The Port Authority of New York and New Jersey
Meetings of the Board of Commissioners and Board Committee Meetings – Thursday, November 12, 2026

The following is the agenda and related materials as of Tuesday, November 10, for the November 12, 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 11:00 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 – 9:00 a.m.

Committee on Operations – 9:00 a.m.
The Committee on Operations will meet in executive session prior to the public meetings to discuss matters involving ongoing negotiations or reviews of contracts or proposals.

Committee on Capital Planning, Execution and Asset Management – 9:15 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 – 9:30 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, and to discuss and act upon matters involving ongoing negotiations or reviews of contracts or proposals.

Public Meetings – 12:00 p.m. (Board Room)

• **Board Meeting – 12:00 p.m. (*estimated)***	
– Staff Tribute	
– Proposed Port Authority 2027 Budget	**Libby McCarthy**
– Report of Executive Director	**Kathryn Garcia**
– Speakers Program*	
– Resolution Approvals	

For more information, contact the Office of the Secretary at (212) 435-3735 or (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.

# # #

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 November 12, 2026 Meeting*

1. The Teleport Industrial Park, Staten Island – Authorization for Transfer of Operating Responsibilities and Assignment of The Port Authority's Lease and Related Real Estate Transactions

2. Technology – Replacement of Network and Communication Infrastructure – Project Authorization

3. LaGuardia Airport – Rehabilitation of Runway 4-22 and Associated Taxiways – Planning Authorization

4. Newark Liberty International Airport – Redevelopment –Authorization of Planning Work for the Replacement and Relocation of the Central Heating and Refrigeration Plant

5. PATH – Restoration of Hoboken, Newport, Exchange Place and Grove St. Stations – Project Reauthorization and Increase in Contract

6. Port – Gravesend Anchorage Deepening Project – Construction Phase Project Partnership Agreement Authorization

7. Lincoln Tunnel – Galvin Plaza Bridge Deck Replacement – Project Authorization

*The Board is also expected to take action in executive session with respect to matters involving ongoing negotiations or reviews of contracts or proposals.

THE TELEPORT INDUSTRIAL PARK, STATEN ISLAND – AUTHORIZATION FOR TRANSFER OF OPERATING RESPONSIBILITIES AND ASSIGNMENT OF THE PORT AUTHORITY'S LEASE AND RELATED REAL ESTATE TRANSACTIONS

It is recommended that the Board authorize: (i) the Port Authority to enter into arrangements with The City of New York (City) and New York City Economic Development Corporation (NYCEDC) to effectuate an eventual transfer of the Teleport Industrial Park (Teleport) currently under lease from the City to the Port Authority (City Lease) to NYCEDC and (ii) authorize the Executive Director to enter agreements with the City, NYCEDC and the Teleport building subtenants to effectuate the transfer. As the initial stage in the transfer, the Port Authority would enter an interim sublease of the City Lease to NYCEDC, including an immediate transfer of most operating responsibilities to NYCEDC; subsequently (and no later than December 31, 2029), the Port Authority would assign the City Lease to NYCEDC.

The Port Authority currently leases and operates Teleport, an approximately 85-acre campus on Staten Island owned by the City. The Port Authority entered the City Lease on May 15, 1984, in order to develop the site as an industrial development project for a telecommunications and technology center. Upon completion of the building complex, subtenants included AT&T and Merrill Lynch. Over time use was shifted primarily to office use and service providers. Currently, in addition to the Port Authority's own use of a portion of the premises as a data center, the Port Authority has building subleases with The Corporate Commons of Staten Island LLC (CCSI) which subleases their buildings for educational and office facilities and Telehouse International Corporation of America (Telehouse), a data center and disaster recovery and business continuity operator. There is also an electric substation on site which interconnects with the Consolidated Edison distribution system (Substation).

The City Lease expired by its terms in March 2024 and was extended through July 2026. At this time, the City would permit the transfer of the City Lease to NYCEDC upon certain terms and conditions to facilitate premises' code and zoning compliance with City requirements. To allow time for completion of these items without delaying NYCEDC taking operational control, the recommended transaction has two phases:

First, the Port Authority will sublease the entire Teleport campus to NYCEDC and NYCEDC will immediately assume day-to-day operation and management of the campus. As subtenant, NYCEDC becomes the direct landlord to CCSI, Telehouse and the Port Authority (for the agency's data center). NYCEDC will receive the rental revenue from these sub-subleases and will bear all operating costs of the campus except for certain obligations reserved to the Port Authority relating to the operation of and maintenance of the Substation. The Port Authority would assist in confirming the completion of remaining code work for CCSI, by acting as the Authority Having Jurisdiction (AHJ), and rendering "permits to operate" the CCSI buildings. NYCEDC would request that the City's Department of Buildings (NYCDOB) determine campus-wide what, if any, additional code work, zoning actions, or street mapping is required to render the complex City-compliant. To the extent that additional work is required, NYCEDC will bear the responsibility for completing such work or enforcing tenant obligations to complete such work. NYCEDC will indemnify the Port Authority for claims arising out of its possession, use, occupancy, management, operation or control of the campus under the sublease.

Second, the Port Authority will assign the City Lease to NYCEDC. Such assignment would occur upon the earlier of issuance of Temporary Certificates of Occupancy by NYCDOB or December 31, 2029 (Outside Assignment Date). Upon assignment, NYCEDC will become the direct tenant under the City Lease, and all Port Authority obligations as tenant will terminate.

In connection with the foregoing, the Port Authority would pay $4.5 million to NYCEDC to be used for state of good repair work and zoning efforts. In addition, the Port Authority would pay CCSI $2 million as a portion of the cost to complete certain repairs (including construction of a new egress staircase) in order to become compliant with Port Authority building code requirements. Finally, the Port Authority would credit Telehouse's account balance for approximately $170,000 to assist it in completing building upgrades.

The Teleport transaction remains contingent on final approval by NYCEDC and completion of an agreement between NYCEDC and CCSI on terms of a sublease extension (to be effectuated following full transfer of the property to NYCEDC). If the terms outlined above are materially modified prior to closing, the Board will be further informed, and additional approval will be sought.

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

RESOLVED, that the Port Authority be and it hereby is authorized, to effectuate the transfer of the Teleport Industrial Park (Teleport) to New York City Economic Development Corporation (NYCEDC) following the expiration of the Port Authority's tenancy under a lease (City Lease) from the City of New York (City), which transfer is intended to be accomplished in a two-stage process to be completed no later than December 31, 2029, as further reported to the Board; and it is further

RESOLVED, that the Port Authority be and it hereby is authorized, to pay (i) to NYCEDC consideration of $4.5 million in connection with the transfer to compensate it for costs it may be required to incur for premises state of good repair work and for costs associated with zoning compliance ("Compliance Payment") and (ii) to CCSI, $2 million and to Telehouse, $170,000, in each case as a contribution towards code compliance work currently required (collectively, "Contribution Payment"); 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 the following agreements to effectuate the transfer: (i) Amendment of the City Lease to extend its term to allow sublease (and subsequently assignment) to NYCEDC and to evidence consent of the City to the transactions; (ii) Sublease of the City Lease by the Port Authority to NYCEDC evidencing, among other things, the Port Authority's obligation to make the Compliance Payment and NYCEDC's obligation to operate Teleport pending the assignment of the City Lease, and subsequent assignment of the City Lease to NYCEDC on the earlier of the date of completion of certain conditions set forth in the sublease or December 31, 2029; (iii) Sub-sublease of the Port Authority data center premises from NYCEDC to the Port Authority for a five-year term at an annual cost of approximately $700,000 (subject to annual escalation of 3%); (iv)

Amendment to existing CCSI sublease evidencing the Port Authority's obligation to make the Contribution Payment due to it and CCSI's obligation to complete required premises' upgrades and amendment to existing Telehouse sublease evidencing the Port Authority's obligation to make the Contribution Payment due to it and Telehouse's obligation to complete required premises' upgrades; (v) Substation License pursuant to which the Port Authority will continue to operate the Substation on the Teleport campus through October 2027 at Port Authority expense and thereafter at NYCEDC expense; and (vi) any and all other agreements and other documents necessary or desirable to effectuate the transfer of Teleport to NYCEDC so long as no other agreements and documents will have material financial or operational obligations for the Port Authority not described in the report 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 other contracts and agreements as may be necessary to complete the foregoing transactions, pursuant to authority 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 transactions 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.

TECHNOLOGY – REPLACEMENT OF NETWORK AND COMMUNICATION INFRASTRUCTURE – PROJECT AUTHORIZATION

It is recommended that the Board authorize the replacement of the Port Authority's existing network and communications network which uses third party proprietary hardware circuitry to prioritize and route communications between the Port Authority's office centers and to link the offices with external resources, including the internet, the public telephone network and third party cloud services (Existing Network). The Existing Network is 15 years old and is experiencing frequent performance, reliability, capacity and vendor-support issues.

The Technology Department seeks to replace the Existing Network with a new network system for data transfers over surplus "dark fiber" lines already installed underground by telecommunications companies who seek to lease the spare data transfer capacity to other users. Through hardware and software services, the leased lines can be activated to satisfy the Port Authority's requirements for facility interconnection and use of external resources (Upgraded Network). The resulting Upgraded Network is expected to have significantly more capacity to send and receive data and to be more flexible and less expensive than the Existing Network.

Project scope consists of (i) purchase from existing agency (competitively-procured) sources for networking equipment, lease of dark fiber and license of related operating software for the Upgraded Network ($16.6 million); (ii) contracts for project management and technical services with the Port Authority's existing network services contractor, Worldwide Technologies, LLC ($2.1 million), and (iii) leasing and project implementation agreements with Verizon [Communications, Inc.] for dark fiber and ethernet services (for dedicated communications and backup connectivity between the Port Authority facilities) and limited construction necessary for installation and subsequent site restoration ($1 million). Together with overhead, agency allocations and a contingency, total project cost is $21.7 million.

Funding of the Project is contemplated in the 2026-2035 Capital Plan, as part of a broader Telecom and Network Infrastructure Program proposed to be undertaken during the Capital Plan period by the Technology Department. The commencement of installation of network equipment for this Project is expected in 2Q2027, with full connectivity by the end of 2027.

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

RESOLVED, that the project for the replacement of the Port Authority existing facilities network system with an upgraded network to connect communications among several physical locations and provide access to external digital resources (such as the internet and third party cloud services) (Project) at a cost not to exceed $21.7 million 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 such contracts as she believes are necessary or desirable to effectuate the Project, including procurement of networking equipment and rights to utilize dark fiber, obtaining maintenance and diagnostic services for the new network and arranging for professional and advisory services to assist staff and others in effectuating the Project on the terms and conditions 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 other construction contracts and contracts for professional and advisory services and such other contracts and agreements as may be necessary to complete the foregoing project, pursuant to authority 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 project 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.

LAGUARDIA AIRPORT – REHABILITATION OF RUNWAY 4-22 AND ASSOCIATED TAXIWAYS – PLANNING AUTHORIZATION

It is recommended that the Board authorize $7 million for planning and final design work (Planning Work) in support of the future rehabilitation of Runway 4-22 (Runway) and associated taxiways at LaGuardia Airport (LGA), to extend their useful lives and maintain them in a state of good repair. The Planning Work would include the evaluation of existing pavement conditions, civil and electrical infrastructure, airfield lighting, signage, pavement markings, underground utilities, drainage improvements, and improvements that may be necessary to maintain compliance with applicable Federal Aviation Administration (FAA) standards. In addition, the Planning Work would evaluate construction phasing and measures to maintain airport operations during Runway closures.

The Runway, which is 7,001 feet long and 150 feet wide, is one of two main runways at LGA. Connecting taxiways branch directly from the Runway and provide aircraft with access to and from the Runway, making them integral components of the overall Runway system. The last rehabilitation of the Runway and associated taxiways was completed in 2019 and included milling and repaving the top three-inch layer of existing asphalt, replacement of associated electrical system infrastructure, and replacement of aeronautical lighting and signage. The Planning Work is necessary to advance the next rehabilitation of the Runway and associated taxiways consistent with the approximately ten-year runway rehabilitation cycle. To maintain airport operations, rehabilitation of the Runway cannot overlap with the rehabilitation of LGA's other runway, Runway 13-31. Accordingly, construction on Runway 4-22 is anticipated to begin in 2029, following the full completion of the Runway 13-31 rehabilitation, which is anticipated to be substantially complete in 2028. The pavement within portions of the connecting taxiways is also approaching the end of its useful life. Because rehabilitating these areas requires closure of the Runway, performing the work concurrently with the Runway rehabilitation will reduce the need for future closures and associated operational impacts.

The $7 million Planning Work cost would consist of Engineering Department consultants ($4.3 million), internal staff allocations ($1.25 million), and other agency allocations ($1.45 million). Funding for this effort is provided for in the Port Authority 2026-2035 Capital Plan, which includes $101 million for the rehabilitation of Runway 4-22 and associated taxiways, inclusive of the $7 million requested for the Planning Work.

Staff anticipates applying for federal grant funding through: (i) the Bipartisan Infrastructure Law Airport Infrastructure Grant (AIG), and (ii) the Airport Improvement Program (AIP). Staff also anticipates to apply for Passenger Facility Charge (PFC) funding to recover eligible Planning Work costs, subject to further evaluation.

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

RESOLVED, that planning and final design work at a cost not to exceed $7 million to rehabilitate Runway 4-22 at LaGuardia Airport and associated taxiways (Runway Infrastructure) to maintain the Runway Infrastructure in a state of good repair, 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 take action with respect to contracts for professional, technical, and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing Planning Work, pursuant to authority granted hereunder, in the By-Laws or in another resolution adopted by the Board and, in her discretion, to apply for and accept Federal Aviation Administration grants and Passenger Facility Charge funding, to the extent available for a portion of the Planning Work; and it is further

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

NEWARK LIBERTY INTERNATIONAL AIRPORT – REDEVELOPMENT – AUTHORIZATION OF PLANNING WORK FOR THE REPLACEMENT AND RELOCATION OF THE CENTRAL HEATING AND REFRIGERATION PLANT

Pursuant to the EWR Vision Plan for redevelopment of Newark Liberty International Airport (Airport) released in October 2024 (EWR Vision Plan), the Board authorized initial funding for planning activities associated with the proposed redevelopment of Terminal B (New Terminal B) and replacement of the EWR Central Heating and Refrigeration Plant (CHRP), which provides hot and cold water for the central terminal area of the Airport. The components of the existing CHRP, constructed in the 1970s including chillers, high-temperature water generators, cooling towers, pumps, thermal distribution system, and electrical systems, are expected to reach the end of their useful lives by 2030, significantly affecting reliability of the existing CHRP.

In addition to reliability concerns, the existing CHRP no longer meets Port Authority resiliency standards for equipment and system redundancy, reliability, and the ability to withstand climatic events. The existing facility also lacks sufficient capacity to accommodate the future expansion needs of the Airport, as contemplated in the EWR Vision Plan. Furthermore, the existing CHRP occupies a site that can be better utilized for future airside and terminal functions. Staff therefore recommend continued planning efforts for the replacement and relocation of the existing CHRP to a less central location at the Airport.

Initial planning for the replacement CHRP began in 2Q2025 under a $2.2 million contract with Burns Engineering, Inc. (“Burns Engineering”). To date, Burns Engineering has performed site investigations, developed heating and cooling load profiles and preliminary equipment plans, evaluated technology solutions and developed preliminary cost estimates.

There are, however, significant remaining decisions regarding the CHRP which will determine its final physical attributes. These decisions will be informed by continued due diligence by Burns Engineering and a financial advisor as described below, internal review and consideration and industry feedback through the Request for Expression of Interest (RFEOI) process.

The Port Authority is requesting authorization of $23 million to advance planning activities for replacement and relocation of the existing CHRP. As part of this authorization, the Port Authority is requesting a $5 million increase to the existing contract with Burns Engineering from approximately $2.5 million to approximately $7.5 million, and an extension of the contract term through June 2028, to continue providing planning and engineering services for the proposed new CHRP. The authorization also would provide for $2.5 million to engage Ernst & Young, under a consulting contract with the Department of Finance to provide financial advisory services. The remaining $15.5 million would consist of costs attributed to internal staff work and customary Port Authority overhead, supervision and other allocations.

The planning work would commence in 4Q2026 and continue through 4Q2028. In addition to the technical planning efforts described above, the planning work would include advancement of an RFEOI for new CHRP specifications from private developers. The planning effort would also include coordination with the Federal Aviation Administration (FAA) on federal environmental approvals and potential funding through the Port Authority’s Passenger Facility Charge capacity. Limited investigative and site-preparation activities, including minor utility

relocations and project-enabling demolition, may also be pursued where supported by planning findings and available funding.

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

RESOLVED, that continued planning for the replacement and relocation of the Central Heating and Refrigeration Plant (CHRP) at Newark Liberty International Airport (Airport), at a total cost not to exceed $23 million as further described in the report to the Board, be and it hereby is, authorized; and it is further

RESOLVED, that the Executive Director be, and she hereby is, authorized to submit an application to the Federal Aviation Administration for passenger facility charge (PFC) use to recover eligible expenditures associated with the proposed planning effort; 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 such contracts as she deems necessary or desirable to effectuate the Planning including: (i) supplements to the existing contract with Burns Engineering, Inc. to extend the term thereof through June 2028, and increase the total consideration thereunder to approximately $7.5 million, to continue providing planning and engineering services for the replacement and relocation of the CHRP; and (ii) a task order under an existing contract with Ernst & Young at a cost not to exceed $2.5 million, to provide financial advisory services in connection with the Planning; 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 construction contracts and contracts for professional and advisory services and such other contracts and agreements as may be necessary to complete the foregoing Planning, pursuant to authority 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 Planning 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 – RESTORATION OF HOBOKEN, NEWPORT, EXCHANGE PLACE AND GROVE ST. STATIONS – PROJECT REAUTHORIZATION AND INCREASE IN CONTRACT

In September 2018, the Board authorized a $150 million project (Project) to rehabilitate structural, mechanical, plumbing and electric systems, and provide for other infrastructure repairs at the Port Authority Trans-Hudson Corporation (PATH) rail system stations at Hoboken, Newport, Exchange Place and Grove Street in New Jersey (Stations), all of which were flooded during Superstorm Sandy and sustained significant latent salt damage. In addition to the repair work to restore the Stations to their pre-Superstorm Sandy condition, the Project was designed to upgrade Station elements, including fencing, railings and stair treads, rehabilitate drainage systems, replace and/or repair existing staircases, and repair Station ceilings, walls and columns, including structural and tile work, and perform electrical conduit, cable and lighting replacement.

The Project, funded 90% by a Federal Transit Administration grant, has proceeded towards completion, but at this time PATH has identified the need for an additional $26 million to finalize the work, resulting in a total reauthorized Project cost of $176 million, for the following: (i) $2.3 million increase to a contract with DMR Construction Services Inc. for the rehabilitation of Newport Station, increasing the contract amount from $21.7 million to $24 million on account of extra work and field order changes; and (ii) $25.9 million in additional Engineering consultants sourced from publicly-advertised, competitively procured call-in lists maintained by the Engineering Department, including Sovereign Hydroseal East, Inc. and Hall Construction Company, Inc., and staff project management, and additional agency allocations and project contingency and other support costs associated with the extended construction duration and remaining project work.

Reauthorization is needed to address additional engineering and construction related support costs, contract delays, unforeseen field conditions at Hoboken and Newport Stations, and increased agency allocations attributable to soft cost increases and schedule delays. The extended schedule reflects the need to maintain PATH service at all four stations during construction, accommodate design revisions and consultant changes, coordinate with other PATH and third-party projects, and limit certain work to nights and weekends to ensure passenger safety and operations. In addition, unforeseen field conditions, such as the extent of water infiltration at Newport Station and the stair conditions at Hoboken Station, could not be resolved within the previous contractual duration resulting in schedule delays. Additional fire alarm work required for regulatory compliance, and challenges securing third party agreements also contributed to schedule changes.

At this time the Hoboken Station restoration is 95 percent complete and Newport Station restoration is 75 percent complete with final completion of both Stations anticipated by 2Q2027; Exchange Place and Grove Street Station reached final completion in October 2025 but incurred $2 million in additional costs over planned expenses.

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

RESOLVED, that the project undertaken by Port Authority Trans-Hudson Corporation (PATH) to restore the PATH rail system stations at Hoboken, Newport, Exchange Place and Grove Street in New Jersey (Stations), all of which were

flooded during Superstorm Sandy, be and they hereby are, reauthorized at a total project cost of $176 million, an increase of $26 million over the previously authorized amount of $150 million in September 2018; and it is further

RESOLVED, that the President be and she hereby is authorized for and on behalf of PATH to increase an existing contract with DMR Construction Services, Inc. for completion of the work at Newport from $21.7 million to $24 million on account of extra work and field order changes; and it is further

RESOLVED, that the President be, and she hereby is authorized, for and on behalf of PATH, to take action with respect to other construction contracts and contracts for professional and advisory services and such other contracts and agreements as may be necessary to complete the foregoing project, pursuant to authority 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 project 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.

PORT DEPARTMENT – GRAVESEND ANCHORAGE DEEPENING PROJECT – CONSTRUCTION PHASE PROJECT PARTNERSHIP AGREEMENT AUTHORIZATION

In 2001, the Board authorized the ambitious $1.5 billion 50-foot deepening project (50-Foot Deepening Project) of the waterways in the Port of New York and New Jersey which serve its port facilities. The 50-Foot Deepening Project allows ships requiring deeper drafts to access the ports and terminal facilities and navigate these waterways. The 50-Foot Deepening Project was completed in 2016.

Harbor deepening in federal waters is under the statutory jurisdiction of the United States Army Corps of Engineers (USACE), which proposes dredging projects nationwide after a quantitative cost-benefit analysis and a prioritization of projects based on national interests. The federal share of such projects are appropriated by the United States Congress.

At the time the 50-Foot Deepening Project was authorized, an area of New York Harbor known as the Gravesend Anchorage, located south of the Verrazano-Narrows Bridge, was not included in the 50-Foot Deepening Project and remains shallower than adjacent navigational channels. Once the 50-Foot Deepening Project was completed, USACE conducted a study which concluded that the existing anchorages in the Harbor could not accommodate the largest vessels calling the Port, thus reducing vessel safety and cargo transportation efficiency. Therefore, as part of the Water Resources Development Act of 2020 (WRDA 2020) and on the recommendation of the USACE Chief Engineer, the United States Congress authorized the expansion and deepening of the Gravesend Anchorage. The 50-foot anchorage footprint will be dredged to approximately 3,600 feet in diameter to allow for "swing space" for the largest vessels calling the Port to shift with the tides and current when anchored. This improves safety and flexibility by allowing vessels that must pause on their way to Port facilities, for example for an inspection or because of a mechanical issue, to pull aside and not impede vessel traffic. Once complete, the Anchorage will be able to accommodate container vessels up to 1,200 feet long (Anchorage Project). It is not expected to affect overall Port volumes.

In addition to the improvements achieved under the Anchorage Project as determined by USACE, the Anchorage Project would provide benefits directly to the Port Authority, as many vessels that call at Port Authority facilities will be able to use the Anchorage if needed. Annualized, approximately 400 post-Panamax vessels (each typically 13,000 to 14,000 TEU capacity) calling at our ports are too large to use the current anchorages, either because their length overall is too great and/or they draft too deeply upon arrival to use the existing anchorages. Currently, Post Panamax vessels make up approximately 18 percent of the container vessel calls each year and that number will continue to rise as the post-Panamax fleet grows. With a 50-foot anchorage in the Harbor, larger vessels will have a safe location to wait out adverse weather conditions, address mechanical concerns, obtain government clearance and queue for the next available tide, enhancing safety and reducing congestion and inefficiency.

The Anchorage Project is budgeted by USACE at $36.5 million, including contingency. These costs will be shared, with the federal government paying 65 percent of the cost using funds authorized by Congress and 35 percent ($12.8 million) to be paid by the Port Authority. In the unlikely event of cost overruns in excess of USACE's contingency, all additional costs will be shared at the 65/35 percent ratio, subject to future authorization. The expected total Anchorage

Project cost to the Port Authority is $13.7 million after including supervisory and overhead costs and agency allocations.

The Port Authority share will be funded using carry-over federal construction funding on account with USACE from the 50-Foot Deepening Project ($4.2 million), through this authorization of funds from the 2026-2035 Capital Plan ($9.0 million) and through use of an offset from another Port Department project which was completed under budget ($0.5 million).

Under a Project Partnership Agreement with the Port Authority, USACE is responsible for delivering the Project, including procurement, overseeing disposal of dredged material, construction management and contract administration. Construction is anticipated to begin in July 2027 and conclude in the second half of 2028.

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

RESOLVED, that the project for the Gravesend Anchorage deepening in the Port of New York and New Jersey (Anchorage Project) to be conducted by the United States Army Corps of Engineers (USACE) as authorized by, and with federal funding allocated by the United States Congress, be and it hereby is, authorized at a total project cost of $13.7 million (subject to overage costs shared with USACE in a 65/35 percent ratio), inclusive of the Anchorage Project local share of 35 percent and certain customary internal costs and expenses for overhead, supervision and agency allocations as required under a Project Partnership Agreement between the Port Authority and USACE (PPA); 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 the PPA with USACE on the terms and conditions 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 all other construction contracts and contracts for professional and advisory services and such other contracts and agreements as may be necessary to complete the foregoing project, pursuant to authority 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 project 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.

LINCOLN TUNNEL – GALVIN PLAZA BRIDGE DECK REPLACEMENT – PROJECT AUTHORIZATION

It is recommended that the Board authorize $138.6 million for the replacement of the Galvin Plaza Bridge deck (Galvin Bridge), which spans the Amtrak rail infrastructure located between 39th and 40th Streets and 10th and 11th Avenues in New York City (Project) and provides access to the North Tube entrance of the Lincoln Tunnel. The Project would be under the direction of the Major Capital Projects Department (MCP) to manage priorities between the Project and the Midtown Bus Terminal Replacement Program (MBTR) which is underway in the same vicinity.

The Galvin Bridge is a critical approach to the Lincoln Tunnel roadway because all traffic entering the North Tube must travel across it. It thus serves as a direct connection between the existing Port Authority Bus Terminal ramps and the Lincoln Tunnel. Originally constructed in 1942, the Galvin Bridge underwent significant pavement repairs in 2015, with the expectation that it would remain serviceable with routine maintenance until the deck could be replaced in the later years of the 2026-2035 Capital Plan, when the permanent replacement ramps for the MBTR had been completed, in order to minimize construction coordination risks associated with the Amtrak rail infrastructure below the Galvin Bridge.

However, following an examination of the Galvin Bridge, this schedule was reconsidered in light of accelerating pavement deterioration resulting from the condition of the underlying structural deck. Staff have determined that continued maintenance through repetitive repaving and patching will not adequately address the deteriorating condition of the Galvin Bridge and recommend that replacement of the structural deck be accelerated.

Total cost for the Project has been estimated at $138.6 million, consisting of planning and design, construction, Agency allocations, and contingency. The Project will be competitively bid and consist initially of two phases of work. The first, will provide for the installation of a protective platform over the Amtrak rail infrastructure to protect the tracks from falling debris during construction. The second will be a construction work order contract for the replacement of the bridge deck and associated work.

The Project was contemplated in the 2026-2035 Capital Plan but is being accelerated to commence the first phase in 3Q2027, with actual commencement of deck replacement construction in 2Q2028. Completion of the Project is anticipated in 4Q2030, reflecting the need to maintain access to the Lincoln Tunnel through construction and to accommodate Amtrak's use of its rail lines as well as coordination with other MBTR activities. Construction will require phased work and traffic-management measures to maintain facility operations while minimizing disruptions.

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

> **RESOLVED**, that the project for the replacement of the structural deck of the Galvin Plaza Bridge (Galvin Plaza), which provides access to the North Tube of the Lincoln Tunnel from the Port Authority Bus Terminal ramps, including associated expansion joints, rehabilitation or reinforcement of existing structural steel framing as required, installation of waterproofing and a new wearing course, and related protective work over the Amtrak rail infrastructure, at a total project

cost not to exceed $138.6 million (Project), 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 such contracts as she believes are necessary or desirable to effectuate the Project in accordance with competitive, publicly advertised Port Authority procurement policies, including (i) contracts for professional and advisory services for planning and design; (ii) construction contracts for two phases of the Project – the first, to build a protective platform over the Amtrak rail infrastructure to protect the tracks from falling debris during the subsequent bridge deck replacement work, and the second, for the bridge deck replacement work and (iii) agreements and memoranda of understanding with stakeholders in the vicinity of the work (such as Amtrak) sufficient to allow the work to proceed as described; 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 construction contracts and contracts for professional and advisory services and such other contracts and agreements as may be necessary to complete the foregoing Project, pursuant to authority 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 Project 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.