abatement of asbestos and lead-containing materials, and replacement of electrical systems, lighting, heating, ventilation, and air conditioning (HVAC) systems. Improvements for life safety and code compliance include the construction of a new stairway and elevator, and upgrades to fire protection systems.

### **Program Delivery Services**

These services are necessary to retain project delivery support services, construction oversight and support services and integrity monitoring services to support the successful implementation of the Program or portions thereof.

Staff anticipates seeking project authorization for the full Program at the completion of the exclusive negotiation process with the Preferred Proposer, with a request to authorize the execution of a lease agreement and related documents pursuant to which the Port Authority and the Preferred Proposer (or its designee) will agree to the terms for the implementation and delivery of the New Terminal B Project. The award of other professional services agreements prior to the final authorization for the full Program, including possibly agreements with the Preferred Proposer, may be necessary to obtain engineering and architectural services, and project management and construction management services, to complete the Program. Specific work efforts would be advanced under existing authorized consultant agreements, as well as future professional service agreements.

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Degnan, James, Laufenberg, Lipper, Lynford, Pocino and Rechler voting in favor; Commissioners Moerdler, Schuber and Steiner recused and did not participate in the consideration of, or vote on, this item. 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 expenditure of a total estimated amount of \$110.9 million to implement certain early-action work in support of the New LaGuardia Airport (LGA) Redevelopment Program (Program), consistent with the terms outlined to the Board, be and it hereby is authorized; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to award an agreement to LaGuardia Gateway Partners to perform planning, design and code compliance work, and on-site investigative and preliminary construction activities, in connection with the Program, at an initial total cost not to exceed \$50 million; and it is further

**RESOLVED**, that, in connection with the Program, a project for the rehabilitation of, and improvements to, Hangar 7 South at LGA (the Project), at a total estimated cost of \$18.7 million, be and it hereby is authorized; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to award Contracts LGA-124.226 and LGA 124.229 for construction work in connection with the Project, at a total estimated construction cost of \$12.2 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 and advisory services and such other contracts and agreements as may be necessary to effectuate the Project, pursuant to authority granted in the By-Laws or other resolution adopted by 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 award agreements, pursuant to a publicly advertised Request for Proposals process, in the amount of \$20 million, for professional program and project delivery support services in connection with the Program on a call-in basis for a period of three years, with discretion to extend the agreements for an additional three years; and it is further

**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to expend \$10 million under an existing agreement with STV Construction and Tishman Construction Corporation, a Joint Venture, for construction oversight and support services for the early-action work in connection with 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 award a contract to CohnReznick LLP and Hill International, Inc., pursuant to a publicly advertised Request for Proposals process, for the performance of integrity monitoring services to support elements of the Program, at an estimated total cost of \$12.2 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 certain actions pertaining to the submission of an application to the Federal Aviation Administration for the collection and use of up to \$110.9 million in Passenger Facility Charges to provide for recovery of the costs for the foregoing early-action work in support of 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 construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the 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 and agreements in connection with the foregoing shall be subject to the approval of General Counsel or his authorized representative.

## **TRIBUTE TO JEFFREY A. MOERDLER**

The following tribute was unanimously adopted to express the appreciation of the Board of Commissioners of The Port Authority of New York and New Jersey to Commissioner Jeffrey A. Moerdler for his dedicated service as a member of the Board since April 14, 2010.

Since joining the Board, Commissioner Moerdler has given tirelessly of his time, talent and experience to further the mission and goals of the Port Authority and the region it serves. As Vice Chairman of the Audit Committee, Commissioner Moerdler has ensured the effectiveness of the agency's internal controls to limit agency risk and protect agency assets. As a member of the Committee on Governance and Ethics, he has encouraged and supported the implementation of numerous governance initiatives, to ensure the agency continues to meet the highest levels of honesty, integrity and responsibility and conducts its business solely in the public interest, to ensure public confidence in the agency. As Vice Chairman of the Committee on Security, Jeffrey Moerdler has taken a keen interest and contributed to the advancement of numerous security initiatives, to ensure the safety and security of the agency's facilities so that the public and commerce may have the benefit of dependable, trustworthy passage throughout the region, and has taken an active role in numerous emergency preparedness drills over the course of his tenure. Commissioner Moerdler has also been instrumental in the advancement of the agency's capital program, ensuring the agency's mission to improve regional mobility of people and goods and to foster economic growth and opportunity continues through projects that will serve the region for decades to come.

The Board expresses its most sincere appreciation to Jeffrey A. Moerdler for his leadership, dedication and service to The Port Authority of New York and New Jersey and the region it serves.

## **TRIBUTE TO ROSSANA ROSADO**

The following tribute was unanimously adopted to express the appreciation of the Board of Commissioners of The Port Authority of New York and New Jersey to Commissioner Rossana Rosado for her dedicated service as a member of the Board from June 21, 2012 through May 28, 2015.

Throughout her tenure on the Board, Commissioner Rosado has given tirelessly of her time, talent and experience to further the mission and goals of the Port Authority and the region it serves to improve regional mobility of people and goods and to foster economic growth in the region through the support and advancement of the agency's capital program. As a member of the Committee on Security, Commissioner Rosado has encouraged the advancement of initiatives that will ensure the safety and security of the agency's facilities, the traveling public and commerce for decades to come. Commissioner Rosado, as a member of the Committee on Governance and Ethics, has also played an active role in the advancement of numerous governance initiatives throughout the agency, to ensure the Port Authority conducts its business solely in the public interest and continues to meet the highest levels of ethical standards and conduct to ensure public trust and confidence in the agency.

The Board expresses its most sincere appreciation to Rossana Rosado for her dedication and commitment to The Port Authority of New York and New Jersey and the region it serves.

Whereupon, the meeting was adjourned.

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Secretary