



**The Port Authority of New York and New Jersey
Meetings of the Board of Commissioners and Board Committee
Meetings – Thursday, October 22, 2026**

The following is the revised agenda and related materials as of Friday, October 16, for the October 22, 2026, meetings of the Board of Commissioners of The Port Authority of New York and New Jersey and its subsidiaries to be held at 4 World Trade Center, 150 Greenwich Street and live-streamed at <https://www.panynj.gov/corporate/en/board-meeting-info/videos.html>.

In-person meeting attendees are required to go through a security screening upon entering the building. Attendees are encouraged to arrive early. Security screening will begin at 11:30 a.m.

For members of the public interested in viewing the proceedings virtually, a video broadcast will be live streamed from the Port Authority's website. The video broadcast may be accessed at <https://www.panynj.gov/corporate/en/board-meeting-info/videos.html>.

Executive Session Meetings – 9:30 a.m.

Committee on Capital Planning, Execution and Asset Management – 9:30 a.m.

The Committee on Capital Planning, Execution and Asset Management will meet in executive session prior to the public meetings to discuss matters involving ongoing negotiations or reviews of contracts or proposals.

Executive Session – All Commissioners – 9:45 a.m.

The Board of Commissioners will meet in executive session prior to the public meetings to discuss matters related to security or public safety, matters related to the purchase, sale, or lease of real property, where disclosure would affect the value thereof or the public interest, and matters involving ongoing negotiations or reviews of contracts or proposals.

Public Meetings – 12:30 p.m. (Board Room)

• Committee on Finance – Quarterly Financial Results	Ana Carvajalino
• Committee on Capital Planning, Execution and Asset Management – Quarterly Capital Performance Results	Derek Utter
• Board Meeting – 12:45 p.m. (<i>estimated</i>) – Staff Tribute – Report of Executive Director – Port Sustainability Program – Milestones and Accomplishments – Gateway Tunnel Project Update – Newark Liberty International Airport – Update on Station Access Project – Speakers Program* – Resolution Approvals	Kathryn Garcia Bethann Rooney Steve Plate Jacqueline McCarthy

For more information, contact the Office of the Secretary at (212) 435-6682.

Media Only: (212) 435-7777

SUBJECT TO CHANGE

* Members of the public wishing to address the Board on Port Authority-related matters may do so either in-person at the public board meeting, or by submitting a pre-recorded video statement or written statement if participating virtually.

Individuals planning to address the Board in person at the public board meeting are encouraged to register by completing and submitting a [speaker registration form](#) online by 8:30 a.m. on the day of the board meeting.

Individuals may submit written statements up until 8:30 a.m. on the day of the board meeting to Speakersprogram@panynj.gov. Individuals wishing to submit a pre-recorded video statement as part of the speakers' program should do so by close of business the day prior to the board meeting. Pre-recorded video statements will be broadcast as part of the public board meeting.

All speakers are limited to three minutes each, and speaking time may not be transferred. The public comment period may be limited to 30 minutes. Appropriate photo identification is required.

Note: Prerecorded video statements must be smaller than 100 megabytes.

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The Port Authority of New York and New Jersey is a bi-state agency that builds, operates and maintains many of the most important transportation and trade infrastructure assets in the country. [For over a century](#), the agency's network of major airports; critical bridges, tunnels and bus terminals; a commuter rail line; and the busiest seaport on the East Coast has been among the most vital in the country – transporting hundreds of millions of people and moving essential goods into and out of the region. The Port Authority also owns and manages the 16-acre World Trade Center campus, which welcomes tens of thousands of office workers and millions of annual visitors. The agency's historic \$45 billion capital plan for 2026-2035 advances a new generation of projects that will modernize, strengthen, and expand the agency's infrastructure around the region, including: a new Midtown Bus Terminal, transformations at John F. Kennedy International Airport (JFK) and Newark Liberty International Airport (EWR), and a new era for PATH, with major service increases. The Port Authority's annual budget of \$10 billion includes no tax revenue from either the states of New York or New Jersey or from the city of New York. The agency raises the necessary funds for the improvement, construction or acquisition of its facilities primarily on its own credit. For more information, visit the Port Authority's [press room](#).

**Form of Proposed Resolutions to be Considered by the Board at the
October 22, 2026 Meeting**

- 1. Operations Services – 777 Jersey Avenue – Automotive Maintenance Shop and Central Warehouse Facility – Authorization of Lease Amendment**
- 2. John F. Kennedy International Airport – Rehabilitation of Taxiway A West, Taxiway B West, and Restricted Vehicle Service Roads – Program Authorization**
- 3. PATH – Amtrak Sawtooth Bridges Replacement Project Support Agreements**
- 4. PATH – Replacement of Turnouts Systemwide – Project Authorization**
- 5. PATH – Replacement of Substation No. 2 – Project Reauthorization and Contract Increase**
- 6. Holland Tunnel, Lincoln Tunnel and George Washington Bridge – Replacement of Existing Intelligent Transportation System – Planning Authorization and Early Action Work**
- 7. George Washington Bridge – Rehabilitation of Trans-Manhattan Expressway Structural Elements – Project Authorization**
- 8. George Washington Bridge – Rehabilitation of Upper-Level Deck – Project Authorization**
- 9. George Washington Bridge – Priority Rehabilitation of Lower-Level NJ Access Tunnels & Drainage Improvements in NJ Anchorage Chamber – Project Authorization**
- 10. George Washington Bridge – Structural Rehabilitation of North & South Bus Parking Bridges Over Broadway – Project Authorization**

777 JERSEY AVENUE – AUTOMOTIVE MAINTENANCE SHOP AND CENTRAL WAREHOUSE FACILITY – AUTHORIZATION OF LEASE AMENDMENT

It is recommended that the Board authorize the Executive Director to enter into an amendment (Amendment) to the lease agreement dated December 20, 1998 (Lease) between the Port Authority and JHR Realty Co. LLC extending the term of the Lease through June 30, 2046 for the Port Authority's continued letting of an approximately 85,000-square-foot facility, including a building and related outdoor parking areas, at 777 Jersey Avenue, Jersey City, New Jersey (Premises).

The Premises, which the Port Authority has occupied continually since 1998, support two critical agency operations: the Operations Services Department's Central Automotive Division (CAD) automotive maintenance shop and the Procurement Department's Warehouse Inventory Management (WIM) central warehouse. The Port Authority has made substantial investment in the Premises to customize it for its current use, and the Premises' location is important to Port Authority operations, as the Premises are centrally located within the Port District, across the street from the Port Authority Technical Center, fewer than three blocks from the Holland Tunnel, and proximate to major roadway connections, enabling efficient support of Port Authority facilities during both routine operations and emergencies.

The current Lease term expires March 31, 2027. Over the past several years, Port Authority staff conducted an extensive search for potential alternative locations and found that viable alternatives would require substantial investment to customize them to adequately support Port Authority operations and were also less favorably located than the Premises.

The proposed Amendment would extend the Port Authority's occupancy of the Premises through June 30, 2046. Under the Amendment, the Port Authority's initial base rent would be reduced from approximately \$27 per square foot to \$25 per square foot, retroactive to July 1, 2026, with a total aggregate base rent of approximately \$51.6 million, inclusive of escalation. The Landlord would also provide a six-month rent credit valued at approximately \$1.1 million in connection with the Port Authority's undertaking of approximately \$1.2 million of necessary roof and parking lot improvements.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that the Executive Director be, and she hereby is authorized, for and on behalf of the Port Authority, to enter into an amendment to the lease dated as of December 20, 1998 (and subsequently amended on August 17, 2023) for an approximately 85,000-square-foot facility at 777 Jersey Avenue, Jersey City, New Jersey by and between the Port Authority and JHR Realty Co. LLC on the terms and conditions reported to the Board; and it is further

RESOLVED, that the Executive Director be, and she hereby is authorized, for and on behalf of the Port Authority, to take action with respect to such other contracts and agreements as may be necessary to effectuate the foregoing; and it is further

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

JOHN F. KENNEDY INTERNATIONAL AIRPORT – REHABILITATION OF TAXIWAY A WEST, TAXIWAY B WEST, AND RESTRICTED VEHICLE SERVICE ROADS – PROGRAM AUTHORIZATION

It is recommended that the Board authorize a coordinated program (Program) consisting of three state-of-good-repair projects at John F. Kennedy International Airport (JFK): (i) rehabilitation of Taxiway A West at an estimated total project cost of \$37.1 million; (ii) rehabilitation of Taxiway B West and its associated restricted vehicle service road (RVSR) at an estimated total project cost of \$40.0 million; and (iii) rehabilitation of Taxiway A RVSR West, located alongside Taxiway A West, at an estimated total project cost of \$5.0 million, for a combined total program cost not to exceed \$82.1 million (Program Cost). The Program Cost includes completion of design, construction, agency supervisory and overhead allocations, and contingency.

Funding for Taxiway B West and its associated RVSR (\$40.0 million), Taxiway A RVSR West (\$5.0 million), and \$32.5 million of the \$37.1 million total project cost for Taxiway A West is consistent with the 2026-2035 Capital Plan. The remaining \$4.6 million for Taxiway A West would be reallocated from the Taxiways A & B North rehabilitation project, which was partially completed through the JFK Redevelopment Program in connection with construction of the new entrance to New Terminal One. The authorization would permit completion of final design, necessary procurement activities, pre-purchase of long-lead materials, and award and execution of construction contracts through completion. Construction award is anticipated in mid-2028, with construction completion anticipated in mid-2030.

Taxiways A and B are principal components of JFK's airfield taxiway system, connecting the runways, Central Terminal Area and cargo facilities. Restricted vehicle service roads for each of Taxiways A and B West provide vehicular access to the airfield and terminals. In November 2025, the Board authorized \$1.47 million for planning and preliminary design of the Taxiway A West rehabilitation. In March 2026, the Board authorized planning and preliminary design for five Aviation taxiway rehabilitation projects, including \$1.3 million for Taxiway B West and its associated RVSR. These previously authorized amounts are included in the Program Cost.

Taxiway A West and its associated RVSR were last rehabilitated in 2007, and Taxiway B West and its associated RVSR were last rehabilitated in 2013. The facilities have exceeded their useful lives and require rehabilitation. The work generally includes milling and overlay of taxiway and RVSR pavements; replacement of in-pavement lighting, guidance signs and foundations; drainage improvements; adjustment of underground manholes to grade and installation of protective slabs; and associated pavement markings and related work necessary to restore the facilities to a state of good repair. The three projects are being advanced as a coordinated Program to facilitate common design and procurement activities, construction phasing, Federal Aviation Administration (FAA) funding and coordination of airfield operations.

The projects are anticipated to receive FAA Airport Infrastructure Grant/Airport Improvement Program (AIG/AIP) funding in 2028. The federal share is anticipated to equal 75 percent of eligible construction costs, currently estimated at approximately \$27.4 million, subject to FAA review, eligibility determinations and approval. However, the projects would proceed irrespective of the ultimate level of FAA reimbursement, and costs not reimbursed through FAA grant funding would be recovered through JFK Airport Integrated Recovery Fees.

Following completion of final design, construction contracts, currently estimated at an aggregate \$55.7 million, would be procured through publicly advertised, competitive low-bid processes. Provided bids are within the authorized amounts, the Executive Director is herewith authorized to award such construction contracts without further Board authorization.

Pursuant to the foregoing report, the following resolution was adopted by:

RESOLVED, that a program consisting of three state-of-good-repair projects at JFK, including (i) rehabilitation of Taxiway A West, (ii) rehabilitation of Taxiway B West and its associated restricted vehicle service road, and (iii) rehabilitation of RVSR West located alongside Taxiway A West, at a combined total program cost not to exceed \$82.1 million, inclusive of previously authorized planning and preliminary design costs, be and it hereby is authorized, consistent with the terms outlined in the foregoing report; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take action with respect to construction contracts, contracts for professional, technical and advisory services and such other contracts or other agreements as may be necessary to effectuate the foregoing Program, including procurement and pre-purchase of long-lead materials, 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 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.

PATH – AMTRAK SAWTOOTH BRIDGES REPLACEMENT PROJECT SUPPORT AGREEMENTS

It is recommended that the Board authorize a project in the amount of \$25 million for signals support work, including installation, testing and commissioning of new Automatic Train Control (ATC) equipment, cables, signal software and associated track work. It was also recommended that the Board authorize the President of PATH to (1) to increase PATH contract PAT-21-LTTS with the Siemens Team A Consortium by \$16 million; (2) execute a Design and Construction Agreement (D&C Agreement) with Amtrak governing PATH's design review, construction planning, field coordination and other support for Amtrak's Sawtooth Bridges Replacement Project; and (3) enter into permanent and temporary easement agreements with Amtrak granting Amtrak easements on PATH property located in Kearny, New Jersey.

Amtrak is undertaking a 10-year, approximately \$1.6 billion project (Amtrak Project) to replace the existing Sawtooth Bridges in Kearny, New Jersey and install two additional tracks on the Northeast Corridor over and adjacent to PATH's Newark–World Trade Center line between Newark and Jersey City. The Sawtooth Bridges are Amtrak-owned railroad bridges on the Northeast Corridor. They are maintained by Amtrak and carry trains operated by Amtrak and NJ Transit between Newark, New Jersey and New York Penn Station. The bridges cross over PATH's tracks on the Newark–World Trade Center line between Newark and Jersey City. Because Amtrak's construction will occur over and adjacent to PATH's operating railroad and property, PATH must undertake signal-system work, infrastructure work and provide ongoing operational, safety, monitoring and inspection support throughout Amtrak's construction to protect PATH infrastructure and operations and to coordinate Amtrak's construction activities affecting PATH.

To help facilitate the Amtrak Project, PATH must undertake signals support work, consisting of infrastructure and systems modifications, including the installation, testing and commissioning of new ATC equipment, cables, signal software and associated track work (Signal Support Work). The Board previously authorized PATH Contract PAT-21-LTTS with Siemens to be the supplier and maintainer of PATH's existing ATC/signal system. Siemens will support the Signal Support Work related to surveying, design, equipment installation, database updates, software configuration, analysis, testing and commissioning activities associated with the Amtrak Project required by the Federal Railroad Administration (FRA).

Throughout the duration of the Amtrak Project, PATH will provide the operational, safety and field support necessary to permit Amtrak's work to proceed while protecting PATH customers, employees, infrastructure and revenue service (Field Support Work). Field Support Work will include safety oversight, operational coordination, scheduled outage support, monitoring and inspection of Amtrak activities conducted on or near PATH property.

The proposed D&C Agreement would govern the support PATH would provide in connection with the Amtrak Project, as well as any temporary access by Amtrak to PATH property. The D&C Agreement would establish procedures for design review, construction planning and field coordination and would provide for Amtrak's reimbursement of all PATH costs related to the Signals Support Work and Field Support Work. Amtrak would be responsible for restoring, repairing, and reimbursing PATH with respect to any damage to PATH infrastructure, facilities, operations, or related costs arising from Amtrak's or its contractors' activities on PATH property.

The D&C Agreement would commence upon execution and remain in effect through December 31, 2036, unless extended subject to the applicable agreement terms.

In connection with the Amtrak Project, Amtrak needs temporary and permanent easements over PATH-owned property in Kearny, New Jersey. The permanent easement would grant Amtrak a permanent easement for the placement, maintenance, inspection, repair and replacement of bridge footings, retaining walls, and other permanent Amtrak improvements. The permanent easement would grant Amtrak continuing rights necessary to support its improvements, while reserving to PATH all rights necessary to access, maintain, repair, modify, replace, and improve PATH facilities and property. The permanent easement would remain in effect in perpetuity. The temporary easement would grant Amtrak a temporary easement to construct temporary support structures and facilities and a temporary ramp and to allow for other construction-related activities. The temporary easement is anticipated to commence on or about September 30, 2028 and remain in effect through December 31, 2036. Amtrak would compensate the Port Authority for the permanent and temporary easements in an amount not less than the fair market values, as established through the Port Authority's applicable appraisal and valuation process.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project in the amount of \$25 million for signals support work, including installation, testing and commissioning of new Automatic Train Control equipment, cables, signal software and associated track work, be and it hereby is authorized; and it is further

RESOLVED, that the President of PATH be and is hereby authorized, for and on behalf of PATH, to (1) increase PATH contract PAT-21-LTTS with the Siemens Team A Consortium by \$16 million; (2) execute a Design and Construction Agreement with Amtrak governing PATH's design review, construction planning, field coordination and other support for Amtrak's Sawtooth Bridges Replacement Project; and (3) enter into permanent and temporary easement agreements with Amtrak granting Amtrak easements on PATH property located in Kearny, New Jersey; and it is further

RESOLVED, that the President of PATH be and she hereby is authorized, for and on behalf of PATH, to enter into any other documents, contracts and agreements as may be necessary or appropriate to effectuate the foregoing; and it is further

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

PATH – REPLACEMENT OF TURNOUTS – SYSTEMWIDE – PROJECT AUTHORIZATION

Port Authority Trans-Hudson Corporation (PATH) track elements must regularly be repaired and replaced to maintain the integrity of the transit network. Some of these critical elements are system track turnouts - mechanical track elements that guide a PATH train traveling on one track pathway to smoothly switch to another track pathway during operation. At this time, it is recommended that the Board authorize a program (Program) for the design, procurement and replacement of seven priority train track turnouts, two (2) at the Newark Interlocking railway junction outside of Newark Pennsylvania Station and the remaining five (5) at the Journal Square Interlocking where the PATH service to Midtown and to World Trade Center diverge, at an estimated total Program cost of \$30 million (Program Cost). In order to best coordinate engineering design, long-lead fabrication, limited track-outage windows, PATH staff availability and other PATH track-related capital work while maintaining passenger service, authorization would provide discretion to the PATH President to schedule the Program work over the period 2026-2034 (Work Period), with turnout replacements made in the Work Period based on accelerated deterioration or increased operational risk as shown during routine inspection and maintenance. It is expected that the replacements will be made at a rate of approximately one turnout per year, with the sequence adjusted if conditions warrant.

The work would be performed under two separate publicly advertised, competitive procurements. The first is for manufacture of the turnout assemblies expected to be awarded in mid-2027. The Newark Interlocking turnouts use standard equipment and will be replaced in kind. The Journal Square Interlocking turnouts will be redesigned to eliminate outdated equipment and replace it with standardized components to simplify future maintenance. The second contract would be for installation of the refabricated turnouts to be awarded in early 2028. Staff anticipate that the authorized Program Cost is sufficient for the Program work but may face additional cost if the schedule of turnout replacement is delayed past the Work Period or is unexpectedly accelerated based on track condition. In the event such additional Program Cost exceeds the President's delegated authority, Staff will return to the Board to the extent that additional costs must be incurred to complete the Program.

This request is consistent with the 2026-2035 Capital Plan, which contemplated the Program at the Program Cost, inclusive of planning and design, agency allocations and contingency.

Installation work will occur primarily on weekends and require single tracking and adjusted train routing. Service suspensions or full outages are not anticipated. PATH will coordinate the work to minimize impacts to operations and customers.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a program for the design, procurement and priority replacement of seven train track turnouts near the Newark and Journal Square stations, as part of the Port Authority Trans-Hudson Corporation (PATH) train system, at an estimated total program cost of \$30 million, be and it hereby is authorized; and it is further

RESOLVED, that the President be and she hereby is authorized, for and on behalf of PATH, to procure through customary PATH publicly advertised, competitive methods and award contracts for the (i) design and fabrication of the track turnouts and (ii) installation, expected to be over the period 2026-2034 (Work Period), of the track turnouts in accordance with the priority established through PATH's inspection and maintenance programs; and it is further

RESOLVED, that the President be and she hereby is authorized, 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 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 documents in connection with the foregoing program shall be subject to the approval of the Counsel or her authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by the Counsel or her authorized representative.

PATH – REPLACEMENT OF SUBSTATION NO. 2 – PROJECT REAUTHORIZATION

It is recommended that the Board: (i) re-authorize a project to replace and upgrade Substation No. 2 (Substation No. 2) of the Port Authority Trans-Hudson Corporation (PATH) rail system, at an estimated total project cost of \$310 million, an increase of \$93.8 million from the previously authorized estimated total project cost in December 2018 when the project was authorized, and \$33.9 million from the estimated total project cost of \$276.1 million reauthorized by the Board in July 2022 ; and (ii) authorize the President of PATH to increase its construction contract with Yonkers Contracting Company, Inc. by \$8.5 million (to a total of \$167 million) to continue performing the work to completion.

Substation No. 2 is located in Jersey City, New Jersey and provides traction power to critical tunnel sections between New York and New Jersey, electric power for station lighting, emergency ventilation, signals and communications in the Christopher Street and World Trade Center corridor and air compression for signals, switches, pumps and other equipment throughout the PATH system's underground facilities. Originally housed in the 1908 Washington Street Powerhouse in Jersey City, the substation was subsequently removed from the powerhouse structure and rebuilt on its grounds. It was last modernized more than 50 years ago.

In September 2011, the Board authorized planning and design for a replacement substation on an adjacent site in Jersey City known as the "Triangle Parcel". After negotiation with Jersey City (and resolution of claims for unpaid taxes brought against PATH by the City), in March 2018, the Port Authority Board of Commissioners authorized a transaction with Jersey City for the transfer of the Powerhouse site to Jersey City in return for the Triangle Parcel. In December 2018, this Board re-authorized design work to proceed to utilize the new site for Substation No. 2. In July 2022, following receipt of bids for construction of the new substation at a higher than estimated cost, the Board re-authorized the project, with construction commencing in September 2022.

Cost increases from July 2022 (\$33.9 million) are primarily attributable to a 16-month schedule extension due to undocumented utilities and underground obstructions, increased utility costs, deteriorated tunnel conditions and additional PATH Facility Forces work, coordination with Hudson-Bergen Light Rail to address schedule impacts on the nearby system, and unexpected costs and delays for sewer and storm drainage work. The project is now approximately 84 percent complete, with completion of major structural work, electrical and mechanical equipment in place and conduit and wiring installation ongoing. Remaining work includes commissioning and utility energization and phased cutover from the existing facility with substantial completion expected in August 2027.

Additional Capital Plan offsets have been identified for the re-authorized cost increase in the project.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project to replace and upgrade Substation No. 2 of the Port Authority Trans-Hudson Corporation (PATH) rail system, at an estimated total project cost of \$310 million, an increase of \$33.9 million from the previously authorized amount, be and it hereby is, re-authorized; and it is further

RESOLVED, that the President of PATH be, and she hereby is, authorized on behalf of PATH to increase the contract currently in place with Yonkers Contracting Company, Inc. for construction of the new substation by \$8.5 million for a total contract price of \$167 million; and it is further

RESOLVED, that the President of PATH be, and she hereby is, authorized, for and on behalf of PATH, to take such action with respect to other construction contracts, contracts for professional and advisory services and other matters as may be necessary or desirable to effectuate the foregoing resolutions, 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 the Counsel or her authorized representative and the terms of such contracts, agreements and other documents shall be subject to review by the Counsel or her authorized representative.

**HOLLAND TUNNEL, LINCOLN TUNNEL AND GEORGE WASHINGTON BRIDGE –
REPLACEMENT OF EXISTING INTELLIGENT TRANSPORTATION SYSTEM
– PLANNING AUTHORIZATION AND EARLY ACTION WORK**

It is recommended that the Board authorize additional planning activities and early-action work at an additional cost not to exceed \$13.5 million (New Funds) in support of the replacement of aging Intelligent Transportation Systems (ITS) used in connection with the operation of the Holland Tunnel, the Lincoln Tunnel and the George Washington Bridge facilities (collectively, the Hudson River Crossings). The New Funds would increase the \$4.8 million in funding previously authorized by (i) the Board in June 2019 (in the amount of \$2.2 million) for the Lincoln Tunnel ITS and (ii) the agency in September 2022 as a state of good repair project (in the amount of \$2.6 million), for planning and engineering services associated with the Holland Tunnel ITS, resulting in a total planning authorization of \$18.3 million

The existing Intelligent Transportation Systems, consisting of closed-circuit television (CCTV) cameras, videowalls, dynamic message signs, vehicle detection sensors and lane-control signals, are monitored and controlled by the Hudson River Crossings' Traffic Management Centers. The systems were designed and installed principally in the early 2000s and are at or approaching the end of their useful lives and operating functionality. Additionally, technological upgrades are available which would assist the agency in better operating the Hudson River Crossings.

To date, the agency has completed preliminary design work for the replacement ITS for the Holland Tunnel and the Lincoln Tunnel. It is anticipated that the work done to date would be expanded to cover all of the Hudson River Crossings and would include the elements of the existing ITS as well as associated infrastructure such as conduit, wiring, fiber, structural supports and software. Planning and design for the full replacement would begin in the fourth quarter of 2026 and continue through the third quarter of 2029, resulting in a final design and construction contract documents for construction and implementation of the new ITS systems. In addition, up to \$3 million would be used from the new funds for the design, procurement and installation of up to four (4) nonfunctioning, operationally critical variable message signs to be integrated with the replacement ITS as it is ultimately installed.

It is also recommended that the Executive Director be authorized to award a contract for planning and design services through a publicly advertised request for proposals undertaken in accordance with the Port Authority's procurement policies and procedures to effectuate the planning and design work described above. The early-action variable message sign design would be performed in-house, with installation undertaken through existing or future work-order contracts.

It is currently anticipated that the ITS replacement program for the Hudson River Crossings would cost approximately \$123.2 million, with \$72.2 million currently included in the 2026–2035 Capital Plan and additional funding anticipated to be included in a future Capital Plan. A separate request to the Board for Project Authorization is anticipated in the fourth quarter of 2029, following completion of design.

Pursuant to the foregoing report, the Board adopted the following resolution:

RESOLVED, that that planning, design and early-action work in support

of the replacement of the existing Intelligent Transportation Systems (ITS) at each of the Lincoln Tunnel, the Holland Tunnel and the George Washington Bridge (collectively, the Hudson River Crossings) which monitor and manage traffic over such facilities, in an amount not to exceed \$13.5 million (including up to \$3 million for up to four (4) nonfunctioning, operationally critical variable message signs (VMS) to be subsequently integrated with the final ITS replacement systems), be and it hereby is authorized; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority to enter into a contract in an amount not to exceed \$5.3 million for planning and design services for the ITS procured in accordance with the agency's competitive procurement policies and procedures; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take action with respect to other contracts for professional, technical, financial and other advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing design and early-action work , pursuant to authority granted hereunder, in the By-laws, or in another resolution adopted by the Board; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take action with respect to such other contracts and agreements as may be necessary to effectuate the foregoing resolution or in accordance with her authority granted in the By-laws or in another 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 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.

GEORGE WASHINGTON BRIDGE – REHABILITATION OF TRANS-MANHATTAN EXPRESSWAY STRUCTURAL ELEMENTS – PROJECT AUTHORIZATION

It is recommended that the Board authorize \$117.5 million in Port Authority capital funds for a project (TME Rehabilitation of Structural Elements Project) to rehabilitate critical structural elements along the Trans-Manhattan Expressway (TME) at the George Washington Bridge (GWB), including concrete and steel elements associated with the TME overpasses, joints, piers, beams, soffits, and applicable retaining wall sections. The TME, constructed in the late 1950s as part of the Lower-Level GWB expansion, connects the GWB to local New York City streets and the Cross Bronx Expressway. The structural elements at the TME level have not undergone comprehensive rehabilitation since their original construction.

In May 2026, incidents involving falling concrete along the TME approach to the GWB, together with localized structural failures elsewhere within the GWB complex, prompted the Port Authority Engineering Department to conduct additional condition surveys. These inspections identified deficiencies requiring immediate repairs and the acceleration of previously planned capital rehabilitation work. Immediate repairs have been or are being performed separately to address conditions requiring near-term attention. The TME Rehabilitation of Structural Elements Project would provide the longer-term rehabilitation of critical TME structural elements, with design expected to commence in Q4 2026 and be completed in Q3 2027, and construction expected to commence in Q3 2027 and be completed in Q3 2030.

The TME Rehabilitation of Structural Elements Project was contemplated for the latter half of the 2026–2035 Capital Plan. Funding for the \$117.5 million project would be provided through the acceleration, consolidation, and reallocation of funding from four projects in the 2026–2035 Capital Plan: \$45.6 million from CB04-329, Rehabilitation of TME Overpasses – Phase II; \$23.4 million from CB04-335, Rehabilitation of TME Electrical; \$6.0 million from CB04-417, Rehabilitation of Soffit Slabs over TME; and \$42.5 million from CB48-048, Replacement of Ceiling over TME. The project would include rehabilitation of concrete and structural steel elements associated with TME overpasses, including joints, piers, beams, and soffits; rehabilitation of applicable retaining wall sections; removal of existing metal panel ceilings; associated concrete rehabilitation and repairs; installation of permanent protective mesh to capture overhead debris; and maintenance and protection of traffic while maintaining TME and GWB operations. Electrical conduit work and retaining wall work outside the defined project scope would be advanced separately.

It is also recommended that the Board authorize the Executive Director to (i) increase the authorized award under the existing professional services agreement with Arora and Associates, P.C. (A&A), from \$7.8 million to \$12.0 million (a \$4.2 million increase) for design services necessary to advance the TME Rehabilitation of Structural Elements Project; (ii) award a construction contract to effectuate the design work, in an amount not to exceed \$71.3 million pursuant to a publicly advertised request for proposals in accordance with the Port Authority's procurement policies and procedures. The estimated total project cost of \$117.5 million includes \$71.3 million for construction, \$20.4 million for planning and design, \$14.1 million for contingency, and \$11.7 million for agency allocations.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project (TME Rehabilitation of Structural Elements Project) for the rehabilitation of critical structural elements along the Trans-Manhattan Expressway at the George Washington Bridge, including concrete and steel elements associated with overpasses, joints, piers, beams, soffits, applicable retaining wall sections, metal panel ceiling removal, associated concrete repairs, and permanent protective mesh, be, and it hereby is, authorized at a total project cost not to exceed \$117.5 million, inclusive of \$71.3 million in construction costs, \$20.4 million in planning and design costs, \$14.1 million for contingency, and \$11.7 million for agency allocations; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized, for and on behalf of the Port Authority, to increase the existing professional services agreement with Arora and Associates, P.C., for design services in connection with the TME Rehabilitation of Structural Elements Project from \$7.8 million to an amount not to exceed \$12.0 million, representing an increase of \$4.2 million; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized on behalf of the Port Authority to award a construction contract in an amount not to exceed \$71.3 million to effectuate the Design Work, following its completion, pursuant to a publicly advertised request for proposals undertaken in accordance with the Port Authority's procurement policies and procedures; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized, for and on behalf of the Port Authority, to take such actions with respect to construction contracts, contracts for professional and advisory services, and such other contracts and agreements as may be necessary or desirable to effectuate the TME Rehabilitation of Structural Elements 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, 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.

GEORGE WASHINGTON BRIDGE – REHABILITATION OF UPPER-LEVEL DECK – PROJECT AUTHORIZATION

It is recommended that the Board authorize \$70 million in capital funds for rehabilitation of a portion of the steel upper deck (Upper Deck) of the George Washington Bridge (GWB) to (i) address fatigue-related deterioration at welds, joints, bolted fasteners and connection points on the Upper Deck, remove rust and apply additional corrosion protection on the Upper Deck and reinforce transverse structural steel beams that support the Upper Deck and (ii) install a Weigh-in-Motion (WIM) system, including weight sensors, traffic-presence sensors and traffic cameras on the approaches to the GWB, to collect commercial- and heavy-vehicle loading data (Upper Deck Rehabilitation Project).

In 1978, the original concrete Upper Deck of the GWB was replaced with a lightweight steel orthotropic deck, intended to extend the useful life of the Upper Deck. The Upper Deck has required rehabilitation sooner than expected due to greater-than-anticipated heavy commercial vehicle traffic, because of restrictions on truck use of the lower level of the GWB instituted in 2001. Of the total Upper Deck Rehabilitation Project costs, \$13.5 million would be used for planning and design and to evaluate mitigation measures to reduce fatigue-related deterioration of the Upper Deck. The WIM system would be installed during planning and design to collect commercial- and heavy-vehicle loading data to inform the Upper Deck Rehabilitation Project and future deck replacement strategies.

It is also recommended that the Executive Director be authorized to award a contract (i) in an amount not to exceed \$13.5 million for planning and design of the Upper Deck Rehabilitation Project and early work activities, including installation of the WIM System; and (ii) in an amount not to exceed \$43.5 million for construction of the Upper Deck Rehabilitation Project, following the anticipated completion of planning and design in the first quarter of 2027; in each case, in accordance with the Port Authority's publicly-advertised procurement policies and procedures. The remaining \$13 million in Project costs consists of \$8 million in agency allocations (including supervision and overhead) and \$5 million in contingency.

The Upper Deck Rehabilitation Project was contemplated in the 2026-2035 Capital Plan, with this priority rehabilitation work now being accelerated following the May 2026 incidents and subsequent Engineering Department inspections. The \$70 million in capital funding would be advanced within the 2026-2035 Capital Plan for the priority rehabilitation work. The prototype deck replacement effort and 2031–2035 cyclical priority repairs are not included in this authorization and would be advanced separately.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project (Upper Deck Rehabilitation Project) to rehabilitate the steel orthotropic upper-level deck and supporting structural elements of the George Washington Bridge (Upper Deck) including the installation of a Weigh-in-Motion system to collect commercial- and heavy-vehicle loading data, be and it hereby is authorized at a cost not to exceed \$70 million; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized to enter into contracts for (i) planning and design services in an amount not to exceed \$13.5 million and (ii) construction services in an amount not to exceed \$43.5 million, in each case with contractors selected in accordance with the Port Authority's publicly advertised procurement policies and procedures; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take such action as may be necessary or desirable to effectuate the foregoing, including with respect to other construction contracts, contracts for professional and advisory services and such other contracts and agreements, 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 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.

GEORGE WASHINGTON BRIDGE – PRIORITY REHABILITATION OF LOWER-LEVEL NJ ACCESS TUNNELS AND DRAINAGE IMPROVEMENTS IN NJ ANCHORAGE CHAMBER - PROJECT AUTHORIZATION

It is recommended that the Board authorize \$26 million in Port Authority capital funds for a project (GWB NJ Anchorage Project) to make priority repairs to the New Jersey Anchorage Chamber (Chamber) and Lower-Level New Jersey Access Tunnels to the lower level of the George Washington Bridge (Approaches and, together with the Chamber, the Facilities) and thereafter to improve drainage for the Facilities to extend their useful life. The Facilities are critical components of the Bridge infrastructure, with the Chamber housing structural components associated with the anchorage of the GWB main suspension cables and the Approaches enclosing the interface with New Jersey roadways at the lower level.

In connection with its maintenance and inspection programs, the Port Authority determined that certain elements, such as ceramic tiles, in the Facilities had degraded due to water infiltration. In July 2026, a section of debonded wall tiles fell onto the access roadway. In order to reduce the risk of such incidents and to extend the life of the Facilities by channeling water away from critical structures, the Port Authority would remove and replace drainage structures, trough, pipes and supporting brackets, install supplemental drainage catch basins and pipes and replace two access manhole frames and covers. The GWB NJ Anchorage Project will also rehabilitate the walls and ceilings of the Approaches to address water infiltration.

The GWB NJ Anchorage Project was contemplated in the 2026-2035 Capital Plan, with construction anticipated to occur in 2029 and 2030. However, following the removal of deteriorated wall tiles, previously concealed conditions were exposed that revealed more extensive deterioration than originally anticipated, resulting in increased project costs and the need for a longer construction duration. To address these conditions and advance the necessary rehabilitation and drainage improvements, an additional \$17 million has been identified from the State of Good Repair Provision to supplement the funding included in the Capital Plan. Design work commenced in the second quarter of 2026 and is expected to be completed in the second quarter of 2027, with construction commencing in the second quarter of 2027 and expected to be completed in the first quarter of 2030.

It was also recommended that the Board authorize the Executive Director to award (i) a construction contract, to effectuate design work, in an amount not to exceed \$15.2 million pursuant to a publicly advertised request for proposals undertaken in accordance with Port Authority Procurement policies and procedures. The remaining \$10.8 million for the GWB NJ Anchorage Project would be used for \$5.7 million in planning and design costs, \$3.2 million in agency allocations, and \$1.9 million in contingency.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project (GWB NJ Anchorage Project) for the design and construction of drainage improvements to prevent water incursion into the New Jersey main suspension cable anchorage chamber (Chamber) and the approaches from the West to the lower level of the George Washington Bridge (Approaches) and to repair and rehabilitate the structures in which the Chamber and Approaches are housed be, and it hereby is, authorized at a total project cost not to exceed \$26

million, inclusive of \$15.2 million in total construction costs, \$5.7 million in planning and design costs, \$3.2 million in agency allocations and \$1.9 million in contingency; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized on behalf of the Port Authority to award a construction contract in an amount not to exceed \$15.2 million to effectuate design work, following its completion, pursuant to a publicly advertised request for proposals undertaken in accordance with Port Authority Procurement policies and procedures; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take such action with respect to other construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary or desirable to effectuate the foregoing project for the GWB NJ Anchorage 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, 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.

GEORGE WASHINGTON BRIDGE – STRUCTURAL REHABILITATION OF NORTH & SOUTH BUS PARKING BRIDGES OVER BROADWAY – PROJECT AUTHORIZATION

It is recommended that the Board authorize \$70.9 million in Port Authority capital funds for a project (GWBBS Broadway Bridge Project) to replace the decks and rehabilitate related structural elements of the North and South Bus Parking Bridges over Broadway (Broadway Bridges) at the George Washington Bridge Bus Station (GWBBS) located between 178th and 179th Streets in upper Manhattan. The GWBBS Broadway Bridge Project would also include rehabilitation and, where required, replacement of girders, bearings and other structural elements; waterproofing and drainage improvements; relocation of utilities and maintenance of utility service during construction; hazardous-material abatement; architectural restoration; and related safety, staging and traffic-protection measures during construction. The GWBBS opened to the public in 1963, and the Broadway Bridges were last rehabilitated in 1992.

The GWBBS sits on a foundation located above the cut where the Trans-Manhattan Expressway (TME) is located and provides access from the Cross Bronx Expressway to the George Washington Bridge. Below the GWBBS foundation (but above the TME), are several New York City north-south roadways including Broadway, which act as street-level overpasses across the TME trench. Following recent inspections of the North and South Bus Parking Bridges over Broadway, staff recommends authorization of the GWBBS Broadway Bridge Project to structurally rehabilitate the Broadway Bridges and protect Broadway below. The work, identified in the 2026-2035 Capital Plan to begin in the latter half of the Capital Plan, would be accelerated to maintain the Broadway Bridges in a state of good repair and provide safe conditions for the traveling public.

In May 2026, following an accident where a metal architectural panel from the South Bus Parking Bridge fell onto a pedestrian walkway adjacent to Broadway, the Executive Director and the Chairman authorized \$2 million in funding for exigent repairs for the Broadway Bridges. At that time, the architectural soffit on the underside of the GWBBS foundation was removed from the two Broadway Bridges and SafeSpan protective systems and sidewalk sheds were installed to protect pedestrians on Broadway below the Broadway Bridges. These temporary protective measures are separate from the permanent rehabilitation and will remain in place as required until the permanent work is completed. The GWBBS Broadway Bridge Project would commence with design work in Q4 2026, with design expected to be completed in Q1 2028, construction expected to commence in Q1 2028, and construction expected to be completed in Q2 2030.

It is also recommended that the Board authorize the Executive Director to award (i) a construction contract to effectuate the design work, in an amount not to exceed \$45.4 million pursuant to a publicly advertised request for proposals. The total project cost includes \$45.4 million in construction costs, \$12.2 million in planning and design costs, \$7.0 million in contingency and \$6.3 million in agency allocations.

The GWBBS Broadway Bridge Project would be funded through \$47.95 million already included in the 2026–2035 Capital Plan, with the remaining \$22.95 million to be funded through an offset from the State of Good Repair Provision, providing for the total project cost of \$70.9 million.

Pursuant to the foregoing report, the following resolution was adopted:

RESOLVED, that a project (GWBBB Broadway Bridge Project) for the design and construction of improvements to the North and South Bus Parking Bridges spanning Broadway at the George Washington Bridge Bus Station be, and it hereby is, authorized at a total project cost not to exceed \$70.9 million, inclusive of \$45.4 million in total construction costs, \$12.2 million in planning and design costs, \$7.0 million in contingency, and \$6.3 million in agency allocations; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized to enter into contracts for (i) planning and design services in an amount not to exceed \$12.2 million; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized on behalf of the Port Authority to award a construction contract in an amount not to exceed \$45.4 million to effectuate the Design Work, following its completion, pursuant to a publicly advertised request for proposals undertaken in accordance with the Port Authority's procurement policies and procedures; and it is further

RESOLVED, that the Executive Director be and she hereby is authorized, for and on behalf of the Port Authority, to take such action with respect to other construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary or desirable to effectuate the foregoing project for the GWBBB Broadway Bridge 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, 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.