

EXHIBIT B

**Submitted to the Transportation, Public Works and
Independent Authorities Committee
from
William E. Baroni Jr.**

THE PORT AUTHORITY OF NY & NJ

December 19, 2013

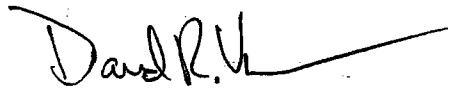
Mr. Charles A. Buono, Jr.
Office of Legislative Services
State of New Jersey
State House Annex
P.O. Box 068
Trenton, New Jersey 08625

Dear Mr. Buono:

This letter is in response to the subpoena duces tecum, dated December 12, 2013, issued to William J. Baroni by the Assembly Transportation, Public Works and Independent Authorities Committee (the "Committee"). The documents, Bates stamped PA – BB – 000001 to PA – BB - 000349, which resulted from a search of Port Authority records, are responsive to the Committee's request for all documents and correspondence, produced between August 1, 2013 and December 12, 2013 between the parties identified in the subpoena and concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013.

If you have any questions concerning the foregoing, kindly call me.

Very truly yours,



David R. Kromm

DRK/pg

From: Baroni, Bill
Sent: Friday, September 13, 2013 7:46 AM
To: David Wildstein
Subject: Fwd: Fort Lee eastbound access to GWB

Sent from my iPhone

Begin forwarded message:

From: "Foye, Patrick" <pfoye@panynj.gov>
Date: September 13, 2013, 7:44:29 AM EDT
To: "Fulton, Cedrick" <cfulton@panynj.gov>, "Durando, Robert" <rdurando@panynj.gov>
Cc: "Baroni, Bill" <bbaroni@panynj.gov>, "Dunne, Joseph P." <jdunne@panynj.gov>, "Koumoutsos, Louis" <lkoumoutsos@panynj.gov>, "Zipf, Peter" <pzipf@panynj.gov>, "Samson, David" <dsamson@panynj.gov>, "Rechler, Scott" <SRrechler@RXRRealty.com>, "Buchbinder, Darrell" <dbuchbin@panynj.gov>
Subject: Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

From: Baroni, Bill
ent: Friday, September 13, 2013 7:51 AM
o: David Samson
Subject: Fwd: Fort Lee eastbound access to GWB

General, can I call you on this now?

Sent from my iPhone

Begin forwarded message:

From: "Foye, Patrick" <pfoye@panynj.gov>
Date: September 13, 2013, 7:44:29 AM EDT
To: "Fulton, Cedrick" <cfulton@panynj.gov>, "Durando, Robert" <rdurando@panynj.gov>
Cc: "Baroni, Bill" <bbaroni@panynj.gov>, "Dunne, Joseph P." <jdunne@panynj.gov>, "Koumoutsos, Louis" <lkoumoutsos@panynj.gov>, "Zipf, Peter" <pzipf@panynj.gov>, "Samson, David" <dsamson@panynj.gov>, "Rechler, Scott" <SRechler@RXRRealty.com>, "Buchbinder, Darrell" <dbuchbin@panynj.gov>
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Pat

From: Baroni, Bill
Sent: Friday, September 13, 2013 10:44 AM
To: Regina Egea
Subject: FW: Fort Lee eastbound access to GWB

Importance: High

From: Foye, Patrick
Sent: Friday, September 13, 2013 7:44 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB
Importance: High

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Pat

From: Samson, David [dsamson@wolffsamson.com]
Sent: Tuesday, September 17, 2013 8:59 PM
To: Baroni, Bill
Subject: Fwd: Briefing Notes for Press Availability

FYI.
Begin forwarded message:

From: "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>>
Date: September 17, 2013 8:40:18 PM EDT
To: "Samson, David" <dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com>>
Subject: RE: Briefing Notes for Press Availability

After my initial calls I don't think this is correct. I also called Baroni who didn't think this was the case.

-----Original Message-----

From: Samson, David [mailto:dsamson@wolffsamson.com]
Sent: Tuesday, September 17, 2013 8:02 PM
To: Rechler, Scott
Subject: Fwd: Briefing Notes for Press Availability

I am told the ED leaked to the WSJ his story about Fort Lee issues—very unfortunate for NY/NJ relations.

Sent from my iPhone

Begin forwarded message:

From: "MacSpadden, Lisa"
<lmacspadden@panynj.gov<mailto:lmacspadden@panynj.gov><mailto:lmacspadden@panynj.gov>>
Date: September 17, 2013, 6:42:19 PM EDT
To: "Samson, David"
<dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com><mailto:dsamson@wolffsamson.com>>, "Rechler,
Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com><mailto:SRechler@RXRRealty.com>>, "Foye,
Patrick" <pfoye@panynj.gov<mailto:pfoye@panynj.gov><mailto:pfoye@panynj.gov>>, "Baroni, Bill"
<bbaroni@panynj.gov<mailto:bbaroni@panynj.gov><mailto:bbaroni@panynj.gov>>
Cc: "Danielides, Philippe" <pdanielides@panynj.gov<mailto:pdanielides@panynj.gov><mailto:pdanielides@panynj.gov>>, "Garten, David" <dgarten@panynj.gov<mailto:dgarten@panynj.gov><mailto:dgarten@panynj.gov>>, "Ma, John"
<jhma@panynj.gov<mailto:jhma@panynj.gov><mailto:jhma@panynj.gov>>, "Wildstein, David"
<dwildstein@panynj.gov<mailto:dwildstein@panynj.gov><mailto:dwildstein@panynj.gov>>
Subject: Briefing Notes for Press Availability

Mr. Chairman, Vice Chairman, Pat and Bill, Attached, please find the briefing notes for tomorrow's press availability post Board meeting.
Lisa

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<Briefing notes for September 18 2013_.pdf>

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From: Samson, David [dsamson@wolffsamson.com]
Sent: Wednesday, September 18, 2013 7:38 AM
To: Baroni, Bill
Subject: Fwd: Briefing Notes for Press Availability

Sent from my iPhone

Begin forwarded message:

From: "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>>
Date: September 18, 2013, 5:54:30 AM EDT
To: "Samson, David" <dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com>>
Subject: Re: Briefing Notes for Press Availability

David - you know I am not naive to these issues but in this instance I don't agree with your assessment of Pat's involvement. Perhaps you or Bill have some different intelligence than mine that will change that view. Ted Mann is a good reporter and was instructed to sniff out this story by his editors who were stuck in traffic. Pat's initial email is out there and sent because of our belief that the PA staff was running amuck (due to our lack of any other knowledge) and likely led to the reference in the article. Let's not escalate this unless there is clear evidence that he truly spoke to the WSJ.

Scott Rechler
CEO and Chairman
RXR Realty
Srechler@rxrrealty.com<mailto:Srechler@rxrrealty.com>

On Sep 18, 2013, at 5:45 AM, "Samson, David" <dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com>> wrote:

Scott: I just read it and it confirms evidence of Foye's being the leak, stirring up trouble--this is yet another example of a story, we've seen it before, where he distances himself from an issue in the press and rides in on a white horse to save the day (if you need prior examples I will provide)--in this case, he's playing in traffic, made a big mistake. D.

On Sep 18, 2013, at 5:37 AM, "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>> wrote:

Again ... I don't think Pat spoke to anyone at the WSJ particularly after reading the article this morning.

Scott Rechler
CEO and Chairman
RXR Realty
Srechler@rxrrealty.com<mailto:Srechler@rxrrealty.com>

On Sep 18, 2013, at 5:34 AM, "Samson, David" <dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com>> wrote:

More evidence of reckless, counter-productive behavior.

On Sep 17, 2013, at 9:36 PM, "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>> wrote:

Seems strange based on my inquiries.

-----Original Message-----

From: Samson, David [mailto:dsamson@wolffsamson.com]
Sent: Tuesday, September 17, 2013 8:59 PM

To: Rechler, Scott
Subject: Re: Briefing Notes for Press Availability

For whatever reason, he's not telling you the facts.

On Sep 17, 2013, at 8:40 PM, "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>> wrote:

After my initial calls I don't think this is correct. I also called Baroni who didn't think this was the case.

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Sent: Tuesday, September 17, 2013 8:02 PM
To: Rechler, Scott
Subject: Fwd: Briefing Notes for Press Availability

I am told the ED leaked to the WSJ his story about Fort Lee issues--very unfortunate for NY/NJ relations.

Sent from my iPhone

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From: "MacSpadden, Lisa"
<lmacspadden@panynj.gov<mailto:lmacspadden@panynj.gov><mailto:lmacspadden@panynj.gov>>
Date: September 17, 2013, 6:42:19 PM EDT
To: "Samson, David"
<dsamson@wolffsamson.com<mailto:dsamson@wolffsamson.com><mailto:dsamson@wolffsamson.com>>, "Rechler,
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<bbaroni@panynj.gov<mailto:bbaroni@panynj.gov><mailto:bbaroni@panynj.gov>>
Cc: "Danielides, Philippe" <pdanielides@panynj.gov<mailto:pdanielides@panynj.gov><mailto:pdanielides@panynj.gov>>, "Garten,
David" <dgarten@panynj.gov<mailto:dgarten@panynj.gov><mailto:dgarten@panynj.gov>>, "Ma, John"
<jhma@panynj.gov<mailto:jhma@panynj.gov><mailto:jhma@panynj.gov>>, "Wildstein, David"
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Thank you.

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From: Baroni, Bill
Sent: Tuesday, September 17, 2013 10:17 PM
To: Samson, David
Subject: Re: Briefing Notes for Press Availability

General, I shall again make my concern known to the vice chairman.

bb

Sent from my iPhone

On Sep 17, 2013, at 8:59 PM, "Samson, David" <dsamson@wolffsamson.com> wrote:

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> Cc: "Danielides, Philippe"
> <pdanielides@panynj.gov<<mailto:pdanielides@panynj.gov>><<mailto:pdanielides@panynj.gov>>>, "Garten, David"
> <dgarten@panynj.gov<<mailto:dgarten@panynj.gov>><<mailto:dgarten@panynj.gov>>>, "Ma, John"
> <jhma@panynj.gov<<mailto:jhma@panynj.gov>><<mailto:jhma@panynj.gov>>>, "Wildstein, David"
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> *****

>

From: Baroni, Bill
Sent: Friday, September 13, 2013 9:03 AM
To: Foye, Patrick
Cc: MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

I am on way to office to discuss. There can be no public discourse.

Sent from my iPhone

On Sep 13, 2013, at 8:55 AM, "Foye, Patrick" <pfoye@panynj.gov> wrote:

Bill we are going to fix this fiasco

From: Baroni, Bill
Sent: Friday, September 13, 2013 08:40 AM
To: Foye, Patrick; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

Pat we need to discuss prior to any communications.

Sent from my iPhone

On Sep 13, 2013, at 8:28 AM, "Foye, Patrick" <pfoye@panynj.gov> wrote:

Thanks, Bob. I'll set up meeting to discuss this issue.
Looping Lisa--how do we get word out?

From: Durando, Robert
Sent: Friday, September 13, 2013 08:04 AM
To: Foye, Patrick; Fulton, Cedrick
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <SRechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

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Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell
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Pat

From: Foye, Patrick
Sent: Friday, September 13, 2013 8:56 AM
To: Baroni, Bill; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

Bill we are going to fix this fiasco

From: Baroni, Bill
Sent: Friday, September 13, 2013 08:40 AM
To: Foye, Patrick; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

Pat we need to discuss prior to any communications.

Sent from my iPhone

On Sep 13, 2013, at 8:28 AM, "Foye, Patrick" <pfoye@panynj.gov> wrote:

Thanks, Bob. I'll set up meeting to discuss this issue.
Looping Lisa--how do we get word out?

From: Durando, Robert
Sent: Friday, September 13, 2013 08:04 AM
To: Foye, Patrick; Fulton, Cedrick
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <SRechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

From: Foye, Patrick
Sent: Friday, September 13, 2013 07:44 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell
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ent: Friday, September 13, 2013 8:41 AM
o: Foye, Patrick; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

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Sent from my iPhone

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Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David;
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Pat

From: Rechler, Scott [SRechler@RXRRealty.com]
Sent: Friday, September 13, 2013 8:29 AM
To: Foye, Patrick
Cc: Fulton, Cedrick; Durando, Robert; Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

This is terribly disturbing and incomprehensible to me. How can a decision like this be made without it being discussed and considered at the highest level? I am particularly disturbed that this was occurring without regard to this being the Jewish high holiday weekend.

Pat, please let us know what happened.

Thank you.

Scott

Scott Rechler
CEO and Chairman
RXR Realty
Srechler@rxrrealty.com

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Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'srechler@rxrrealty.com'; Buchbinder, Darrell; MacSpadden, Lisa
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From: Koumoutsos, Louis
Sent: Friday, September 13, 2013 8:19 AM
To: Foye, Patrick; Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
Subject: RE: Fort Lee eastbound access to GWB

Received

From: Foye, Patrick
Sent: Friday, September 13, 2013 7:44 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB
Importance: High

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Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com'; Buchbinder, Darrell
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Sent: Friday, September 13, 2013 7:56 AM
To: Baroni, Bill
Subject: Re: Fort Lee eastbound access to GWB

In CT.

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General, can I call you on this now?

Sent from my iPhone

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Date: September 13, 2013, 7:44:29 AM EDT
To: "Fulton, Cedrick" <cfulton@panynj.gov<mailto:cfulton@panynj.gov>>, "Durando, Robert" <rdurando@panynj.gov<mailto:rdurando@panynj.gov>>
Cc: "Baroni, Bill" <bbaroni@panynj.gov<mailto:bbaroni@panynj.gov>>, "Dunne, Joseph P." <jdunne@panynj.gov<mailto:jdunne@panynj.gov>>, "Koumoutsos, Louis" <lkoumoutsos@panynj.gov<mailto:lkoumoutsos@panynj.gov>>, "Zipf, Peter" <pzipf@panynj.gov<mailto:pzipf@panynj.gov>>, "Samson, David" <dsamson@panynj.gov<mailto:dsamson@panynj.gov>>, "Rechler, Scott" <SRechler@RXRRealty.com<mailto:SRechler@RXRRealty.com>>, "Buchbinder, Darrell" <dbuchbin@panynj.gov<mailto:dbuchbin@panynj.gov>>
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Thank you.

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. federal tax advice contained in this document (including any attachments) is not intended or written to be used, and cannot be used by the recipient and any other taxpayer, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 7:46 AM
To: Foye, Patrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

Understood.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Foye, Patrick
Sent: Friday, September 13, 2013 7:44 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
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From: Foye, Patrick
Sent: Friday, September 13, 2013 9:32 AM
o: Baroni, Bill
Cc: MacSpadden, Lisa; 'dsamson@wolffsamson.com'; 'srechler@rxrrealty.com'
Subject: Re: Fort Lee eastbound access to GWB

Bill that's precisely the problem: there has been no public discourse on this.

From: Baroni, Bill
Sent: Friday, September 13, 2013 09:03 AM
To: Foye, Patrick
Cc: MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

I am on way to office to discuss. There can be no public discourse.

Sent from my iPhone

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Sent: Friday, September 13, 2013 08:40 AM
To: Foye, Patrick; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

Pat we need to discuss prior to any communications.

Sent from my iPhone

On Sep 13, 2013, at 8:28 AM, "Foye, Patrick" <pfoye@panynj.gov> wrote:

Thanks, Bob. I'll set up meeting to discuss this issue.
Looping Lisa--how do we get word out?

From: Durando, Robert
Sent: Friday, September 13, 2013 08:04 AM
To: Foye, Patrick; Fulton, Cedrick
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <SRechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

From: Foye, Patrick
Sent: Friday, September 13, 2013 07:44 AM

To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRrechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

From: David Wildstein [david.wildstein@gmail.com]
Sent: Monday, September 09, 2013 9:48 AM
To: Baroni, Bill
Subject: Re: Phone call: Mayor Sokolich 201-224-4000 re: urgent matter of public safety in Fort Lee

radio silence

On Mon, Sep 9, 2013 at 9:41 AM, Baroni, Bill <bbaroni@panynj.gov> wrote:

Sent from my iPhone

Begin forwarded message:

From: "Bell, Matthew" <mbell@panynj.gov>
Date: September 9, 2013, 9:29:02 AM EDT
To: "Baroni, Bill" <bbaroni@panynj.gov>
Cc: "DiMarco, Gretchen" <gdimarco@panynj.gov>
Subject: Phone call: Mayor Sokolich 201-224-4000 re: urgent matter of public safety in Fort Lee

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

From: Eastman, Karen
Sent: Wednesday, November 20, 2013 7:09 AM
To: Foye, Patrick
Cc: Baroni, Bill; Samson, David; 'dsamson@wolffsamson.com'; 'srechler@panynj.gov'; 'srechler@rxrrealty.com'
Subject: Re: FOI - Abbott Koloff (The Record)

Emails and other records in connection with GWB lane closures that week in September. We received his request last Thursday and he will be getting an acknowledgement letter today. The October request he mentions was cut off and we did not receive his full records request. He was immediately notified and advised to resubmit via email or fax and that is the request we received last week.

From: Foye, Patrick
Sent: Wednesday, November 20, 2013 6:10 AM
To: Eastman, Karen
Cc: Baroni, Bill; Samson, David; 'dsamson@wolffsamson.com'; 'srechler@panynj.gov'; 'srechler@rxrrealty.com'
Subject: Re: FOI - Abbott Koloff (The Record)

Karen what's subject of request?

From: Koloff, Abbott [mailto:Koloff@northjersey.com]
Sent: Tuesday, November 19, 2013 09:40 PM
To: Eastman, Karen
Cc: Foye, Patrick; Baroni, Bill; Samson, David; dsamson@wolffsamson.com <dsamson@wolffsamson.com>; srechler@panynj.gov <srechler@panynj.gov>; srechler@rxrrealty.com <srechler@rxrrealty.com>
Subject: FOI - Abbott Koloff (The Record)

Hello Karen:

I am writing to determine the status of the Freedom of Information request I resubmitted on Nov. 14 to Daniel Duffy and to you after being told my original request, which was submitted on Oct. 16., had not been received in full. I have not received any word back to confirm that it was received. I am asking you to expedite the response to this request to whatever extent possible, especially considering that I made a previous submission using your website form, which apparently cut off my initial request.

I have also sent this email to the following people:

Pat Foye, Executive Director: pfoye@panynj.gov
Bill Baroni, Dep. Executive Director: bbaroni@panynj.gov
David Samson, Chairman of the Board of Commissioners: dsamson@panynj.gov and dsamson@wolffsamson.com
Scott Rechler, Vice Chair of the Board of Commissioners: srechler@panynj.gov and srechler@rxrrealty.com

Thank you for your help in this matter,
Abbott Koloff
The Record
koloff@northjersey.com
(973) 569-7059

From:
ent:
o:
Cc:
Subject:

Bell, Matthew
Monday, September 09, 2013 9:29 AM
Baroni, Bill
DiMarco, Gretchen
Phone call: Mayor Sokolich 201-224-4000 re: urgent matter of public safety in Fort Lee

From:
Sent:
To:
Cc:
Subject:

Bell, Matthew
Tuesday, September 10, 2013 9:06 AM
Baroni, Bill
DiMarco, Gretchen
Phone call: Mayor Sokolich (his office) 201-424-5014 re: change of traffic patterns

From: Lado, Tina
nt: Friday, November 08, 2013 9:42 AM
o: 'Samson, David'; Baroni, Bill; Wildstein, David
Cc: Danielides, Philippe
Subject: NJ LEGISLATION SR127
Attachments: 127_i1.pdf

Chairman, Bill, David,

Text of Senate Resolution 127 (Weinberg, Lesniak) has finally been posted and I have asked Law to review it and provide their analysis; as soon as I receive it I will send it to you.

The resolution "Constitutes the Senate State Government, Wagering, Tourism and Historic Preservation Committee as special committee to investigate lane closures implemented by PANYNJ; grants committee subpoena power."

The Legislature has resumed its session calendar and is scheduling meeting dates. The Senate State Government Committee is next scheduled to meet Thursday 11/14, at 1.00 PM; the only items presently listed on their agenda are two bills: S2790 (Crime Victims obtaining gov't records at no fee) and S2930 (Internet Gaming at secure facilities in Atlantic City). No other actions are listed.

Specifically the resolution provides for:

- The Committee to investigate all aspects of lane closures implemented by the PANYNJ, including, but not limited to, recent closure of two access lanes from Fort Lee to the GWB, the internal process followed by the PA in implementing lane closures, and the use of lane closures as a tool to conduct traffic safety studies.
- Committee shall have all the powers conferred pursuant to Chapter 13 of Title 52 of Revised Statutes, including but not limited to power to issue subpoenas to compel attendance and testimony of persons and the production of books, papers, correspondence and other documents.
- Committee shall be entitled to call for assistance and avail itself of the services of the employees of State of NJ, any political subdivision of the State, and any agency thereof; to employ any other services as deemed necessary in order to perform duties provided herein, and within the limits of funds appropriated or otherwise made available for that purpose.
- Resolution shall take effect immediately and Committee's powers shall expire 12 months following adoption of the resolution by the Senate.

Membership of the Committee:

Senator Jim Whelan (D2) — Chair
Senator Shirley K. Turner (D15) — Vice Chair
Senator Barbara Buono (D18)
Senator Dawn Marie Addiego (R8)
Senator Samuel D. Thompson (R12)

I've attached the bill text and below is also a link to it.
http://www.njleg.state.nj.us/2012/Bills/SR/127_i1.pdf

Tina Lado

NJ Director, Government & Community Relations

THE PORT AUTHORITY OF NY & NJ

tlado@panynj.gov

212-435-6903

<http://www.panynj.gov>

SENATE RESOLUTION No. 127

STATE OF NEW JERSEY

215th LEGISLATURE

INTRODUCED NOVEMBER 7, 2013

Sponsored by:

Senator LORETTA WEINBERG

District 37 (Bergen)

Senator RAYMOND J. LESNIAK

District 20 (Union)

SYNOPSIS

Constitutes Senate State Government, Wagering, Tourism and Historic Preservation Committee as special committee to investigate lane closures implemented by Port Authority of New York and New Jersey; grants committee subpoena power.

CURRENT VERSION OF TEXT

As introduced.



1 **A SENATE RESOLUTION** constituting the Senate State Government,
 2 Wagering, Tourism and Historic Preservation Committee as a
 3 special committee of the Senate to investigate lane closures
 4 implemented by the Port Authority of New York and New
 5 Jersey.

6
 7 **WHEREAS**, The Port Authority of New York and New Jersey ("Port
 8 Authority") is a bi-state agency established by compact between the
 9 State of New York and the State of New Jersey; and

10 **WHEREAS**, From September 9, 2013 to September 13, 2013, the Port
 11 Authority closed two access lanes from Fort Lee to the George
 12 Washington Bridge without providing notice to commuters and
 13 officials from Fort Lee; and

14 **WHEREAS**, As a result of the decision to close the two access lanes,
 15 severe traffic delays reportedly engulfed the entire Fort Lee area,
 16 creating a public safety issue by delaying emergency vehicles and
 17 subjecting drivers to unexpected and potentially dangerous traffic
 18 patterns; and

19 **WHEREAS**, On September 13, 2013, the access lanes were reopened
 20 only after the executive director of the Port Authority learned of the
 21 lane closures and ordered that the access lanes be reopened; and

22 **WHEREAS**, In correspondence to Port Authority officials on September
 23 13, 2013, the executive director claimed that the method by which
 24 the access lanes were closed reversed over 25 years of George
 25 Washington Bridge operational procedures and cited lack of
 26 process, failure to provide notice of the lane closures, and public
 27 safety as the reasons for reopening the lanes; and

28 **WHEREAS**, In response to questions regarding the access lane closures
 29 in Fort Lee, the Port Authority's response has been that the access
 30 lanes were closed as part of a traffic safety study but no additional
 31 information regarding the traffic safety study has been provided;
 32 and

33 **WHEREAS**, The circumstances surrounding the closure of the two
 34 access lanes from Fort Lee to the George Washington Bridge
 35 require further examination; and

36 **WHEREAS**, It is entirely fitting and proper for this House to investigate
 37 all aspects of lane closures implemented by the Port Authority;
 38 now, therefore.

39
 40 **BE IT RESOLVED** by the Senate of the State of New Jersey:

41
 42 1. The Senate State Government, Wagering, Tourism and
 43 Historic Preservation Committee is constituted as a special
 44 committee of the Senate in accordance with the provisions of
 45 chapter 13 of Title 52 of the Revised Statutes. The membership of
 46 the committee as previously constituted is reconstituted and
 47 continued.

1 2. The committee shall investigate all aspects of lane closures
2 implemented by the Port Authority of New York and New Jersey,
3 including, but not limited to, the recent closure of two access lanes
4 from Fort Lee to the George Washington Bridge, the internal
5 process followed by the Port Authority in implementing lane
6 closures, and the use of lane closures as a tool to conduct traffic
7 safety studies.

8

9 3. For the purposes of carrying out its charge under this
10 resolution, the committee shall have all the powers conferred
11 pursuant to chapter 13 of Title 52 of the Revised Statutes,
12 including, but not limited to, the power to issue subpoenas to
13 compel attendance and testimony of persons and the production of
14 books, papers, correspondence, and other documents.

15

16 4. The committee shall be entitled to call to its assistance and
17 avail itself of the services of the employees of the State of New
18 Jersey, any political subdivision of the State, and any agency
19 thereof, as may be required and as may be available for that
20 purpose, and to employ any other services as may be deemed
21 necessary, in order to perform the duties provided herein, and
22 within the limits of funds appropriated or otherwise made available
23 for that purpose.

24

25 5. This resolution shall take effect immediately and the
26 committee's powers pursuant to chapter 13 of Title 52 of the
27 Revised Statutes shall expire 12 months following adoption of this
28 resolution by the Senate.

29

30

31

STATEMENT

32

33 This Senate resolution constitutes the Senate State Government,
34 Wagering, Tourism and Historic Preservation Committee as a
35 special committee of the Senate to investigate lane closures
36 implemented by the Port Authority of New York and New Jersey,
37 including, but not limited to, the recent closure of two access lanes
38 from Fort Lee to the George Washington Bridge from September 9,
39 2013 to September 13, 2013, the internal process followed by the
40 Port Authority in implementing lane closures, and the use of lane
41 closures as a tool to conduct traffic safety studies.

42 During the 12 months following adoption of this resolution, the
43 committee will have the power to subpoena witnesses and
44 documents as well as all other powers conferred pursuant to chapter
45 13 of Title 52 of the Revised Statutes.

From:
ent:
o:

Foye, Patrick
Wednesday, November 27, 2013 2:22 PM
'Samson, David'; 'Rechler, Scott'; 'bpaterson@msek.com'; 'David Steiner'; 'Jeff Lynford';
'Moerdler, Jeffrey'; 'Ken.lipper@lipper.com'; 'rpocino@njlaborers.org'; 'rbagger@celgene.com';
'rossana.rosado@eldiariony.com'; 'Sartor, Anthony'; 'wpschuber@optonline.net'
Cc: Baroni, Bill; Buchbinder, Darrell; Van Etten, Robert; Nestor, Michael; Eastman, Karen
Subject: Letter to PA OIG from Senator Codey
Attachments: Ft. Lee PA Investigation Request Letter.doc

Attached is a letter sent today to the PA OIG regarding the Fort Lee lane closure matter.

Pat

NEW JERSEY SENATE



RICHARD J. CODEY
SENATOR
27TH LEGISLATIVE DISTRICT
66 WEST MT. PLEASANT AVENUE
LIVINGSTON, NEW JERSEY 07039
973-535-5017
FAX 973-535-5248

November 27, 2013

Robert E. Van Etten
Inspector General Port Authority of NY & NJ
5 Marine View Plaza – Suite 502
Hoboken, New Jersey 07030

Dear Mr. Van Etten:

I am writing to you in your capacity as Inspector General of the Port Authority of NY & NJ to formally request that you undertake an investigation into the closure of traffic lanes leading towards the George Washington Bridge in the Borough of Fort Lee New Jersey on September 9, 2013 to September 12, 2013.

The closure of the traffic lanes, that took place without any warning, caused massive delays in the region and posed potential danger as local police were not notified and given the opportunity to prepare for the new traffic flow and backups it caused.

Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study.

What is certain is that the residents of Fort Lee and surrounding communities were adversely impacted without warning during the time of the closures and law enforcement was not provided any warning or information to prepare which put the safety of commuters at risk.

It is disconcerting that the executive director of the Port Authority did not even know these closures were going to take place which only adds more fuel to the fire that nefarious reasons were behind these closures.

The process that took place for the lane closures and the motivations behind them must be investigated so controls can be created to ensure that the situation that happened on those four days never occurs again.

I thank you in advance for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Richard J. Codey". The signature is written in a cursive style with a large, prominent initial "R".

Richard J. Codey
Senator District 27

From: Lado, Tina
Sent: Thursday, September 12, 2013 3:06 PM
To: Baroni, Bill
Subject: Fw: GWB toll booths from Bruce Reynolds Blvd

Bill just a heads up

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

From: Valens, Chris
Sent: Thursday, September 12, 2013 01:40 PM
To: Durando, Robert; Ramirez, Enrique
Cc: Fulton, Cedrick; Lado, Tina
Subject: Fw: GWB toll booths from Bruce Reynolds Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

From: Cichowski, John [mailto:Cichowski@northjersey.com]
Sent: Thursday, September 12, 2013 01:17 PM
To: Valens, Chris
Subject: GWB toll booths from Bruce Reynolds Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.
-john

John Cichowski
The Road Warrior
The Record, Herald News & northjersey.com
100 Commons Way
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

BILL PASCRELL, JR.
9TH DISTRICT, NEW JERSEY

2370 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5751
(202) 225-5782 FAX

ROBERT A. ROE FEDERAL BUILDING
200 FEDERAL PLAZA, SUITE 500
PATERSON, NJ 07655
(973) 523-5152
(973) 523-0637 FAX

<http://pascrell.house.gov>
bill.pascrell@mail.house.gov



COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH

COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives

September 13, 2013

Mr. Bill Baroni
Deputy Executive Director
The Port Authority of New York & New Jersey
225 Park Avenue South
New York, NY 10003

Dear Mr. Baroni:

I was surprised to read reports of tollbooth closures in *The Record* article "Road Warrior: Closed tollbooths a commuting disaster". According to this article, The Port Authority of New York & New Jersey has reduced the number of tollbooths to just one for all traffic approaching the George Washington Bridge from Bruce Reynolds Boulevard and Martha Washington Way in Fort Lee.

This reduction has created significant delays for our constituents who live in the communities closest to the George Washington Bridge, especially for the residents of Fort Lee. Commuters who rely on the George Washington Bridge every day are experiencing extreme delays. Furthermore, I am deeply concerned that local officials and local law enforcement agencies were not properly notified of any change before it was implemented. Not only is this a problem for commuters, it also a public safety issue and could possibly hinder economic growth in the surrounding area.

Thank you for taking the time to consider this important issue. I look forward to reviewing the explanation for the recent reports of reduction in tollbooths. If I can provide any additional insight, please do not hesitate to contact me or my Deputy Chief of Staff Assad Akhter in my office at (202) 225-5751.

Sincerely,

Bill Pascrell, Jr.
Member of Congress

From: Lado, Tina
Sent: Friday, September 13, 2013 4:05 PM
To: Baroni, Bill; Wildstein, David
Subject: FW: Letter to Mr. Bill Baroni
Attachments: Port Authority Letter- September 2013.pdf

Bill and David,

I just received the attached letter from the office of Congressman Bill Pascrell, Jr.

I have not responded.

From: Coleman, Kyle [mailto:Kyle.Coleman@mail.house.gov]
Sent: Friday, September 13, 2013 4:02 PM
To: Lado, Tina
Subject: Letter to Mr. Bill Baroni

Hi Tina,

I hope all is well. My name is Kyle Coleman; I was told to pass the attached letter from Congressman Pascrell to you. Also, this letter has not been sent to any press or media outlets. However, our office did forward it along to the borough of Fort Lee. Thank you for your time and please let me know if you have any questions.

Best,

Kyle Coleman
Office of Representative Bill Pascrell, Jr. (NJ-9)
2370 Rayburn House Office Building
Washington, DC 20515
P: 202.225.5751 F: 202.225.5782
Kyle.Coleman@mail.house.gov



From: Baroni, Bill
Sent: Wednesday, November 27, 2013 2:30 PM
To: 'david.wildstein@gmail.com'
Subject: FW: Letter to PA OIG from Senator Codey
Attachments: Ft. Lee PA Investigation Request Letter.doc

From: Foye, Patrick
Sent: Wednesday, November 27, 2013 2:22 PM
To: 'Samson, David'; 'Rechler, Scott'; 'bpaterson@msek.com'; 'David Steiner'; 'Jeff Lynford'; 'Moerdler, Jeffrey'; 'Ken.lipper@lipper.com'; 'rpocino@njlaborers.org'; 'rbagger@celgene.com'; 'rossana.rosado@eldiariony.com'; 'Sartor, Anthony'; 'wpschuber@optonline.net'
Cc: Baroni, Bill; Buchbinder, Darrell; Van Etten, Robert; Nestor, Michael; Eastman, Karen
Subject: Letter to PA OIG from Senator Codey

Attached is a letter sent today to the PA OIG regarding the Fort Lee lane closure matter.

Pat

NEW JERSEY SENATE



RICHARD J. CODEY

SENATOR

27TH LEGISLATIVE DISTRICT

66 WEST MT. PLEASANT AVENUE

LIVINGSTON, NEW JERSEY 07039

973-535-5017

FAX 973-535-5248

November 27, 2013

Robert E. Van Etten
Inspector General Port Authority of NY & NJ
5 Marine View Plaza – Suite 502
Hoboken, New Jersey 07030

Dear Mr. Van Etten:

I am writing to you in your capacity as Inspector General of the Port Authority of NY & NJ to formally request that you undertake an investigation into the closure of traffic lanes leading towards the George Washington Bridge in the Borough of Fort Lee New Jersey on September 9, 2013 to September 12, 2013.

The closure of the traffic lanes, that took place without any warning, caused massive delays in the region and posed potential danger as local police were not notified and given the opportunity to prepare for the new traffic flow and backups it caused.

Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study.

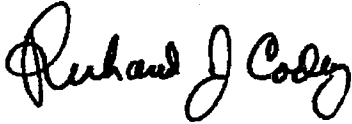
What is certain is that the residents of Fort Lee and surrounding communities were adversely impacted without warning during the time of the closures and law enforcement was not provided any warning or information to prepare which put the safety of commuters at risk.

It is disconcerting that the executive director of the Port Authority did not even know these closures were going to take place which only adds more fuel to the fire that nefarious reasons were behind these closures.

The process that took place for the lane closures and the motivations behind them must be investigated so controls can be created to ensure that the situation that happened on those four days never occurs again.

I thank you in advance for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Richard J. Codey". The signature is written in a cursive style with a large initial 'R'.

Richard J. Codey
Senator District 27

Torres Rojas, Genara

FOJ # 14364

From: ted.mann@wsj.com
Sent: Tuesday, October 22, 2013 9:16 AM
To: Duffy, Daniel
Cc: Torres Rojas, Genara; Van Duyne, Sheree; Qureshi, Ann
Subject: Freedom of Information Online Request Form

Information:

First Name: Ted
Last Name: Mann
Company: The Wall Street Journal
Mailing Address 1: 1211 Avenue of the Americas
Mailing Address 2: 5th Floor
City: New York
State: NY
Zip Code: 10036
Email Address: ted.mann@wsj.com
Phone: 2124162660
Required copies of the records: Yes

List of specific record(s):

All closed-circuit or surveillance video of the George Washington Bridge, including toll plazas, walkways, approaching traffic lanes, and other Port Authority offices and structures, for the morning of Sept. 9, 2013, from 5 a.m. through 10 a.m.

From: DiMarco, Gretchen
Sent: Monday, October 28, 2013 9:41 AM
To: Baroni, Bill
Subject: FW: FOI REQUEST REFERENCE NO. 14364 - TED MANN (WALL STREET JOURNAL)
Attachments: FOI Request No. 14364.pdf

From: Duffy, Daniel
Sent: Monday, October 28, 2013 9:40 AM
To: Fedorko, Michael; Fulton, Cedrick
Cc: Archie, Gwendolyn; Buchbinder, Darrell; Coleman, Steve; DiMarco, Gretchen; Eastman, Karen; Gardner, Michael; Handel, Linda; Lado, Tina; Ma, John; Marsico, Ron; MacSpadden, Lisa; McDonough, John; Qureshi, Ann; Simon, Brian; Stickelman, Timothy; Tredy, Pat; Van Duyne, Sheree; Wildstein, David
Subject: FOI REQUEST REFERENCE NO. 14364 - TED MANN (WALL STREET JOURNAL)

TOPIC: Request for copies of all closed-circuit or surveillance video of the George Washington Bridge, including toll plazas, walkways, approaching traffic lanes, and other Port Authority offices and structures, for the morning of Sept. 9, 2013, from 5 a.m. through 10 a.m.

Attached is a Freedom of Information request for your handling. Your response is due within three (3) business days.

YOUR RESPONSE SHOULD INCLUDE RECOMMENDATIONS AS TO ANY SUGGESTED REDACTIONS. PLEASE ENSURE THAT YOU CITE THE SPECIFIC EXEMPTION.

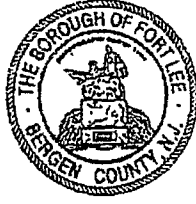
Your written response should include any financial, policy or public relation concerns associated with the release of this material. Any staff representing you on this review should be thoroughly familiar with current departmental policy and business matters to represent your direct views in this matter.

- If no records are found, please confirm that fact in writing. Please ensure that your search for records covers any copies at the facilities or off-site storage facilities.
- Please note that new documents should not be created in response to this request.
- Whenever possible, your response should be sent in electronic format, since it will be posted to the Port Authority's website

Please keep track of time spent searching for records. This does not include time spent retrieving or copying the responsive records. Your response should note the amount of time, if greater than an hour, and the pay level of the person performing the search.

If you have any questions pertaining to the attached request, please call Dan Duffy at (212) 435-2542 or Ann Qureshi at 212-435-6657.

Daniel D. Duffy
Freedom of Information Administrator
Office of the Secretary
The Port Authority of NY & NJ
225 Park Avenue South, 17th Floor
New York, NY 10003



BOROUGH OF FORT LEE

Office of the Mayor

309 Main Street

Fort Lee, New Jersey 07024-4799

Telephone (201) 592-3500 -Ext. 1003 Facsimile (201) 592-1657

E-mail: mayor@fortleenj.org

Mark J. Sokolich
Mayor

PERSONAL

Via Email:

September 12, 2013

The Honorable Bill Baroni
Deputy Executive Director
The Port Authority of New York & New Jersey
225 Park Avenue, 15th Floor
New York, New York 10003

Dear Bill:

I am writing this correspondence to you and am refraining from copying any other party in the hopes that a recent decent decision by the Port Authority will be reversed quietly, uneventfully and without political fanfare.

Permit me to elaborate. Without any notice whatsoever to Fort Lee (or any of its agencies, including our Police Department), the Port Authority reduced the available toll booths for traffic flowing through Fort Lee from three to one. Suffice it to say, this decision has wreaked havoc upon our community during the morning rush hour, visiting upon us complete gridlock. Having received absolutely no notice of this decision, not having obtained any response to our multiple inquiries concerning same, and try as we may to understand its rationale without the benefit of a response from the Port Authority, we are reaching the conclusion that there are punitive overtones associated with this initiative. What other conclusion could we possibly reach?

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The Honorable Bill Baroni

September 12, 2013

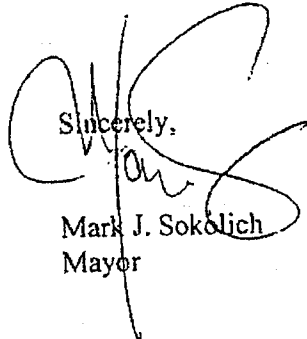
Page 2

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Please call me as soon as possible in the hopes that we can resolve this issue and reverse a policy change that is wreaking havoc on Fort Lee....the otherwise cooperative and supportive host community to the busiest bridge in the world.

Mayor's Office	201-592-3500 X 1003
Law Office	201-224-4000
Home #	201-224-7755
Cell #	201-424-5014

Sincerely,


Mark J. Sokolich
Mayor

MJS:ml

From: Baroni, Bill
Sent: Thursday, September 12, 2013 12:47 PM
To: David Wildstein
Subject: FW: Fort Lee Correspondence by Mayor Sokolich
Attachments: DirectorBaroniCorrespond_20130912114422.pdf

Importance: High
Sensitivity: Personal

From: Maryanne Leodori [mailto:M-Leodori@fortleenj.org]
Sent: Thursday, September 12, 2013 12:44 PM
To: Baroni, Bill
Subject: Fort Lee Correspondence by Mayor Sokolich
Importance: High
Sensitivity: Personal

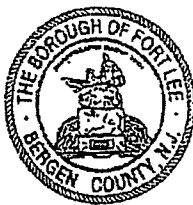
Dear Director Baroni,

Please see correspondence from Mayor Sokolich.

Thank you.

Sincerely,

*Maryanne Leodori
Mayor's Office*



BOROUGH OF FORT LEE

Office of the Mayor

309 Main Street
Fort Lee, New Jersey 07024-4799

Telephone (201) 592-3500 -Ext. 1003 Facsimile (201) 592-1657
E-mail: mayor@fortleecnj.org

Mark J. Sokolich
Mayor

PERSONAL

Via Email:

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The Honorable Bill Baroni

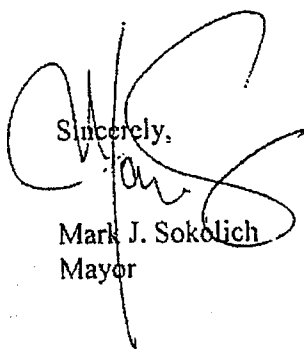
September 12, 2013
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Cell #	201-424-5014

Sincerely,


Mark J. Sokolich
Mayor

MJS:ml

From: Baroni, Bill
Sent: Thursday, September 12, 2013 12:49 PM
To: billbaroni@gmail.com
Subject: FW: Fort Lee Correspondence by Mayor Sokolich
Attachments: DirectorBaroniCorrespond_20130912114422.pdf

Importance: High
Sensitivity: Personal

From: Maryanne Leodori [mailto:M-Leodori@fortleenj.org]
Sent: Thursday, September 12, 2013 12:44 PM
To: Baroni, Bill
Subject: Fort Lee Correspondence by Mayor Sokolich
Importance: High
Sensitivity: Personal

Dear Director Baroni,

Please see correspondence from Mayor Sokolich.

Thank you.

Sincerely,

*Maryanne Leodori
Mayor's Office*

From: Lado, Tina
Sent: Tuesday, September 10, 2013 11:30 AM
To: Baroni, Bill
Subject: Fort Lee

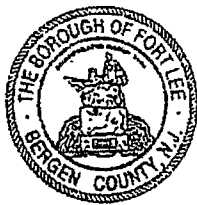
Fort Lee Mayor Mark Sokolich called this morning regarding the traffic in Fort Lee

"reasons unclear to us..."

The Mayor would like to talk to you as soon as possible, regarding the traffic congestion due to the change in GWB toll booths configuration. He remains concerned, doesn't understand the purpose/need of the traffic test and doesn't understand why the borough was not alerted. Additionally, he said that he is trying to "keep a lid on this" (politically) and is getting pressure from members of Borough Council who want to take some action. He feels this is a "life/safety" issue. One example that occurred on Monday 9/9 3 was Fort Lee volunteer ambulance attendants had to respond on foot, leaving their vehicle, to a emergency call.

He was calm but again, reiterated he would like to talk with you. Let me know if you need anything additional. Thank you.

Tina Lado
NJ Director, Government & Community Relations
THE PORT AUTHORITY OF NY & NJ
tlado@panynj.gov
212-435-6903
<http://www.panynj.gov>



BOROUGH OF FORT LEE

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The Honorable Bill Baroni

September 12, 2013

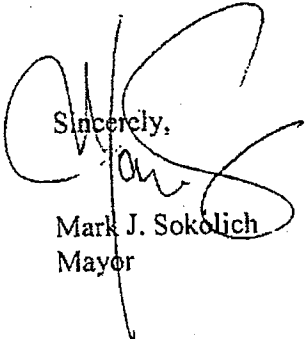
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Sincerely,


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Importance: High
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From: Maryanne Leodori [M-Leodori@fortleenj.org]
Sent: Thursday, September 12, 2013 1:52 PM
To: Baroni, Bill
Subject: Fort Lee Correspondence by Mayor Sokolich
Attachments: DirectorBaroniCorrespond_20130912125238.pdf

Importance: High
Sensitivity: Personal

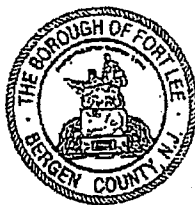
Dear Director Baroni,

Please see attached correspondence from Mayor Sokolich; this is a corrected copy. I apologize. I had typed an additional word in the first sentence earlier. I apologize.

Thank you.

Sincerely,

*Maryanne Leodori
Mayor's Office*



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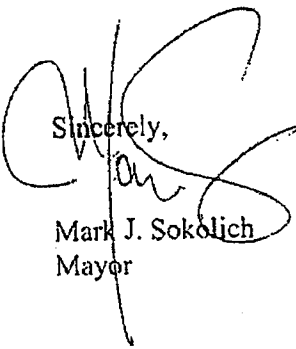
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Sincerely,


Mark J. Sokolich
Mayor

MJS:ml

From: Foye, Patrick
nt: Friday, September 13, 2013 7:44 AM
o: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB
Importance: High

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

-Pat

From: Lado, Tina
Sent: Monday, September 09, 2013 11:24 AM
To: Baroni, Bill; Wildstein, David
Cc: Fulton, Cedrick
Subject: Ft Lee

Wanted you both have a heads up--Peggy Thomas, Borough Administrator, called me regarding the increased volume and congestion of AM rush traffic throughout the Borough as a result of the GWB toll lanes adjustment that occurred.

She mentioned that there were 2 incidents that Ft Lee PD and EMS had difficulty responding to; a missing child (later found) and a cardiac arrest.

She stated additionally that the Borough and PD had no advance notice of the planned change. Also, Bill the Mayor had placed calls to your office.

If there is anything you need me to do, let me know. Thank you.

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

From: Foye, Patrick
Content: Thursday, December 12, 2013 1:55 PM
To: Foye, Patrick
Cc: Chairman Samson; Vice Chairman Rechler; Basil A. Paterson (bpaterson@msek.com); David S. Steiner (dss@steinercompanies.com); Jeff Moerdler; Jeffrey Lynford (jlynford@wellsford.com); Kenneth Lipper (Ken.lipper@lipper.com); Raymond M. Pocino (E-mail); Richard H. Bagger (rbagger@celgene.com); Rossana Rosado (rossana.rosado@eldiariony.com); Sartor, Anthony (asartor@psands.com); William P. Schuber (wpschuber@optonline.net); Baroni, Bill; Ma, John
Subject: Brief Update

Commissioners,

First, I wanted to provide an update on TSA's plans to hand-over responsibility for staffing airport terminal exit lanes which I noted in my most recent ED Report. The recently announced Federal budget deal, if passed, will require TSA to maintain responsibility for exit lane staffing. This is a significant positive development for us and other airports around the country, along with the airlines. The Port Authority and the aviation industry were united in our opposition to TSA's proposal, and had been preparing to challenge it in U.S. District Court. Had TSA been allowed to move ahead with its plan to hand over responsibility for exit lane staffing, it would have cost us and our airline tenants over \$8 million annually to staff the 20 exit lanes at our terminals that are under TSA's supervision, not to mention the potential security liability issues.

Second, I wanted to update you on what we are doing with snowy owls at our airports. A press story this past Monday morning reported that licensed Aviation staff was shooting snowy owls at our airports. A large number of snowy owls have been migrating south from the Arctic this year, and several had taken up residence near our airport runways. In the past two weeks, five airplanes were struck by snowy owls at our airports (2 at JFK, 2 at EWR, and 1 at LGA). We and the FAA were very concerned about passenger safety, given the lessons from 2009's USAir bird-strike and resulting 'Miracle on the Hudson'. Our airport staff attempted unsuccessfully to drive off the owls through pyrotechnics and other loud noises. Under our NYS Department of Environmental Conservation permit, Aviation staff was not allowed to relocate birds, so to protect airline passengers, they were left with the alternative of shooting owls.

As I became aware of this situation, I immediately reached out to the NYS DEC Commissioner for a waiver of our permit which allowed a licensed wildlife specialist, by the next morning, to begin trapping, banding, and relocating the owls. We issued a statement late Monday announcing this approach. As always, we attempt to strike a balance between humanely controlling bird populations at our airport with safeguarding passenger safety.

Third, I wanted to make sure you all knew that our Office of Inspector General announced yesterday that it will be launching an investigation into the closure of access lanes in Fort Lee to the George Washington Bridge in early September. As you know, this matter has been the subject of legislative hearings and substantial media coverage, and I will not comment on it further here. However, I did want to make you aware that our OIG has decided to investigate and OIG will report its findings when its investigation is complete.

Lastly, last night we closed two lanes of the westbound Upper Level of the GWB to make emergency repairs due to a shifting roadway plate. This portion of the deck had been scheduled for replacement as part of the full Upper Level deck replacement project. Repairs were made overnight and lanes were reopened by the morning rush today. We issued a travel advisory late yesterday advising of the lane closures for the emergency repairs. Given the public attention on the September closures, these emergency repairs received significant coverage over the last day, and thus this brief mention.

Pat

From: Ma, John
Sent: Monday, September 23, 2013 12:54 PM
To: Fulton, Cedrick; Larrabee, Richard; Baroni, Bill; Dawson, Stephanie; Kingsberry, Stephen; Ehler, Diannae; Bosco, Thomas
Cc: Foye, Patrick
Subject: Agenda for Bi-Weekly Line Director's Meeting

1. Customer service initiatives
2. GWB / Ft. Lee lane closures

From: Lado, Tina
Sent: Wednesday, November 20, 2013 5:19 PM
To: 'Samson, David'; Baroni, Bill; Wildstein, David
Subject: Assembly Transportation Committee Hearing MONDAY NOVEMBER 25th
Attachments: A2886-S689 A3624-S3841 Analysis OEEP_Aviation_Law.docx; A4355_I1.PDF; AR 168_I1.PDF

Importance: High

Chairman, Bill, David,

The NJ Assembly Transportation Public Works and Independent Authorities Committee just released its Committee agenda for Monday November 25th.

They are taking "testimony from invited guests and the public concerning the decision by the Port Authority of New York and New Jersey to close, without prior public notice, access lanes to the George Washington Bridge in Fort Lee, New Jersey from September 9, 2013 to September 13, 2013. The committee will also take testimony concerning the safety hazards and economic losses resulting from that closure."

Also on the agenda are two bills:

A-4355 Requires PANYNJ to conduct noise and land use compatibility
(Spencer) survey.

http://www.njleg.state.nj.us/2012/Bills/A4500/4355_I1.PDF

Attached is the analysis provided by the Law and Aviation Departments on S3847 which is applicable to the NJ version. Law's additional response to the question if the bills were similar is that "Having read both the New York and New Jersey bills, they are identical in all material respects. While there are slight differences in the language, including the form of citations, there is no difference in the substantive requirements which these bills would impose on the Port Authority. If they are both passed and signed by the governors of each State, those requirements would be binding on the Port Authority to the extent they are not in conflict with the Compact or federal law. Our analysis to date, reveals no such conflicts."

A4355 is similar to recent NY state legislation, S3847 which would "mandate the performance of a voluntary Part 150 Airport Noise Compatibility Planning Study." It also included the recommendation of changes to operation and land-use measures to improve compatibility between airports and surrounding communities; that the PA would submit a report to the governors and legislatures of both NY and NJ of findings by June 1, 2014; require the PA to hold biannual hearings to allow community stakeholders to express concerns regarding noise. Governor Cuomo vetoed the measure on November 13th.

VETO MESSAGE - No. 248

TO THE SENATE:

I am returning herewith, without my approval, the following bill:

Senate Bill Number 3841, entitled:

"AN ACT to amend chapter 154 of the laws of 1921, relating to the port authority of New York and New Jersey, in relation to requiring a noise and land use compatibility study"

NOT APPROVED

This bill would require the Port Authority of New York and New Jersey (Port Authority") to conduct a noise and land use compatibility study outlined in Part 150 of the federal aviation regulations, make a report on the findings of such study available to the public by June 1, 2014, and hold biennial public hearings regarding aircraft noise issues. The bill would take effect only upon enactment into law by the State of New Jersey of identical legislation.

I recognize that aircraft noise has been a concern for residents of Queens County and Nassau County. Therefore, rather than wait for New Jersey to enact companion legislation that would require Part 150 studies at all Port Authority airports, I am vetoing this bill but directing the Port Authority to conduct noise studies that meet the requirements of Part 150 for LaGuardia and JFK airports and to establish a community roundtable for airport noise and related issues in collaboration with the Federal Aviation Administration and other stakeholders.

The bill is disapproved.

(signed) ANDREW M. CUOMO

AR-168
Giblin

Supports extension of New York City IRT Flushing Line into New Jersey.

The Assembly Resolution "resolution supports the extension of the New York City IRT 14 Flushing Line into the State of New Jersey. This extension would increase ridership capacity between Manhattan and New Jersey by approximately 128,000 riders per day."

Expresses the sense of the General Assembly in favor of the extension of the MTA 7 Subway line across the Hudson River to the Secaucus Junction Transfer Station (Frank R. Lautenberg Station).

http://www.njleg.state.nj.us/2012/Bills/AR/168_11.PDF

Let me know if you need anything further. Thank you.

Tina Lado
NJ Director, Government & Community Relations
THE PORT AUTHORITY OF NY & NJ
tlado@panynj.gov
212-435-6903
<http://www.panynj.gov>

From: Baroni, Bill
Sent: Monday, September 09, 2013 9:41 AM
To: David Wildstein
Subject: Fwd: Phone call: Mayor Sokolich 201-224-4000 re: urgent matter of public safety in Fort Lee

Sent from my iPhone

Begin forwarded message:

From: "Bell, Matthew" <mbell@panynj.gov>
Date: September 9, 2013, 9:29:02 AM EDT
To: "Baroni, Bill" <bbaroni@panynj.gov>
Cc: "DiMarco, Gretchen" <gdimarco@panynj.gov>
Subject: Phone call: Mayor Sokolich 201-224-4000 re: urgent matter of public safety in Fort Lee

From: Dana Rubinstein [dana@capitalnewyork.com]
Sent: Wednesday, December 11, 2013 2:34 PM
To: Baroni, Bill
Subject: Fwd: RELEASE: NYC OFFICIALS REPRESENTING GEORGE WASHINGTON BRIDGE CALL FOR NJ PORT AUTHORITY APPOINTEE'S RESIGNATION AFTER ROLE IN LANE CLOSURE SCANDAL

Hi bill,

any thoughts?

best,
dana

----- Forwarded message -----

From: Jonathan Davis <jonathan.davis@gmail.com>
Date: Wed, Dec 11, 2013 at 2:20 PM
Subject: RELEASE: NYC OFFICIALS REPRESENTING GEORGE WASHINGTON BRIDGE CALL FOR NJ PORT AUTHORITY APPOINTEE'S RESIGNATION AFTER ROLE IN LANE CLOSURE SCANDAL
To: Jonathan Davis <jonathan.davis@gmail.com>

FOR IMMEDIATE RELEASE:

December 11, 2013

Contact: Jonathan Davis (917) 544-2213 or jonathan.davis@gmail.com (Espaillat)

Russ Murphy (917) 584-9574 russmurphy55@gmail.com
(Rodriguez)

Jim Galloway (585) 749-4187 or jlevigalloway@gmail.com (Rosa)

NYC OFFICIALS REPRESENTING GEORGE WASHINGTON BRIDGE CALL FOR NJ PORT AUTHORITY APPOINTEE'S RESIGNATION AFTER ROLE IN LANE CLOSURE SCANDAL

The following is a joint statement from NYS Senator Adriano Espaillat, NYS Assemblymember Gabriela Rosa, and NYC Council Member Ydanis Rodriguez:

"New Jersey Port Authority appointees have offered one unconvincing excuse after another, and failed to take responsibility for their role in this reckless incident. Their testimony has directly contradicted both New York's appointees and career civil servants; the lane closures were clearly not part of any legitimate traffic study.

Given the agency's task of managing critical transportation infrastructure in our region, it's time to move past this scandal and get back to work.

Executive Director Foye is absolutely correct that his New Jersey colleagues' partisan tactics have marked 'a low point in Port Authority history,' and Deputy Executive Director Baroni should resign immediately before he causes any further embarrassment.

We cannot tolerate the disturbing precedent set by Mr. Baroni's actions – that taxpayer-funded infrastructure can be used to settle personal and political feuds."

###

Additional background: on November 25th, Senator Espaillat wrote to committee chairs of the NYS Senate Transportation, Investigations and Public Authorities committees, urging them to convene a hearing into the George Washington Bridge lane closure scandal, as legislators in New Jersey have done.

Jonathan Davis
(c): (917) 544-2213

Senior Writer
Capital New York
646.493.1478
917.526.0995
dana@capitalnewyork.com

From: Cicolella, MaryAnn on behalf of Nestor, Michael
Sent: Thursday, December 12, 2013 2:10 PM
To: Baroni, Bill
Subject: GWB - OIG Request
Attachments: GWB-OIG Dox Request.docx

Please see attached request.

Thank you,
Michael Nestor
Director
Office of Investigations

The Port Authority of New York and New Jersey ("PA"), Office of Inspector General ("OIG" or "this Office") is conducting an investigation relating to the September 2013 closure of certain Fort Lee access lanes to the George Washington Bridge ("GWB"). Your assistance and cooperation are requested in providing to this Office any and all records and documents¹, in any form, that you have relating to the following.

Please provide all records and documents in your care, custody, possession or control pertaining to the above referenced lane closures, and any history of such similar lane closures for the Fort Lee access lanes, including but not limited to:

- Notes, memorandum, reports, studies, telephone messages and any other written documentation
- Emails either sent or received
- Text messages sent or received

Please feel free to contact me if you have any questions, or need additional information. Please contact OIG Police Investigator Thomas M. Jobes at (973) 565-4383 to arrange pick-up of the documents when they are available. If you have already provided records or documents to this Office, please disregard this request. Thank you.

¹ "Records and Documents" means any written, recorded, or computerized information, including but not limited to: letters, memoranda, notes, reports, comments, facsimile transmissions and electronic communications.

From: Coleman, Steve
Sent: Wednesday, November 27, 2013 1:35 PM
To: Foye, Patrick; Baroni, Bill
Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star Ledger inquiry -- GWB lane closings
Attachments: Ft. Lee PA Investigation Request Letter.doc

Steve Strunsky called seeking comment on a letter (see attachment) sent by NJ Senator Richard Codey to PA Inspector General Robert Van Effen requesting that the IG investigate the issues surrounding the September closing of the GWB local access lanes. We will not respond.

NEW JERSEY SENATE



RICHARD J. CODEY

SENATOR

27TH LEGISLATIVE DISTRICT

66 WEST MT. PLEASANT AVENUE

LIVINGSTON, NEW JERSEY 07039

973-535-5017

FAX 973-535-5248

November 27, 2013

Robert E. Van Etten
Inspector General Port Authority of NY & NJ
5 Marine View Plaza – Suite 502
Hoboken, New Jersey 07030

Dear Mr. Van Etten:

I am writing to you in your capacity as Inspector General of the Port Authority of NY & NJ to formally request that you undertake an investigation into the closure of traffic lanes leading towards the George Washington Bridge in the Borough of Fort Lee New Jersey on September 9, 2013 to September 12, 2013.

The closure of the traffic lanes, that took place without any warning, caused massive delays in the region and posed potential danger as local police were not notified and given the opportunity to prepare for the new traffic flow and backups it caused.

Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study.

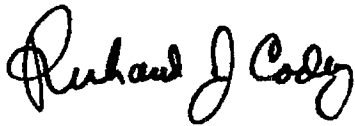
What is certain is that the residents of Fort Lee and surrounding communities were adversely impacted without warning during the time of the closures and law enforcement was not provided any warning or information to prepare which put the safety of commuters at risk.

It is disconcerting that the executive director of the Port Authority did not even know these closures were going to take place which only adds more fuel to the fire that nefarious reasons were behind these closures.

The process that took place for the lane closures and the motivations behind them must be investigated so controls can be created to ensure that the situation that happened on those four days never occurs again.

I thank you in advance for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Richard J. Codey". The signature is written in a cursive, flowing style.

Richard J. Codey
Senator District 27

From: Coleman, Steve
Sent: Tuesday, December 03, 2013 3:06 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star Ledger inquiry -- GWB lane closings

Tom Moran, the Editorial Page Editor of the Star Ledger, called to talk to us about the GWB lane closings issue for another upcoming editorial. I will not respond unless instructed to do so.

From: Coleman, Steve
Sent: Tuesday, November 12, 2013 11:30 AM
To: Foye, Patrick; Baroni, Bill
Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star Ledger inquiry -- GWB

Steve Strunsky is working on a story following up on last Thursday's Wall Street Journal story on the September closing of the GWB toll access lanes. He said he confirmed the same information in the Wall Street Journal story, and sent several questions about our investigation into the matter. I will not respond to Steve unless directed otherwise to do so.

From: Coleman, Steve
Sent: Monday, October 28, 2013 2:49 PM
To: Foye, Patrick; Baroni, Bill
Subject: Wildstein, David; Ma, John; MacSpadden, Lisa
Star Ledger inquiry

Steve Strunsky is working on a story based on a letter sent last month by Fort Lee Mayor Mark Sokolich to Bill regarding the closing of the GWB local access lanes in early September. Steve is asking if we responded to the letter, and if we have included our investigation into this matter. I will not respond unless directed otherwise to do so.

From: Coleman, Steve
Sent: Wednesday, November 27, 2013 12:47 PM
To: Foye, Patrick; Baroni, Bill
Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star-Ledger editorial

Star Ledger Editorial Writer Jim Namiotka called to give us a heads up that the paper will run an editorial over the holiday weekend that calls for NJ legislators to issue subpoenas to Pat and David to come to Trenton to testify on the GWB local access toll lane issue. The editorial writer is asking if Pat and David want to comment. I will not respond unless directed otherwise.

From: Coleman, Steve
Sent: Friday, November 22, 2013 10:11 AM
To: Foye, Patrick; Baroni, Bill
Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Steve Strunsky

Steve Strunsky of the Star Ledger is working on a story about Monday's legislative hearing on the GWB lane closings issue. I will not respond unless instructed to do so.

From: Coleman, Steve
Sent: Tuesday, October 01, 2013 1:12 PM
To: Baroni, Bill; Wildstein, David
Foye, Patrick; Ma, John; MacSpadden, Lisa
Subject: Ted Mann – Wall Street Journal inquiry

Bill, David:

Ted is working on a story for tomorrow's paper following on the GWB toll plaza closing issue and I'm seeking guidance on how to respond. Ted is questioning our prior statement on this issue that said the toll lanes were closed because of a test when he has a copy of an e-mail that Pat sent at 7:44 a.m. on September 13 to all PA leadership and Fort Lee elected officials that says otherwise.

Please let me know how you would like me to handle.

From: Coleman, Steve
Sent: Wednesday, November 13, 2013 5:05 PM
To: Baroni, Bill
Subject: Ted Mann/Wall Street Journal

Ted e-mailed to seek comment from David on the GWB issue. I will not respond to the e-mail unless you want me to.

From: Coleman, Steve
Sent: Monday, September 16, 2013 12:19 PM
To: Foye, Patrick; Baroni, Bill
Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry – Fort Lee toll booths

WSJ reporter Ted Mann called, looking to do a story on the Fort Lee toll booth issue. Ted said that some Wall Street Journal editors commute to work via the GWB and through the toll booths in question and became stuck in the traffic last week. They initially were unsure of what was going on until they read John Cichowski's stories in the Bergen Record. Ted has questions about the traffic study that was referenced in Cichowski's stories and what prompted the closing of the toll booths.

Please advise on how we should respond.

From: Coleman, Steve
Sent: Friday, October 04, 2013 2:31 PM
To: Foye, Patrick; Baroni, Bill
cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry -- GWB

Ted Mann is seeking a copy of a letter that was supposedly sent to us by Congressman Pascrell about the GWB toll booth shutdown issue. Ted is asking for a copy of the letter and our response. We will do nothing unless instructed otherwise.

From: Mann, Ted [mailto:Ted.Mann@wsj.com]
Sent: Friday, October 04, 2013 2:11 PM
To: Coleman, Steve
Subject: GWB

Hi Steve,

I've heard that Rep. Pascrell wrote to the Port Authority seeking an explanation about the traffic that resulted from the local access lane changes the week of Sept. 9. Are you aware of his letter, could you provide a copy, and could you please forward a copy of any response sent by the authority to the congressman or his staff?

Thanks,
Ted

Ted Mann
Reporter
The Wall Street Journal.
211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com

From: Coleman, Steve
Sent: Thursday, October 17, 2013 5:07 PM
To: Foye, Patrick; Baroni, Bill
Subject: Ma, John; Wildstein, David; MacSpadden, Lisa
Wall Street Journal inquiry – GWB toll lane issue

Ted Mann is working on a story for tomorrow's paper based on a letter that Mayor Sokolich allegedly sent to Bill, saying that he has concluded that the GWB toll lane closings were punitive. The letter also reportedly said that PAPD told commuters that the closures and traffic were the result of a decision that Mayor Sokolich made. Ted is seeking PA comment. I will not respond unless instructed otherwise.

From: Coleman, Steve
Sent: Thursday, November 21, 2013 3:33 PM
To: Foye, Patrick; Baroni, Bill
CC: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry – GWB

Ted Mann is working on a story about Monday's legislative hearing in Trenton on the GWB lane closing issue. Ted is asking if Bill or David plan to attend, and said the information he has is that Bill will be subpoenaed if he doesn't go voluntarily. As with this morning's inquiry on the same subject, I won't respond unless directed to do so.

From: Coleman, Steve
Sent: Monday, November 25, 2013 2:12 PM
To: Foye, Patrick; Baroni, Bill
Subject: Ma, John; Wildstein, David; MacSpadden, Lisa
Wall Street Journal inquiry on today's Trenton hearing

All:

Ted Mann submitted the following list of questions based on Bill's testimony this morning before the legislative panel in Trenton. I will not respond unless instructed to do so.

When precisely was he told about the lane closure plans? Who did he tell, if anyone?

How does his testimony that David spoke to engineering department about all this square with Foye's email saying that those divisions had not been part of the planning of this project? Whose account is accurate?

Did David Wildstein order this change in traffic lanes to send pressure, deliver a message, or communicate in any other way with Mark Sokolich, the mayor of Fort Lee?

Why didn't Bill Baroni respond to Mr. Sokolich's letter, which included his home, office and cell phone numbers, complaining that the lane alterations were "punitive?" Did anyone from the authority try to disabuse him of that notion, if they were not punitive?

To clarify Bill's testimony: is he saying that the PBA told Wildstein he should consider the traffic lane changes? Or was it the police department?

Will Pat Foye or David Wildstein be appearing before this committee in the future, as Asm. Wisniewski says he is seeking?

Why didn't David Wildstein respond to the committee's invitation? Is he working today?

Has anyone at the authority been disciplined in any fashion, including informal expressions of disapproval, over this incident? Specifically, have Cedrick Fulton or Robert Durando been disciplined? Has David Wildstein been disciplined?

Finally, does the Port Authority concur that federal and state laws may have been broken here, as Mr. Foye wrote in his email? Has the authority's legal department reviewed the issue to determine if there is any legal liability? If not, why not?

From: Coleman, Steve
Sent: Wednesday, November 06, 2013 10:55 AM
To: Samson, David; 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill
Subject: Wildstein, David; Ma, John; MacSpadden, Lisa; Danielides, Philippe; Garten, David
Wall Street Journal story/GWB

All:

We were contacted this morning by Ted Mann of the Wall Street Journal, who informed us that he is writing another story about the September closing of the GWB local access lanes. The story will be published tomorrow. Ted told us that the story will lead with a description of David Wildstein's order to Bob Durando and Cedrick Fulton to close the local access lanes on the bridge in early September and also will note that David visited the bridge that Monday morning – the first day of the closings – to make sure the order was carried out and to observe the traffic conditions. The story will further refute any notion that this was part of a traffic study. Ted is looking to give several people in the Port Authority leadership an opportunity to comment, including the chair, vice chair, Pat, Bill, David, Bob Durando and Cedrick. Ted also mentioned that he may try to reach these individuals through other means. We will not respond to this inquiry unless directed to do so.

From: Coleman, Steve
Sent: Thursday, October 17, 2013 7:37 PM
To: Foye, Patrick; Baroni, Bill; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal

Ted Mann just e-mailed an additional query on the GWB toll lane issue. Ted said he was told by sources that David was in Fort Lee directing the lane closure operation on Sept 9 and Ted is asking why he was there. He plans to include this information in his story tomorrow. I will not respond unless directed otherwise.

Sent from my BlackBerry Wireless Handheld

From:
Sent:
To:
Subject:

STRUNSKY, STEVE [SSTRUNSKY@STARLEDGER.COM]
Monday, December 09, 2013 4:41 PM
Baroni, Bill
Will you resign?

Hey Bill,

Wisniewski and other Dems on the Transportation committee think you should resign for Wildstein's and your handling of the GWB lane closures, including your failure to tell Pat Foye about the closures.

Will you?

Thanks.

-S

CONFIDENTIALITY NOTICE: This e-mail may contain information that is privileged, confidential or otherwise protected from disclosure. If you are not the intended recipient of this e-mail, please notify the sender immediately by return e-mail, purge it and do not disseminate or copy it.

From: Baroni, Bill
Sent: Thursday, November 21, 2013 12:05 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Politicker NJ inquiry -- GWB lane closure hearing in Trenton

No response

Sent from my iPhone

On Nov 21, 2013, at 11:20 AM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Bill Mooney of Politicker NJ called to inquire about whether anyone from the Port Authority will be attending the GWB lane closure hearing scheduled for Monday in Trenton. I will not respond unless instructed otherwise to do so.

From: Baroni, Bill
Sent: Tuesday, November 12, 2013 11:51 AM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star Ledger inquiry – GWB

Correct. No response.

Sent from my iPhone

On Nov 12, 2013, at 11:31 AM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Steve Strunsky is working on a story following up on last Thursday's Wall Street Journal story on the September closing of the GWB toll access lanes. He said he confirmed the same information in the Wall Street Journal story, and sent several questions about our investigation into the matter. I will not respond to Steve unless directed otherwise to do so.

From: Foye, Patrick
Sent: Wednesday, November 27, 2013 1:50 PM
To: Baroni, Bill; Coleman, Steve
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

I am checking.

From: Baroni, Bill
Sent: Wednesday, November 27, 2013 01:16 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

No response.

Sent from my iPhone

On Nov 27, 2013, at 12:48 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Star Ledger Editorial Writer Jim Namiotka called to give us a heads up that the paper will run an editorial over the holiday weekend that calls for NJ legislators to issue subpoenas to Pat and David to come to Trenton to testify on the GWB local access toll lane issue. The editorial writer is asking if Pat and David want to comment. I will not respond unless directed otherwise.

From: Foye, Patrick
Sent: Wednesday, November 27, 2013 1:50 PM
To: Coleman, Steve; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

Please don't comment w respect to me until I come back to you.

From: Coleman, Steve
Sent: Wednesday, November 27, 2013 12:46 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star-Ledger editorial

Star Ledger Editorial Writer Jim Namiotka called to give us a heads up that the paper will run an editorial over the holiday weekend that calls for NJ legislators to issue subpoenas to Pat and David to come to Trenton to testify on the GWB local access toll lane issue. The editorial writer is asking if Pat and David want to comment. I will not respond unless directed otherwise.

From: Baroni, Bill
Sent: Wednesday, November 27, 2013 1:17 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

No response.

Sent from my iPhone

On Nov 27, 2013, at 12:48 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Star Ledger Editorial Writer Jim Namiotka called to give us a heads up that the paper will run an editorial over the holiday weekend that calls for NJ legislators to issue subpoenas to Pat and David to come to Trenton to testify on the GWB local access toll lane issue. The editorial writer is asking if Pat and David want to comment. I will not respond unless directed otherwise.

From: Coleman, Steve
Sent: Wednesday, November 27, 2013 1:52 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Star-Ledger editorial

I'm saying nothing unless told otherwise.

From: Foye, Patrick
Sent: Wednesday, November 27, 2013 1:50 PM
To: Baroni, Bill; Coleman, Steve
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

I am checking.

From: Baroni, Bill
Sent: Wednesday, November 27, 2013 01:16 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Star-Ledger editorial

No response.

Sent from my iPhone

On Nov 27, 2013, at 12:48 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Star Ledger Editorial Writer Jim Namiotka called to give us a heads up that the paper will run an editorial over the holiday weekend that calls for NJ legislators to issue subpoenas to Pat and David to come to Trenton to testify on the GWB local access toll lane issue. The editorial writer is asking if Pat and David want to comment. I will not respond unless directed otherwise.

From: Baroni, Bill
Sent: Friday, November 22, 2013 11:50 AM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Steve Strunsky

No response

Sent from my iPhone

On Nov 22, 2013, at 10:12 AM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Steve Strunsky of the Star Ledger is working on a story about Monday's legislative hearing on the GWB lane closings issue. I will not respond unless instructed to do so.

From: Foye, Patrick
Sent: Tuesday, October 01, 2013 2:03 PM
To: Coleman, Steve; Baroni, Bill; Wildstein, David
Cc: Ma, John; MacSpadden, Lisa
Subject: Re: Ted Mann -- Wall Street Journal inquiry

Steve was below ground till now

- 1 I defer to Bill on this but
- 2 I did not send email to Fort Lee electeds.

From: Coleman, Steve
Sent: Tuesday, October 01, 2013 01:11 PM
To: Baroni, Bill; Wildstein, David
Cc: Foye, Patrick; Ma, John; MacSpadden, Lisa
Subject: Ted Mann -- Wall Street Journal inquiry

Bill, David:

Ted is working on a story for tomorrow's paper following on the GWB toll plaza closing issue and I'm seeking guidance on how to respond. Ted is questioning our prior statement on this issue that said the toll lanes were closed because of a test when he has a copy of an e-mail that Pat sent at 7:44 a.m. on September 13 to all PA leadership and Fort Lee elected officials that says otherwise.

Please let me know how you would like me to handle.

From: Baroni, Bill
Sent: Wednesday, November 13, 2013 5:46 PM
To: Coleman, Steve
Subject: Re: Ted Mann/Wall Street Journal

No response

Sent from my iPhone

On Nov 13, 2013, at 5:06 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Ted e-mailed to seek comment from David on the GWB issue. I will not respond to the e-mail unless you want me to.

From: Coleman, Steve
Sent: Wednesday, November 13, 2013 5:48 PM
To: Baroni, Bill
Subject: RE: Ted Mann/Wall Street Journal

Thanks. Ted's story already posted.

<http://blogs.wsj.com/metropolis/2013/11/13/port-officials-say-little-about-septembers-george-washington-bridge-lane-closures/>

From: Baroni, Bill
Sent: Wednesday, November 13, 2013 5:46 PM
To: Coleman, Steve
Subject: Re: Ted Mann/Wall Street Journal

No response

Sent from my iPhone

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From: Foye, Patrick
Sent: Monday, September 16, 2013 12:30 PM
To: Coleman, Steve; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Wall Street Journal inquiry -- Fort Lee toll booths

Steve DED office handling this so I defer to Bill

From: Coleman, Steve
Sent: Monday, September 16, 2013 12:24 PM
To: Baroni, Bill
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Wall Street Journal inquiry -- Fort Lee toll booths

Thanks Bill. Pat, are you OK?

From: Baroni, Bill
Sent: Monday, September 16, 2013 12:24 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Wall Street Journal inquiry -- Fort Lee toll booths

Same statement as we gave Friday.

Sent from my iPhone

On Sep 16, 2013, at 12:18 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

WSJ reporter Ted Mann called, looking to do a story on the Fort Lee toll-booth issue. Ted said that some Wall Street Journal editors commute to work via the GWB and through the toll booths in question and became stuck in the traffic last week. They initially were unsure of what was going on until they read John Cichowski's stories in the Bergen Record. Ted has questions about the traffic study that was referenced in Cichowski's stories and what prompted the closing of the toll booths.

Please advise on how we should respond.

From: Coleman, Steve
Sent: Monday, September 16, 2013 12:25 PM
To: Baroni, Bill
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Wall Street Journal inquiry -- Fort Lee toll booths

Thanks Bill. Pat, are you OK?

From: Baroni, Bill
Sent: Monday, September 16, 2013 12:24 PM
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Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
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Thanks.

From: Foye, Patrick
Sent: Monday, September 16, 2013 12:30 PM
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Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
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Steve DED office handling this so I defer to Bill

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Please advise on how we should respond.

From: Foye, Patrick
Sent: Friday, October 04, 2013 2:35 PM
To: Coleman, Steve; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Wall Street Journal inquiry -- GWB

I havent seen the letter and would like to see letter and response, if any.

From: Coleman, Steve
Sent: Friday, October 04, 2013 02:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry -- GWB

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From: Mann, Ted [mailto:Ted.Mann@wsj.com]
Sent: Friday, October 04, 2013 2:11 PM
To: Coleman, Steve
Subject: GWB

Hi Steve,

I've heard that Rep. Pascrell wrote to the Port Authority seeking an explanation about the traffic that resulted from the local access lane changes the week of Sept. 9. Are you aware of his letter, could you provide a copy, and could you please forward a copy of any response sent by the authority to the congressman or his staff?

Thanks,
Ted

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com

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Sent: Thursday, November 21, 2013 3:35 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Wall Street Journal inquiry -- GWB

No response

Sent from my iPhone

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From: Baroni, Bill
Sent: Monday, November 25, 2013 2:16 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Wall Street Journal inquiry on today's Trenton hearing

I spent two hours testifying and answering every question asked by the committee. We are not responding.

From: Coleman, Steve
Sent: Monday, November 25, 2013 2:12 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry on today's Trenton hearing

All:

Ted Mann submitted the following list of questions based on Bill's testimony this morning before the legislative panel in Trenton. I will not respond unless instructed to do so.

When precisely was he told about the lane closure plans? Who did he tell, if anyone?

How does his testimony that David spoke to engineering department about all this square with Foye's email saying that those divisions had not been part of the planning of this project? Whose account is accurate?

Did David Wildstein order this change in traffic lanes to send pressure, deliver a message, or communicate in any other way with Mark Sokolich, the mayor of Fort Lee?

Why didn't Bill Baroni respond to Mr. Sokolich's letter, which included his home, office and cell phone numbers, complaining that the lane alterations were "punitive?" Did anyone from the authority try to disabuse him of that notion, if they were not punitive?

To clarify Bill's testimony: is he saying that the PBA told Wildstein he should consider the traffic lane changes? Or was it the police department?

Will Pat Foye or David Wildstein be appearing before this committee in the future, as Asm. Wisniewski says he is seeking?

Why didn't David Wildstein respond to the committee's invitation? Is he working today?

Has anyone at the authority been disciplined in any fashion, including informal expressions of disapproval, over this incident? Specifically, have Cedrick Fulton or Robert Durando been disciplined? Has David Wildstein been disciplined?

Finally, does the Port Authority concur that federal and state laws may have been broken here, as Mr. Foye wrote in his email? Has the authority's legal department reviewed the issue to determine if there is any legal liability? If not, why not?

From: Coleman, Steve
Sent: Monday, November 25, 2013 2:15 PM
To: Baroni, Bill
Subject: RE: Wall Street Journal inquiry on today's Trenton hearing

Thanks Bill. I listened to part of the hearing and I think you answered most of these questions before the committee already.

From: Baroni, Bill
Sent: Monday, November 25, 2013 2:16 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Wall Street Journal inquiry on today's Trenton hearing

I spent two hours testifying and answering every question asked by the committee. We are not responding.

From: Coleman, Steve
Sent: Monday, November 25, 2013 2:12 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry on today's Trenton hearing

All:

Ted Mann submitted the following list of questions based on Bill's testimony this morning before the legislative panel in Trenton. I will not respond unless instructed to do so.

When precisely was he told about the lane closure plans? Who did he tell, if anyone?

How does his testimony that David spoke to engineering department about all this square with Foye's email saying that those divisions had not been part of the planning of this project? Whose account is accurate?

Did David Wildstein order this change in traffic lanes to send pressure, deliver a message, or communicate in any other way with Mark Sokolich, the mayor of Fort Lee?

Why didn't Bill Baroni respond to Mr. Sokolich's letter, which included his home, office and cell phone numbers, complaining that the lane alterations were "punitive?" Did anyone from the authority try to disabuse him of that notion, if they were not punitive?

To clarify Bill's testimony: is he saying that the PBA told Wildstein he should consider the traffic lane changes? Or was it the police department?

Will Pat Foye or David Wildstein be appearing before this committee in the future, as Asm. Wisniewski says he is seeking?

Why didn't David Wildstein respond to the committee's invitation? Is he working today?

Has anyone at the authority been disciplined in any fashion, including informal expressions of disapproval, over this incident? Specifically, have Cedrick Fulton or Robert Durando been disciplined? Has David Wildstein been disciplined?

Finally, does the Port Authority concur that federal and state laws may have been broken here, as Mr. Foye wrote in his email? Has the authority's legal department reviewed the issue to determine if there is any legal liability? If not, why not?

From: Foye, Patrick
Sent: Thursday, October 17, 2013 7:46 PM
To: Coleman, Steve; Baroni, Bill; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Wall Street Journal

Defer to Bill.

----- Original Message -----

From: Coleman, Steve
Sent: Thursday, October 17, 2013 07:37 PM
To: Foye, Patrick; Baroni, Bill; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal

Ted Mann just e-mailed an additional query on the GWB toll lane issue. Ted said he was told by sources that David was in Fort Lee directing the lane closure operation on Sept 9 and Ted is asking why he was there. He plans to include this information in his story tomorrow. I will not respond unless directed otherwise.

Sent from my BlackBerry Wireless Handheld

From: Coleman, Steve
Sent: Tuesday, October 08, 2013 12:38 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Star Ledger editorial board inquiry -- GWB toll lane issue

Star Ledger editorial writer Jim Namiotka is working on an editorial about the GWB toll lane issue and called to talk to someone about the issues. I will not return the call unless otherwise instructed.

From: Garten, David
Sent: Friday, September 13, 2013 3:16 PM
To: Baroni, Bill
Subject: Re: Media inquiries -- Fort Lee toll booths

Thanks.

From: Baroni, Bill
Sent: Friday, September 13, 2013 03:10 PM
To: Garten, David
Subject: FW: Media inquiries -- Fort Lee toll booths

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Coleman, Steve
Sent: Friday, September 13, 2013 3:10 PM
To: Baroni, Bill
Subject: RE: Media inquiries -- Fort Lee toll booths

Thanks, Bill.

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

ll:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:46 PM
To: Baroni, Bill
Subject: Re: Media inquiries -- Fort Lee toll booths

Thanks Bill

Sent from my BlackBerry Wireless Handheld

From: Baroni, Bill
Sent: Friday, September 13, 2013 01:35 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Media inquiries -- Fort Lee toll booths

Steve I shall get guidance and get back to you.

Sent from my iPhone

On Sep 13, 2013, at 1:29 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Baroni, Bill
Sent: Friday, September 13, 2013 1:36 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Media inquiries -- Fort Lee toll booths

Steve I shall get guidance and get back to you.

Sent from my iPhone

On Sep 13, 2013, at 1:29 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:30 PM
To: Rechler, Scott
Subject: Re: Media inquiries -- Fort Lee toll booths

Thank you sir.

Sent from my iPhone

On Sep 13, 2013, at 3:27 PM, "Rechler, Scott" <SRechler@RXRRealty.com> wrote:

I am glad. Thanks for the follow up.

From: Baroni, Bill [<mailto:bbaroni@panynj.gov>]
Sent: Friday, September 13, 2013 3:11 PM
To: Rechler, Scott
Subject: FW: Media inquiries -- Fort Lee toll booths

Mr. Vice Chairman, Pat and I discussed and he was ok with the below statement.

bb

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

From: Baroni, Bill
Sent: Thursday, September 26, 2013 4:14 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiry -- Fort Lee toll booths issue

Correct.

From: Coleman, Steve
Sent: Thursday, September 26, 2013 4:09 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiry -- Fort Lee toll booths issue

A reporter for the Fort Lee Suburbanite called looking for PA comment on a call by several Bergen County Democratic freeholder candidates who are seeking an investigation into why the toll booths used by Fort Lee residents to access the GWB were closed for several days two weeks ago. I assume we would decline comment unless told otherwise.

From: Baroni, Bill
Sent: Monday, October 07, 2013 2:27 PM
To: Coleman, Steve
Cc: Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Re: Media calls on GWB toll lane issue

Agree. No response.

Sent from my iPhone

On Oct 7, 2013, at 2:17 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

I have received calls this afternoon from NY1, WCBS Radio and the Bergen Record seeking PA comment on Senator Weinberg's remarks and the GWB toll lane issue. I am not responding to any of the inquiries unless instructed otherwise.

From: Coleman, Steve
Sent: Monday, October 07, 2013 3:21 PM
To: Coleman, Steve; Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media calls on GWB toll lane issue

Additional calls from the Star Ledger and Associated Press. I will not respond to either call.

From: Coleman, Steve
Sent: Monday, October 07, 2013 2:17 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media calls on GWB toll lane issue

I have received calls this afternoon from NY1, WCBS Radio and the Bergen Record seeking PA comment on Senator Weinberg's remarks and the GWB toll lane issue. I am not responding to any of the inquiries unless instructed otherwise.

From: Rechler, Scott [SRechler@RXRRealty.com]
Sent: Friday, September 13, 2013 3:28 PM
To: Baroni, Bill
Subject: RE: Media inquiries -- Fort Lee toll booths

I am glad. Thanks for the follow up.

From: Baroni, Bill [mailto:bbaroni@panynj.gov]
Sent: Friday, September 13, 2013 3:11 PM
To: Rechler, Scott
Subject: FW: Media inquiries -- Fort Lee toll booths

Mr. Vice Chairman, Pat and I discussed and he was ok with the below statement.

bb

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

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PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY
PRINTOUTS.

From: Baroni, Bill
Sent: Wednesday, October 02, 2013 1:29 PM
To: Coleman, Steve
Subject: Re: Daily News inquiry

Correct. No response.

Sent from my iPhone

On Oct 2, 2013, at 1:12 PM, "Coleman, Steve" <scoleman@panynj.gov> wrote:

Daily News columnist Bill Hammond called to follow up on today's Wall Street Journal story on the GWB toll booth issue. I will not respond to him unless instructed otherwise.

From: Coleman, Steve
Sent: Thursday, November 21, 2013 11:19 AM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Politicker NJ inquiry -- GWB lane closure hearing in Trenton

Bill Mooney of Politicker NJ called to inquire about whether anyone from the Port Authority will be attending the GWB lane closure hearing scheduled for Monday in Trenton. I will not respond unless instructed otherwise to do so.

From: Bell, Matthew
Sent: Tuesday, December 03, 2013 3:12 PM
To: Baroni, Bill
Cc: DiMarco, Gretchen
Subject: Phone call: Tom Moran (Star Ledger) 973-392-5728 re: bridge closure, background is fine

From: Coleman, Steve
Sent: Wednesday, December 11, 2013 2:13 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; MacSpadden, Lisa
Subject: News 12 NJ inquiry

FYI. Luke Margolis called to ask if we want to provide a guest -- Pat, Bill, PA spokesperson -- to a show on Friday to discuss the GWB lane closing issue. We did not respond.

From: Coleman, Steve
Sent: Monday, October 07, 2013 2:17 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media calls on GWB toll lane issue

I have received calls this afternoon from NY1, WCBS Radio and the Bergen Record seeking PA comment on Senator Weinberg's remarks and the GWB toll lane issue. I am not responding to any of the inquiries unless instructed otherwise.

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Coleman, Steve
Sent: Wednesday, November 27, 2013 3:52 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries on Assemblyman Wisniewski press release
Attachments: Foye Subpoena 112713.pdf; Foye SCHEDULE Document 112713.pdf; Foye Cover Letter 112713.pdf

We have pending requests for comment from Steve Strunsky of the Star Ledger, Ted Mann of the Wall Street Journal, Bill Mooney of PolitickerNJ.com and Michael Phillis of the Bergen Record on the assemblyman's press release. I'm not returning the calls unless told to do so.



For Release:
Nov. 27, 2013

Assemblyman John S. Wisniewski
Deputy Speaker
Assembly Transportation Chairman
p: 732-432-8460
e: AsmWisniewski@njleg.org
www.assemblydems.com

Wisniewski Subpoenas Port Authority of NY & NJ Executive Director to Explain George Washington Bridge Lane Closures

Compels PANYNJ Chief to Appear at Special Dec. 9 Hearing in Trenton

(TRENTON) – Assembly Deputy Speaker John Wisniewski on Wednesday subpoenaed the Port Authority of New York and New Jersey's executive director to attend a special December hearing on the agency's decision to close lanes to the George Washington Bridge in Fort Lee.

Wisniewski (D-Middlesex), the Assembly transportation committee chairman, ordered Patrick Foye, the authority's executive director, to appear at a special Dec. 9 hearing in Trenton.

The subpoena comes after the authority's deputy director, Bill Baroni, refused on Monday to directly answer many committee questions on the lane closures and provide data to support his testimony.

"Mr. Baroni's unprofessional testimony created many more unanswered questions," said Wisniewski (D-Middlesex). "It's important for the Legislature to understand the circumstances surrounding these lane closures, as the impact on emergency services from the inexplicable lack of notification could have resulted in

the loss of life. It's also now more than two months after the closure and no clear and convincing information has been forthcoming on how this decision was made and why it was suddenly necessary."

Foye is ordered to appear for the 10 a.m., Dec. 9 hearing at the State House and produce documents, correspondence, books, papers and other writings requested by the panel.

"The committee has a responsibility to its constituents to obtain answers to these questions and ensure that protections are in place to guarantee such an event will not happen again," Wisniewski said. "We need to know whether this was incompetence or political mischief by political appointees. A more public and thorough discussion of these issues is necessary, and I look forward to Mr. Foye's input."

Under the subpoena, Foye is compelled to appear to testify and asked to produce:

- All documents and correspondence, produced between Jan. 1, 2013 and the present date between Gov. Chris Christie or any member of his administration and/or any employee, officer, or executive of the Port Authority, concerning the decision to reduce from three to one, the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from Sept. 9, 2013 through Sept. 13, 2013;
- All documents and correspondence, produced between Jan. 1, 2013 and the present date, between and among employees, executives, or officers of the Port Authority, including any documents and correspondence sent or received by David Wildstein, Director of Interstate Capital Projects concerning the decision to reduce from three to one, the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from Sept. 9, 2013 through Sept. 13, 2013;
- All documents and correspondence referenced and cited to by Baroni at Monday's Assembly Transportation, Public Works and Independent Authorities Committee meeting, including, but not limited to, any traffic count, traffic report, or traffic study, produced by any employee, executive, or officer of the Port Authority or any third party working on behalf of any employee, executive, or officer of the Port Authority related to the decision to reduce from three to one, the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from Sept. 9, 2013 through Sept. 13, 2013;
- All documents and correspondence supporting Mr. Baroni's assertion at the Monday New Jersey Assembly Transportation, Public Works and Independent Authorities Committee meeting that: (a) on Tuesday, Sept. 10, 2013 the General Manager of the George Washington Bridge noted a four minute reduction in travel time for commuters using the I-95 approach to the George Washington Bridge and a three minute reduction in travel time for commuters using local road approaches to the George Washington Bridge; (b) on Wednesday, Sept. 11, 2013 the General Manager of the George Washington Bridge noted a reduction in travel time for commuters using

the I-95 approach and the local road approaches to the George Washington Bridge; and (c) 105,000 regular EZ-Pass users cross the George Washington Bridge each morning and 4,839 of those users are from Fort Lee, New Jersey;

- Copies of all rules, regulations, or written policies of the Port Authority concerning the process for closing access lanes to the George Washington Bridge. Copies of all rules, regulations, or written policies of the Port Authority concerning the process for approving and conducting traffic studies, including, but not limited to any rules, regulations, or written policies concerning public and law enforcement notification of lane closures in relation to traffic studies; and
- All information concerning the impact on toll collections or any other economic impact to the Port Authority or the New York, New Jersey Metropolitan Region resulting from the decision to reduce from three to one, the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from Sept. 9, 2013 through Sept. 13, 2013.

On The Net:



From: Coleman, Steve
Sent: Thursday, September 26, 2013 4:09 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiry -- Fort Lee toll booths issue

A reporter for the Fort Lee Suburbanite called looking for PA comment on a call by several Bergen County Democratic freeholder candidates who are seeking an investigation into why the toll booths used by Fort Lee residents to access the GWB were closed for several days two weeks ago. I assume we would decline comment unless told otherwise.

From: Coleman, Steve
Sent: Monday, November 18, 2013 11:40 AM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiry – GWB lane closings

Michael LaMarca from Chasing NJ called for comment on a letter we supposedly just received from NJ state Senator Loretta Weinberg about the GWB lane closing issue. I will not return the call unless instructed to do otherwise.

From: Coleman, Steve
Sent: Thursday, December 12, 2013 4:54 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; MacSpadden, Lisa; Valens, Chris
Attachments: Baroni 121213.pdf, Durando 121213.pdf; Foye 121213.pdf; Fulton 121213.pdf; Licorish 121213.pdf; Nunziato 121213.pdf; Wildstein 121213.pdf

Star Ledger reporter Jenna Portnoy is working on a story about the additional subpoenas issued by Assemblyman Wisniewski (see press release below). Shawn Boburg called previously on the same issue. I am not responding.



News from **Assemblyman Wisniewski**

For Release:
Dec. 12, 2013

Assemblyman John S. Wisniewski
Deputy Speaker
Assembly Transportation Chairman
p: 732-432-8460
e: AsmWisniewski@njleg.org
www.assemblydems.com

Wisniewski Issues 7 More Subpoenas as Part of Investigation into Port Authority's George Washington Bridge Lane Closings

Seeks Documents and Communications from Top PANYNJ Officials

(TRENTON) – Assembly Deputy Speaker John Wisniewski on Thursday announced he has issued seven more subpoenas as part of his continued investigation into the Port Authority of New York and New Jersey's decision to close access lanes from Fort Lee to the George Washington Bridge in September without public notice or explanation.

The subpoenas seek documents and communications from the following key Port Authority officials:

- Patrick Foye; Executive Director
- Bill Baroni; Deputy Executive Director;
- David Wildstein; Director of Interstate Capital Projects;
- Cedrick Fulton, Director of Tunnels, Bridges and Terminals;
- Robert Durando, General Manager of the George Washington Bridge;
- Paul Nunziato, President of the Port Authority Police Benevolent Association; and

- Darcy Licorish, Port Authority Police Department.

Copies of the subpoenas are attached to this email.

“We have heard from four key Port Authority officials, yet we still don’t have any clear explanation for why and how these lanes were closed without public notice, putting public safety at risk throughout an entire community of our state,” said Wisniewski (D-Middlesex), chairman of the Assembly transportation committee that has held two hearings on the matter. “Mr. Baroni was especially evasive, and subsequent testimony called into question the honesty of his remarks. These documents should provide key insight into whether these lane closings resulted from political operatives who were running amuck, or just sheer incompetence. Either answer is unacceptable, but the public deserves to know the truth.”

Baroni claimed the lanes were closed for a traffic study. Fulton and Durando on Monday told the Assembly transportation panel that Wildstein ordered the lanes closed without public notice, but Foye told the committee on Monday that no traffic study existed. The Fort Lee mayor had implied the lanes were closed for political retribution.

Wildstein recently announced his resignation, but will be staying at the Port Authority through Jan. 1 making his \$150,000 annual pay without job responsibilities.

Wisniewski has called for Wildstein and Baroni to be removed from the Port Authority by Gov. Chris Christie.

“Serious questions remain as to who plotted to close these lanes, who knew of the plans and what the real goal was here,” Wisniewski said. “We know there was no traffic study. We know Mr. Baroni was evasive, unprofessional and seemingly less than truthful. We know Mr. Wildstein tried to keep these lanes closings hushed. We know Mr. Foye was left in the dark. We know Gov. Christie has scoffed at this serious issue. What we don’t know is how exactly this happened. These subpoenas for documents are the next step in our investigation and will open the door to more possible subpoenas for testimony.”

All seven subpoenas seek by Dec. 19:

- All documents and correspondence, produced between August 1, 2013 and the present date between Governor Chris Christie or any member of his administration and/or any employee, officer, or executive of the Port Authority, concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013;
- All documents and correspondence, produced between August 1, 2013 and the present date, between and among any employee, officer, or executive of the Port Authority, including any documents and correspondence sent or received by Patrick Foye, Executive Director; Bill Baroni, Deputy Executive Director; David Wildstein, Director of Interstate Capital Projects; Cedrick Fulton, Director of Bridges, Tunnels, and Terminals; Robert Durando, General Manager

of the George Washington Bridge; Paul Nunziato, President of the Port Authority Police Benevolent Association; and Darcy Licorish of the Port Authority Police Department concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013.

The subpoena to Foye also seeks:

- As referenced by Patrick Foye during the Assembly Transportation, Public Works and Independent Authorities Committee meeting on December 9, 2013, a copy of the media pendings from September 9, 2013 through September 13, 2013;
- As referenced by Patrick Foye during the Assembly Transportation, Public Works and Independent Authorities Committee meeting on December 9, 2013, a timeline of events surrounding the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013, including, but not limited to, the date when it was determined that Darcy Licorish would be promoted, the date of Mr. Licorish's promotion, the dates and times when Mr. Wildstein ordered individuals to close the access lanes, the date and time when Mr. Licorish was notified about the lane closures, and the date and time of any communications between Fort Lee borough police, mayor, or staff and the Port Authority; and
- As referenced by Patrick Foye during the Assembly Transportation, Public Works and Independent Authorities Committee meeting on December 9, 2013, estimates for the average delay to traffic at the Fort Lee entrance to the George Washington Bridge from September 9, 2013 through September 13, 2013 and the travel time impact for every other approach to the bridge from September 9, 2013 through September 13, 2013.

On The Net:



CONFIDENTIALITY NOTICE: This e-mail may contain information that is privileged, confidential or otherwise protected from disclosure. If you are not the intended recipient of this e-mail, please notify the sender immediately by return e-mail, purge it and do not disseminate or copy it.

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Garten, David
Subject: FW: Media inquiries -- Fort Lee toll booths

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:11 PM
To: 'srechler@rxrrealty.com'
Subject: FW: Media inquiries -- Fort Lee toll booths

Mr. Vice Chairman, Pat and I discussed and he was ok with the below statement.

bb

From: Baroni, Bill
Sent: Friday, September 13, 2013 3:10 PM
To: Coleman, Steve; Foye, Patrick
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: RE: Media inquiries -- Fort Lee toll booths

Steve, we are good with the following:

"The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns. We will now review those results and determine the best traffic patterns at the GWB. We will continue to work with our local law enforcement partners."

From: Coleman, Steve
Sent: Friday, September 13, 2013 1:30 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Media inquiries -- Fort Lee toll booths

All:

We received inquiries today from the Bergen Record, WCBS Radio and the Fort Lee Patch about the three GWB toll booths in Fort Lee that were taken out of service earlier this week and reinstated today. The media representatives have all asked us to confirm that the booths have in fact been reinstated and also have asked why we made the change.

In addition, John Cichowski of the Bergen Record has several additional questions, including what safety goal we tried to achieve and whether the booths will continue to remain open for the foreseeable future.

Please provide me whatever guidance you can on how we can address these inquiries. Thanks.

From: Samson, David [dsamson@wolffsamson.com]
Sent: Wednesday, October 09, 2013 3:15 PM
To: Baroni, Bill
Subject: FW: Phone call from Tedd Mann

From: Arianas, Sophie [mailto:sarianas@panynj.gov]
Sent: Wednesday, October 09, 2013 2:34 PM
To: Samson, David
Cc: Klein, Ann; Danielides, Philippe
Subject: Phone call from Tedd Mann

Chairman,

Tedd Mann from WSJ called to speak to you about the GWB coverage.

His # 212 416-2660 or cell phone 646-535-6072.

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From: Coleman, Steve
Sent: Monday, September 16, 2013 1:52 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Follow up from Wall Street Journal

All:

I sent Ted Mann the statement that we previously issued Friday on the Fort Lee toll booths. Ted has since followed up with several questions, saying he'd like to see a copy of the study along with the communication that preceded it, including any proposal of the study and its purpose and scope, and any communication among the Port, PAPD, local law enforcement and the city government in Fort Lee.

Do we have a study we can provide to Ted? I will need additional guidance on how we should answer the other questions.

From: Coleman, Steve
Sent: Wednesday, October 02, 2013 1:13 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Daily News inquiry

Daily News columnist Bill Hammond called to follow up on today's Wall Street Journal story on the GWB toll booth issue. I will not respond to him unless instructed otherwise.

From: Coleman, Steve
Sent: Friday, December 06, 2013 2:14 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Bergen Record inquiry

Shawn Boburg is writing a story – to be posted shortly – that will say that Cedrick Fulton also has received a subpoena to appear Monday before the NJ Assembly Committee investigating the GWB toll lane closing issue. Shawn is asking if Cedrick will appear. Please let me know if we should confirm this information.

From: Coleman, Steve
Sent: Friday, December 06, 2013 2:15 PM
To: Coleman, Steve; Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Bergen Record inquiry

The Wall Street Journal just posted a story on this issue.

<http://blogs.wsj.com/metropolis/2013/12/06/two-more-port-officials-subpoenaed-in-bridge-lane-closure/>

From: Coleman, Steve
Sent: Friday, December 06, 2013 2:14 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Bergen Record inquiry

Shawn Boburg is writing a story – to be posted shortly – that will say that Cedrick Fulton also has received a subpoena to appear Monday before the NJ Assembly Committee investigating the GWB toll lane closing issue. Shawn is asking if Cedrick will appear. Please let me know if we should confirm this information.

From: Coleman, Steve
Sent: Thursday, December 12, 2013 3:57 PM
To: Foye, Patrick; Baroni, Bill
Cc: Ma, John; MacSpadden, Lisa
Subject: Bergen Record inquiry

All:

Apparently we have or are about to receive more subpoenas for documents from the NJ Assembly Transportation, Public Works and Independent Authorities Committee related to the GWB lane closings. Shawn Boburg called to ask if we want to comment. I will not respond unless I am asked to do so.

From: Valens, Chris
Sent: Wednesday, November 06, 2013 6:18 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 11/06/13

- Media Relations is staffing tonight's community meeting with the Port Authority and FAA on aircraft noise in Maspeth, Queens.
- Tina Moore of the NY Daily News asked for a comment from CSO Dunne being a potential candidate for NYPD. We apprised the CSO's office of the request.
- Ted Mann of the Wall Street Journal is working on a story about the September closing of the GWB local access lanes. The story will contain more detail on how the closing transpired and he gave several people in Port Authority leadership an opportunity to comment. We did not respond.
- Stephen Smith from Next City inquired about the cost of the World Trade Center West Concourse. We provided the cost.
- Judy Rife of the Times-Herald Record (Middletown, N.Y.) is following up on stories during the late summer/early fall regarding Boingo's Wi-Fi services at Port Authority facilities. Response pending.
- Jason Kaplan of the Cornwall Local newspaper in the Hudson Valley inquired about artwork displays by local students in the Stewart International Airport terminal. We let the reporter know that various schools, including Cornwall, participate on a rotating basis.

From: Marsico, Ron
Sent: Wednesday, November 13, 2013 6:06 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 11/13/13

- Media Relations facilitated an availability with Port Authority leadership and media representatives following today's Board meeting. Topics raised were the September closing of GWB local access lanes and a planned lawsuit by Jersey City against the Port Authority over property tax issues.
- Media Relations issued a press release about the Board's approval of a project to build the West Garage at LaGuardia Airport. Robert Slavin of the Bond Buyer called with follow-up questions, which we answered.
- Media Relations proactively pitched a story about the PAPD's thwarting of a possible GWB suicide attempt through the use of Social Media. Tom Tracy of the NY Daily News, Natasha Velez of the NY Post, Seth Augenstein of The Star-Ledger, and The Associated Press in Trenton all were contacted and PAPD Lt. Thomas Michaels was interviewed by the NY Daily News and NY Post via phone.
- Ed Krudy from Reuters requested the PA analysis that shows that building the Goethals Bridge through a PPP will save the PA 10 percent in construction and maintenance costs over the life of the agreement. He had previously made this request in April and we told him to reach out again after financial close. Response pending.
- Tom McElroy of Associated Press called about a passenger who noticed some type of fire late this afternoon at JFK. We let the reporter know there was a fire training exercise ongoing at the airport at the time.
- Steve Strunsky reached out again on how the Port Authority plans to handle the TSA's decision to stop staffing exit lanes at airports the agency operates and many others around the nation. Response pending.
- Various media outlets inquired about a Delta commuter plane to Minneapolis/St. Paul that returned to JFK Airport this morning about 10 minutes after takeoff when the pilot reported smoke in the cockpit. We let reporters know the plane landed safely and passengers were evacuated on a taxiway and taken by bus to the terminal. We referred questions about the cause of the smoke to the airline.
- Bianca Fortis of the Queens Times-Ledger is working on a story about the Port Authority's replacement of noise monitors at LaGuardia Airport. We provided basic information on the numbers at all our airports and general locations of those at LGA.
- Karla Coral of Elizabeth Inside Out followed up on yesterday's fire at Port Elizabeth. The reporter was told there were no updates.

Ron Marsico
Assistant Director/Media Relations
The Port Authority of New York and New Jersey
212-435-7777
rmarsico@panynj.gov

From: Marsico, Ron
Sent: Monday, November 18, 2013 6:03 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 11/18/13

- Karin Attonito of News 12 NJ is working on a story about a lawsuit filed by Jersey City against the Port Authority over property tax issues. We told the reporter we do not comment on pending litigation.
- Michael LaMarca of Chasing NJ called for comment on a letter sent by state Senator Loretta Weinberg to Port Authority leadership about the GWB's local access lanes being closed in early September. We did not respond.
- Allison Malloy of CNN and Robert Moses of FOX5 News both inquired about possible travel delays at PA airports due to the early morning inclement weather, which showed no delays at approximately 10 am when the weather had cleared.
- Karen Honan of DNAinfo asked about a timetable for new post-Sandy enhanced flood mitigation work at LaGuardia Airport announced by Gov. Cuomo yesterday. We let the reporter know the work will begin in the coming months and is expected to be substantially completed over the next year or so.
- Media Relations issued a travel advisory about the closing of two upper and one lower eastbound lanes on the George Washington Bridge to make emergency bridge deck repairs. Several media outlets called on the closing.
- Media Relations issued an advisory about PATH 9th and Christopher street station overnight closures due to painting work.
- Matt Flegenheimer of the NY Times, Rocco Parascandola of the NY Daily News and Kirstan Conelly of the NY Post called about the PAPD arrest of two teens in Manhattan on Sunday inside the 9th Street PATH station in connection with an alleged gang assault.
- Over the weekend on Sunday, Media Relations proactively pitched to the Associated Press the story of the arrest of the two teens in connection with the PATH station assault.
- Over the weekend on Sunday, Media Relations staffed Gov. Cuomo's press event on new flood mitigation initiatives at LGA Airport and fielded related media questions after the event.
- Over the weekend on Saturday, Shawn Boburg of the Bergen Record inquired about a traffic accident on the lower-level of the George Washington Bridge. We let the reporter know the incident involved two vehicles, two people were taken to the hospital as a precautionary matter and there was little to no traffic backups caused by the accident.

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Assistant Director/Media Relations
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From:
Sent:
To:

Marsico, Ron
Thursday, November 21, 2013 6:02 PM
'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 11/21/13

- Felix Alarcon of the Jersey Journal asked if we had plans to extend the free shuttle service on the Bayonne Bridge beyond October and what pedestrians and bicyclists are supposed to do during the months the shuttle doesn't run. We told the reporter the service was designed to run during the peak seasonal months and will begin again next spring. We also pointed out that the new roadway will include a much improved 12-foot shared use bikepath.
- Ted Mann of the Wall Street Journal and Bill Mooney from Politicker NJ called to inquire about whether anyone from Port Authority leadership would attend a legislative hearing in Trenton on Monday at which the GWB lane closings will be discussed. We did not respond.
- Numerous media outlets called on reports of an alleged assault on a Delta flight coming into JFK Airport today from Amsterdam. We let reporters know the report was unfounded.
- Azi Paybarah from Capital New York called and asked about Joe Dunne becoming the next NYPD commissioner. We did not respond.
- Dana Rubenstein of Capital New York called to confirm that the gauge of track on AirTrain JFK is the same as the LIRR's, following up on a call several weeks ago by the Global Gateway Alliance to bring LIRR trains directly to JFK Airport. We confirmed the gauges are the same.
- Curt Epstein of Airport International News requested an interview with a Port Authority official regarding Teterboro's preparations for private planes coming for February's Super Bowl at the Meadowlands. We are looking to provide an interview with Interim Aviation Director Thomas Bosco.
- Emily Laermer of Crains NY is seeking Port Authority travel figures for the Thanksgiving Holiday weekend. We told the reporter those figures may be available tomorrow.
- Dave Siff of HLN TV called about a listing on the FAA web site this morning characterizing delays at Newark Liberty International Airport as due to an aircraft emergency. We checked with EWR operations and found no reports of an aircraft emergency and also let the reporter know the FAA web site was showing no delays at EWR.

Ron Marsico
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rmarsico@panyni.gov

From: Marsico, Ron
Sent: Wednesday, December 04, 2013 6:04 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 12/4/13

- Media Relations facilitated an availability after today's Board meeting for media to ask questions of Port Authority leadership. Among the topics discussed were the September closing of the GWB local access lanes, the status of the investigation into the sale of the WTC naming rights, the PA's Capital Plan, and the Board's investment in a major upgrade of New Jersey port roads.
- Jennifer Fermino of the Daily News called seeking comment on Mayor-elect DeBlasio's appointment of former PA Executive Director Tony Shorris as NYC's new deputy mayor. We provided a comment that ED Foye gave at today's press briefing in which he called Shorris an incredibly able, capable public servant.
- Dave Porter of the Associated Press called for comment on statements made by PBA President Paul Nunziato about the GWB lane closing issue after today's Board meeting. We did not respond.
- Media Relations issued a press release about today's Board authorization of major upgrades to the road network at the port's New Jersey Marine Terminals.
- Media Relations issued a press release announcing that the Port Authority has reached an agreement today with the Durst Organization to market and lease a portion of 4 Times Square.
- Media Relations issued a press release announcing that the Port Authority had sold the remaining interest in the World Trade Center retail project to The Westfield Group.
- Desiree Taylor of NJTV requested an interview with Huntley Lawrence, the PA's interim deputy aviation director and EWR's general manager, on preparations at Newark Liberty and Teterboro airport's for the upcoming Super Bowl at the Meadowlands. We are working to accommodate the request and schedule the interview.
- Ted Mann of the Wall Street Journal sought the resolution passed by the PA board today approving final terms for a lease agreement between the Port Authority and ARK Development LLC for an Animal Handling Facility at JFK Airport's Building 78. We let the reporter know the resolution was posted to the agency's website late this afternoon.
- Wong Joon San, a Hong Kong-based freelance writer for Payload Asia, is working on a story of cargo at Port Authority airports thus far this year. We helped her access the website where year-over-year data is currently available for January-September 2013.
- Bill Tipacti of Univision asked about law enforcement car searches at airports. He was referred to the TSA.
- Kyle Swenson of New Times Miami called about a robbery report written on 11/27/2013 for an alleged incident at JFK. He was told the matter is under investigation and is an active case.

Ron Marsico
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212-435-7777
rmarsico@panynj.gov

From: Marsico, Ron
Sent: Friday, December 06, 2013 6:04 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 12/6/13

- Ted Mann of the Wall Street Journal, Steve Strunsky of the Star Ledger, Phil Messing of the New York Post, Brian Lowder of Channel 2 and Andrea Vasquez of NJTV called for confirmation and comment on news reports that PA Director of Interstate Capital Projects David Wildstein had resigned. We did not respond.
- Shawn Boburg of the Bergen Record is working on a story about subpoenas issued to two Port Authority employees to testify Monday before a NJ Assembly Committee probing the GWB lane closing issue. The reporter asked if the two employees will attend the hearing. We did not respond.
- Phil Messing of the NY Post inquired about the Global Gateway group's position on the TSA exit lane issue. We did not respond.
- Brian Thompson-NBC inquired about a PA employee possibly being arrested at Newark Liberty International Airport. We did not respond as per the IG's Office.
- Maria Karidis of FIOS1 called about yesterday's PAPD arrest in Ft. Lee of a suspect for possession of marijuana in a Ft. Lee court house. She was furnished with the details.

Ron Marsico
Assistant Director/Media Relations
The Port Authority of New York and New Jersey
212-435-7777
narsico@panynj.gov

From: Marsico, Ron
Sent: Monday, December 09, 2013 7:30 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 12/9/13

- Steve Strunsky from The Star-Ledger, Shawn Boburg of the Bergen Record, Ted Mann of the Wall Street Journal and other media covered a hearing by the New Jersey Assembly Transportation, Public Works and Independent Authorities Committee in Trenton on the closing of GWB local access lanes. Executive Director Foye, TB+T Director Cedrick Fulton and GWB General Manager Bob Durando testified.
- Steve Strunsky of the Star Ledger, Ted Mann of the Wall Street Journal and Angela Delli Santi of the Associated Press called for comment on a call by NJ Assembly Democrats that DED Baroni resign as deputy executive director following today's Assembly Committee hearing on the GWB lane closing issue. We did not respond.
- Luke Margolis of News 12 NJ called seeking a statement from David Wildstein on today's Assembly Committee hearing on the GWB lane closing issue. We did not respond.
- Numerous media outlets followed up on a NY Daily News story about Port Authority wildlife management at JFK Airport that necessitated the killing of three snowy owls. We let reporters know we working with the NYS Department of Environmental Conservation to immediately implement a program to trap and relocate snowy owls at JFK and LaGuardia airports.
- Media staffed the Super Bowl/Mass Transportation Press Conference held by the Super Bowl Host Committee. Stephen Kingsberry spoke about the Port Authority's role during the week of the Big Game, added train service on PATH, and unveiled the commemorative SmartLink card.
- GSA issued a press release announcing the three federal agencies (GSA, U.S. Army Corp of Engineers and U.S. Customs and Border Protection) that will move into One World Trade Center in 2015. We provided quotes for their press release from the ED and DED.
- Channels 2, 7 and 41 called regarding ice falling from the barrel cables onto the George Washington Bridge. We said that one upper level westbound lane was closed briefly late this afternoon, but was reopened by around 5:30 p.m. The south walk was closed throughout the afternoon.
- Media Relations proactively pitched to media the case of Sunday's assault on a 44-year-old man at the Christopher Street PATH station to help appeal to the public to help identify the suspects. Photos were sent to the media, including Aiden Gardiner of DNA Info, Jonathan Dienst of WNBC TV, Maria Karidis of FIOS1, Ann Mercogliano of WPIX-Channel 11, Wanda Prizinsano of WCBS-TV, Anne Kretian of WCBS-880 Radio and Jerry DeMarco of the Cliffview Pilot. The story already has been carried by FIOS1, DNA Info, Cliffview Pilot, WPIX-Channel 11, WNBC-TV, WNBC, FOX5 and WABC-TV.
- Ann Mercogliano of WPIX -Channel 11 called for information on airport delays. We let her know that fog had led to a hold on incoming flights to JFK, Newark Liberty and LaGuardia airports with delays of two hours at LGA and EWR and one hour at JFK. Earlier in the day, Lissa Kaplan of FOX5-News inquired about airport and bridge and tunnel delays. At that time, we let the reporter know there were no significant delays.

Ron Marsico
Assistant Director/Media Relations
The Port Authority of New York and New Jersey
212-435-7777
rmarsico@panynj.gov

From: Valens, Chris
Sent: Wednesday, December 11, 2013 6:02 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 12/11/13

- Media Relations issued a traffic advisory about tonight's closing of two upper-level westbound lanes of the George Washington Bridge to make emergency repairs to a section of the upper-level deck. We provided additional details to several print, radio and TV reporters.
- NY Daily News columnist Bill Hammond is working on a story about the rising cost of construction insurance premiums in New York due to the scaffolding law. He is looking to talk to someone at the PA about the disparity in the premiums we pay for NY projects vs. NJ projects. Response pending.
- Megan Goldschmidt of the Trentonian called to get a comment on calls by the NJ Assembly Democrats that DED Baroni resign. We did not respond.
- Jessica Abo of NY1 called to confirm a report in the Wall Street Journal that the Port Authority Inspector General is investigating the September closing of GWB local access lanes. We referred the reporter to the Inspector General's Office.
- Luke Margolis of News 12 Nj called to ask if the Port Authority wants to provide someone from agency leadership to appear on a show on Friday to discuss the GWB lane closing issue. We did not respond.
- Media Relations staffed an interview with ED Foye, Joann Papageorgis and NY Times reporter Sam Roberts regarding the length of the environmental review process for projects such as the Bayonne and Goethals Bridge.
- Media Relations staffed an interview of CSO Dunne by Pierre Thomas-WABC TV taped. The interview focused on holiday travel tips and an earlier arrest by PAPD of contract baggage handlers at JFK earlier this year.
- Reporter Allan Neuhauser of DNAinfo asked if the PAPD had any contingencies or additional Public Safety measures they may be taking to deal with SantaCon. He was told the PAPD has holiday personnel deployment in place to deal with the usual holiday crowds and increased traffic this time of year.
- Omar Bourne of Channel 5 inquired about an emergency landing at JFK involving a report of a Caribbean Air plane with flap problems. We told the reporter that the plane landed safely.
- The CBS Morning Show requested access to JFK Airport to film the trapping of snowy owls. We declined the request.
- Mike Sedon of the Staten Island Advance requested a tour of the Bayonne Bridge and overview of the project. We are coordinating with program staff and engineering to find a suitable date.
- Downtown Express called to inquire about the future of LMCCC. We told them that the Port Authority and other stakeholders are working to finalize a transition plan for LMCCC.

From:
Sent:
To:

Valens, Chris
Thursday, December 12, 2013 6:34 PM
'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 12/12/13

- Tom Moran of the Star Ledger called to speak to ED Foye about the GWB local access lane closing issue. We did not respond.
- Shawn Boburg of the Bergen Record and Jenna Portnoy of the Star Ledger called for comment on additional subpoenas being issued to the Port Authority by the NJ Assembly Transportation, Public Works and Independent Authorities Committee related to the GWB lane closings. We did not respond.
- Several news outlets including CBS, ABC, and Fox 5 called today to follow-up on the emergency lane closures at the GWB. We provided answers to their questions.
- Rich Newman of the Bergen Record called to inquire about whether there will be restrictions on when planes can fly in and out of Teterboro Airport after the Super Bowl or whether local residents could experience noise that lasts most of the night after the game ends. We told the reporter that the voluntary overnight curfew at Teterboro will be in effect.
- Jen Peltz of the Associated Press called to inquire about steps the PAPD is taking to protect public safety on PATH for SantaCon. She was told alcohol is not permitted on PATH and that personnel are deployed to address increased crowds throughout the holiday season.
- Kyle Swenson-Miaminewtimes (blog) called to inquire about a past robbery report at JFK where the victim was allegedly robbed at gunpoint of \$60,000. The victim claims he recovered the money soon the robbery was reported. The reporter was told the case is still open and active and we did not comment further.
- During the overnight, Ashley Southall of the NY Times and Jacqueline Ampuero of Fox 5 called about an American Airlines flight that returned to JFK due to an electrical problem. We told the reporters that the plane landed safely.
- During the overnight, several media outlets including ABC, CBS and Fox 5 called to ask what time the GWB upper level westbound lanes would reopen. We told them that the lanes would reopen at 5 a.m. this morning.

From: Coleman, Steve
Sent: Monday, November 25, 2013 6:00 PM
To: Marsico, Ron; 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David; Coleman, Steve
Subject: Port Authority Nightly Media Activity Report: 11.25.13

- Ted Mann of the Wall Street Journal, Steve Strunsky of the Star Ledger, Michael Arons from NJTV and other media covered a hearing of the New Jersey Assembly Transportation, Public Works and Independent Authorities Committee at which the September closing of the GWB local access lanes were discussed. DED Baroni testified at the hearing. Following the hearing, Ted Mann of the Wall Street Journal, Andrea Grymes of Channel 2, Michael Phillis of the Bergen Record and Steve Strunsky of the Star Ledger called with questions. We did not respond.
- Judy Rife of the Times Herald Record and Theresa Juva of The Journal News are working on a story about the December 1 toll increase. Judy asked for information and we directed her to the PA's website for information.
- Mark Crudele of Channel 7, Matt McGrath of the Bergen Record, Miles Ma of NJ.com and Gerry DeMarco of the Cliffview Pilot are working on stories about this morning's fatal accident on an approach to the George Washington Bridge. We provided basic information on the incident.
- Jackie Lam of WNYC Radio, Priscilla DeGregory of the NY Post, Todd Bates of the Asbury Park Press, Dina Yellin and John Ensslin of the Bergen Record, Ben Fractenberg of DNAinfo.com and Annette Petriccione of Townsquare Media inquired about what the Port Authority is doing to prepare for Wednesday's Nor'Easter storm. We told the reporters that all of our facilities are closely monitoring weather forecasts on the storm, and will take appropriate precautions to minimize disruptions. We also emphasized that air travelers should call their carrier before going to the airport to make sure their flight will be departing.
- Dan Rivoli of AM/NY asked whether we are seeing a large number of airline cancellations for the Thanksgiving weekend due to the storm forecast. We referred him to the airlines.
- Joli Lee of USA Today inquired whether the Port Authority allows people to smoke e-cigarettes at the airport terminals. We told her we do not at the terminals we operate at Newark Liberty and LaGuardia airports.
- Media Relations staffed Huntley Lawrence's presentation at the Newark Club's breakfast today about preparations at Newark Liberty and Teterboro airports for the Super Bowl. The breakfast was attended by Mike Frassinelli of The Star-Ledger.
- Jerry Capeci of Gangland.com is working on a story about two suspects arrested by PAPD detectives for stealing beer in Brooklyn last week. We provided the reporter with basic information on the arrests.
- Phil Derner of NYCAviation.com inquired about an ARFF vehicle at JFK Airport that experienced a mechanical problem which disabled the vehicle. We gave the reporter basic details on the incident and emphasized that there was no disruption to airport operations.

From: Marsico, Ron
Sent: Wednesday, November 27, 2013 5:38 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 11/27/13

- Media Relations facilitated two media availabilities today – one at LaGuardia Airport and another at Newark Liberty International Airport – at which the Port Authority's holiday travel plans and customer service initiatives were discussed. The availabilities were done by Interim Aviation Director Tom Bosco and Interim Aviation Deputy Director Huntley Lawrence. The LGA availability was attended by 16 media outlets, including every NY TV station, CNN, CBS Evening News, WABC Radio, WCBS Radio and 1010 WINS Radio. About a half dozen media, including Channel 6, the Associated Press and Associated Press radio, attended the Newark availability. In addition, Tom Bosco did a live interview with Good Day New York to talk about the Port Authority's holiday travel preparations.
- Media Relations facilitated a story for the CBS Evening News in which the station followed around a Newark Liberty International Airport Red Coat for a story on how they interact with customers on the busiest travel day of the year.
- Numerous media called throughout the day requesting updates on delays and cancellations at Port Authority airports.
- Star Ledger Editorial Writer Jim Namiotka is working on an editorial that calls for NJ legislators to issue subpoenas to Pat Foye and David Wildstein to come to Trenton to testify on the GWB local access toll lane issue, and sought comment from both of them. We did not respond.
- Steve Strunsky of the Star Ledger, Ted Mann of the Wall Street Journal, Bill Mooney of PolitickerNJ and Michael Phillis of the Bergen Record are working on stories based on a letter sent by NJ Senator Richard Codey to PA Inspector General Robert Van Etten requesting that the IG investigate the issues surrounding the September closing of the GWB local access lanes. We did not respond.
- Reporters Strunsky, Mann, Mooney and Phillis, along with Shawn Boburg of the Bergen Record, Andrea Bernstein of WNYC and Angela Delli Santi of the Associated Press also inquired about a press release issued by New Jersey Assemblyman John Wisniewski saying that he subpoenaed Pat Foye and David Wildstein to attend a December 9 Assembly hearing on the GWB matter. We did not respond.
- Matt Friedman of The Star-Ledger called about the identity of a deceased woman located in the city of Newark, who was reported missing to PAPD yesterday. We confirmed her identify and referred other calls to Newark PD.
- Monica Miller of WCSB Radio called to request a telephone interview on the December 1 toll increase. We did not respond.
- Mark Crudele of Channel 7 inquired about a fire or smoke condition in PATH's Grove Street Station this afternoon. We told the reporter that there was a structure fire a block from the Jersey City station and that smoke infiltrated the station, but there was no impact on service.

Ron Marsico
Assistant Director/Media Relations
The Port Authority of New York and New Jersey
212-435-7777
rmarsico@panynj.gov

From: Albiez, Cheryl Ann
Sent: Friday, November 08, 2013 7:30 AM
Subject: Morning Clips 11.8.13

WTC

**4 World Trade Center Ribbon-Cutting Set For Next Week
But Workers Not Expected To Occupy Offices Until Early 2015**
CBSNewYork/AP

One World Trade Center with its symbolically freighted 1,776-foot spire is the marquee skyscraper at downtown Manhattan's ground zero, but the first office tower to officially open there will be its shorter neighbor, 4 World Trade Center. Officials are planning a ribbon-cutting ceremony next Wednesday for 4 World Trade, an elegant 978-foot building, designed by Pritzker Prize-winning architect Fumihiko Maki. "We want people to come and experience this both as a great office building but also a sense of accomplishment that we've really turned the corner on rebuilding the World Trade Center and creating a better New York," said Janno Lieber, head of World Trade Center construction for developer Larry Silverstein. The ribbon-cutting for 4 World Trade doesn't mean people will be working in its offices any time soon. The Port Authority of New York and New Jersey, which owns the trade center site and lost its headquarters when the twin towers were destroyed in the 2001 terrorist attacks, is leasing 600,000 square-feet in 4 World Trade but doesn't expect to move in until early 2015. The agency can now start building out its office space.

4 World Trade Center first tower at WTC site set to open

Ivan Pereira, amNewYork
Newsday

A new and long-awaited chapter in downtown Manhattan's resurgence after 9/11 begins next week when the first tower of the 16-acre World Trade Center site officially opens. At 977 feet, 4 World Trade Center may be dwarfed in comparison with its neighbor, 1 World Trade Center, the tallest building in the Western Hemisphere at 1,776 feet, but the tower's architect said its relatively modest height doesn't diminish its effect on the neighborhood. Osamu Sassa, the chief architect for the building that opens Nov. 13, said he and his team worked to make sure the structure not only fits in downtown.

Tower opposite NYC's 9/11 memorial set to open

The Associated Press
Las Vegas Sun - Full Text

One World Trade Center is the marquee skyscraper at ground zero in lower Manhattan. But the first office tower to officially open there will be its shorter neighbor, 4 World Trade Center. The ribbon-cutting will be next Wednesday for the 978-foot building, designed by prize-winning architect Fumihiko Maki (foo-meh-HEE'-koh MAH'-kee). The building faces the Sept. 11 memorial's south reflecting pool. The Port Authority of New York and New Jersey expects to move into 4 World Trade in 2015. The authority lost its home in the twin towers during the 2001 terror attacks, and next week's official opening means it can start building out its new office space. One World Trade, with its 1,776-foot spire, is expected to officially open sometime in 2014.

World Trade Center tower opposite 9/11 memorial set to open Wednesday

Karen Matthews, The Associated Press
Troy Record

One World Trade Center, with its symbolically freighted 1,776-foot spire, is the marquee skyscraper at downtown Manhattan's ground zero, but the first office tower to officially open there will be its shorter neighbor, 4 World Trade Center. Officials are planning a ribbon-cutting ceremony Wednesday for 4 World Trade, an elegant 978-foot building, designed by Pritzker Prize-winning architect Fumihiko Maki. Four

World Trade Center ready to open for business

The Associated Press

KPVI News 6

One World Trade Center is the flagship skyscraper at the ground zero development in lower Manhattan, but the first office tower to officially open there will be its shorter neighbor, Four World Trade Center. The ribbon-cutting will be held next Wednesday for Four World Trade -- a 978-foot building designed by prize-winning architect Fumihiko Maki. It is located on the southeast corner of the World Trade Center complex, and faces the Sept. 11 memorial's south reflecting pool. The Port Authority of New York and New Jersey expects to move into Four World Trade Center in early 2015. The agency lost its original home in the twin towers during the 2001 terror attacks. Next week's official opening means that the authority can start building out the office space on the floors it is leasing.

Status report on World Trade Center development

amNEWYORK

Newsday - Full Text

1 World Trade Center - The flagship building, which at 104 floors is the tallest building in the Western Hemisphere, is in the midst of its final construction phase. The tower, which is set to open sometime next year along with the 9/11 museum, is more than 50 percent leased to Condé Nast, the China Center and federal agencies. 2 World Trade Center - Construction on the commercial building is ongoing and is expected to be completed in 2017. 3 World Trade Center - This is an 80-story, 2.5-million-square-foot office building with 183,000 square feet of retail at its base. Construction has started. The developer is working to secure full financing for the tower and is determined to finish and open it by 2016. 4 World Trade Center - The smallest of the development's buildings will open next week. It is 50 percent leased to the city and the Port Authority. 7 World Trade Center - The building located just north of the main site opened in 2006. The 42-floor skyscraper is fully leased to several companies, including Moody's and Silverstein Properties.

Size Does Matter, At Least In The Tallest Building Debate

David Schaper and Joel Rose

NPR

There's a question that's looming over the new skyscraper at the World Trade Center site in New York: Should it count as the tallest building in the country? The developers say yes. But by some measures, the Willis Tower in Chicago — formerly known as the Sears Tower — can still lay claim to the title. Now, an known as the Council on Tall Buildings and Urban Habitat (CTBUH) is preparing to settle the debate. "It's a seminal moment for skyscrapers," says Antony Wood, the council's executive director. "It doesn't come along every year."

Panel to Decide Whether to Count Spire in WTC's Height

NBC

Architects for the firm that designed One World Trade Center are set to make their case this week for the building's 408-foot spire to be counted towards its height, giving it the full, symbolic measurement of 1,776 feet, and making it officially the tallest in the U.S. The silver spire was installed in May atop the building, with an LED light seen from miles away and a beacon to ward off aircraft. The Council on Tall Buildings and Urban

Habitat, a Chicago-based organization considered an authority on such records, is set to decide its official height, and whether the spire can be included. Without the spire, the building would be considered shorter than the Willis Tower in Chicago, which stands at 1,451 feet and is the tallest in the U.S.

TB&T

Port Authority sets new limits for sizes of trucks allowed on Bayonne Bridge

Felix Alarcon

The Jersey Journal

As part of the project to raise the Bayonne Bridge, the Port Authority of New York and New Jersey announced this week that oversized trucks are prohibited from crossing the bridge until further notice. The Port Authority website posted the allowed measurements for trucks capable of crossing the bridge. The height limit for trucks is 14 feet, with a width limit of 8 feet, 6 inches. The trucks are banned from the span because "The width of the roadway will be limited due to construction," said Port Authority spokesman Chris Valens. Valens said that the bridge is not heavily traveled by oversized vehicles, but the Port Authority wants to make sure the trucking community is aware of the restriction. The bridge roadway is being raised 64 feet — from 151 feet to 215 feet above sea level — to make room for the bigger cargo vessels that will begin traveling through the expanded Panama Canal in 2015.

George Washington Bridge Jam Began With Phone Call

People Familiar With the Matter Pinpoint a Cause for Traffic Tie-up

Ted Mann

Wall Street Journal – Full Text

Early on Sept. 9, a Port Authority official appeared at the New Jersey side of the George Washington Bridge and looked out over a traffic jam he helped create, according to people familiar with the matter. The official, according to these people, was David Wildstein, who was hired in 2010 as the authority's director of interstate capital projects by an appointee of Gov. Chris Christie. The previous day, a Sunday, Mr. Wildstein called two bridge officials and ordered them to shut off two local access toll lanes for drivers headed across the bridge from Fort Lee, N.J., into New York City, the people familiar with the matter said. According to these people and authority correspondence reviewed by The Wall Street Journal, the closures were made without notice to police, emergency officials or officials on the New York side of the Port Authority's leadership. As previously reported, the closure triggered large traffic jams for a week in the borough on the New Jersey side of the bridge. Mr. Wildstein didn't respond to requests for comment. People familiar with the matter and some local officials believe it wasn't what the Port Authority originally suggested: a lane closure to allow for a study of traffic patterns. Instead, they believe it was a gesture aimed at the borough's Democratic mayor, who had declined to cross party lines to endorse Mr. Christie for governor two weeks earlier. The mayor, Mark Sokolich, said he believed the intent was "punitive" in a letter sent to Deputy Executive Director Bill Baroni, Mr. Wildstein's boss, asking for relief from the traffic jam in September. Mr. Sokolich has since backed away from that assertion, and declined to elaborate this week. Mr. Christie's re-election campaign spokesman has called the notion that the closures were retribution "crazy." Mr. Wildstein's role could become clearer as some Democrats pressure the authority to release the results of its internal review of the incident. Senate Majority Leader Loretta Weinberg said she is trying to marshal votes for a resolution that would empower a state Senate committee to issue subpoenas seeking answers. "If in fact somebody has used the George Washington Bridge for any petty reason, whether retribution or just because they think the mayor of Fort Lee is a pain in the rear end, that is disgusting and despicable and dangerous," Ms. Weinberg said in an interview. Senate President Steve Sweeney said Democrats are continuing to investigate the matter. "I'm not going to accuse anyone of anything yet, but something is clearly not right here," he said. The governor's spokesman declined to respond to questions about Mr. Wildstein and the authority. "For goodness sake, the Governor of the state of New Jersey does not involve himself in traffic surveys," the spokesman, Michael Drewniak, said. As previously reported, Patrick Foye, the

agency's executive director and an appointee of New York Gov. Andrew Cuomo, reacted with outrage when he discovered the lane closures and ensuing traffic problems. In an email message previously reported by The Journal, Mr. Foye suggested the closures could have led to deaths of ambulance patients. The people familiar with the matter said Mr. Wildstein wields considerable clout inside the authority, which manages a vast portfolio of bridges, tunnels, trains and airports in the New York region. A former mayor of Livingston, N.J., who later ran the influential blog PolitickerNJ under a pseudonym in New Jersey, Mr. Wildstein is a ubiquitous figure at the agency, people familiar with the matter said. They said he is known to roam the authority's Manhattan office to see what employees are working on and also approves even low-level hiring decisions. Political influence from both sides of the bi-state agency is common, according to people at the authority. Major decisions at the Port Authority—such as what infrastructure projects to fund, and how to manage the two states' shared assets—are typically the result of horse-trading between the states, with respective political appointees acting on behalf of each state's governor. Messrs. Cuomo and Christie each have the right to veto the minutes of a meeting of the authority's board, essentially enabling them to negate an official action, and in theory requiring the states to cooperate.

Tyler Clementi's Family To Visit George Washington Bridge For First Time Since Suicide
Members Of Chicago Group Walking To Raise Awareness About Bullying
CBS New York

When a group walking from Chicago to raise awareness about bullying reaches the George Washington Bridge on Sunday, the parents and brother of Tyler Clementi will join them. As 1010 WINS' Al Jones reported, it will be the first time Clementi's parents and brother will visit the site where the Rutgers freshman jumped to his death three years ago. "I definitely think there will be a lot of memories and reminders," said James Clementi, Tyler's brother. "It just made a lot of sense, especially since the Friend Movement is walking in honor of my brother's memory."

AVIATION

Has Frontier hit pay dirt at Trenton, Wilmington airports?

Ben Mutzabaugh
USA TODAY

At Trenton's airport, which is just about 30 miles from Center City Philadelphia and about 65 from lower Manhattan, Frontier touts "a hassle-free, relaxed airport experience" – a likely reference to the Philadelphia and Newark airports that would be the primary airports for most residents of the region.

TV & RADIO CLIPS

WNBC-NY (NBC) – Opening of 4 World Trade
WTVY (CBS) – Opening of 4 World Trade
WMUR-MAN – Opening of 4 World Trade
WRGB (CBS) – Opening of 4 World Trade
WABC-NY (ABC) – Opening of 4 World Trade
WOR-AM (Radio) – GWB Closing

From: Valens, Chris
Sent: Sunday, November 10, 2013 7:29 AM
Subject: Morning Clips 11.10.13

B&T

Deal to replace Goethals Bridge signifies last major milestone

By Mike Sedon

Staten Island Advance

The last major milestone has been passed with the finalized \$1.5 billion deal to replace the obsolete Goethals Bridge, and construction will begin later this year. This public-private partnership was struck between the Port Authority of New York and New Jersey and NYNJ Link Partnership, a venture comprised of private companies Macquarie Infrastructure and Real Assets Inc., Kiewit Development and lead contractors Kiewit Infrastructure, Weeks Marine and Massman Construction. Through this partnership, the developers are responsible for designing, building, financing and maintaining the new bridge and demolishing the old one, the Port Authority said. "Reaching financial close is another significant milepost on our journey to completing the region's first true surface transportation public-private partnership in the northeast region," said Port Authority Executive Director Pat Foye. "Governors Cuomo and Christie have tasked us with coming up with creative solutions to rebuild our critical infrastructure, and we believe this project will serve as an example for building major transportation infrastructure in the northeast while leveraging private capital and expertise."

Deal finalized for financing of Goethals Bridge replacement

By Tom DePoto

Star-Ledger

Financing for the \$1.5 billion replacement of the Goethals Bridge was completed yesterday when a group of developers agreed to make equity contributions and receive payments over 35 years. Earlier this week, the state Economic Development Authority agreed to sell \$457 million of municipal bonds on behalf of the private developers hired by the Port Authority of New and New Jersey to rebuild the 85-year old span between New Jersey and Staten Island. The project has also received a \$480 million low-interest loan. The balance will be raised by NYNJ Link Partnership, a coalition of companies that includes Macquarie Infrastructure of Australia, Kiewit Development of Nebraska, Massman Construction of Missouri and Cranford-based Weeks Marine. The payments to the partnership will depend on the performance of the contractors. NYNJ Link was hired by the Port Authority in April to oversee the design and construction of the new bridge, and the demolition of the old one.

Open investigative door on lane closures

Editorial

Mycentraljersey.com

The mysterious and abrupt lane closures that caused massive traffic jams on the George Washington Bridge for several days in September were blamed by some on supposed retribution by Gov. Christie against the Democratic mayor in Fort Lee, where the traffic buildup had the biggest impact. Mayor Mark Sokolich initially claimed the closures were "punitive," because of his refusal to endorse the governor. But he has since backed away from such comments, without explanation. Others, however, have raised similar concerns about the closures. Christie's camp has denied it all of course, acting as if the mere suggestion of such pettiness by the governor was silly and insulting. But what has given the accusations some credibility is the fact that the Port Authority of New York and New Jersey, which ordered the closures, has been operating as Christie's personal patronage pit. The governor has recommended dozens of people for agency positions, some with exceedingly questionable credentials, and has moved cronies into top positions.

PAPD

Police: 2 truckers in a week accused of toll cheat

Associated Press (Full text)

Two truck drivers have been arrested in separate incidents within a week for allegedly trying to evade tolls at the George Washington Bridge, according to The Port Authority of New York and New Jersey. Port Authority police spokesman Joe Pentangelo said 43-year-old Yuriy Ganzman of Avon, Conn., was arrested Friday allegedly trying to pass through a toll

with an improper plate that had been reported missing by another company. Police arrested a 46-year-old Florida man last Sunday at the bridge toll lanes for lacking a front license plate and having a back plate that was bent to allegedly avoid detection. Port Authority Police Officer Jason Malice made both arrests, according to Pentangelo. In the most recent arrest, Malice pulled Ganzman over around 4: 15 p.m. Friday at the bridge after noticing his 2006 Freightliner tractor-trailer did not have a proper emissions sticker and had a trailer plate improperly displayed, police said. Further investigation revealed the plate had been reported lost or stolen in August by a New Jersey company called The Marine Company, according to Pentangelo. Company officials told police they believe the plate had been removed from the trailer during Hurricane Sandy. The company reported the plate stolen in August after they started receiving EZPass violations for the missing plate, Pentangelo said. Ganzman faces charges including toll theft and possession of lost property. The Port Authority had not received an attorney notification for Ganzman as of Saturday, Pentangelo said. The Freightliner tractor-trailer is registered to Ganzman Trucking of Farmington, Conn. A message left Saturday at the company was not returned. Police say the truck's actual license plate was found hidden inside the vehicle, and Ganzman allegedly made statements indicating he knew the plate on the truck was not his, according to Pentangelo. The truck has been impounded.

Connecticut trucker charged with using stolen license plate to dodge tolls at GWB

By Seth Augenstein
Star-Ledger

A tractor-trailer driver from Connecticut who was stopped by Port Authority police at the George Washington Bridge toll plaza has been charged with using a stolen license plate to dodge tolls, authorities said today. However, the driver, Yuriy Ganzman, says he found the license plate – and wasn't trying to evade tolls. Ganzman, owner of Ganzman Trucking LLC in Farmington, Conn., was stopped by a Port Authority police officer at the toll plaza at 4:15 p.m. Friday because the tractor-trailer did not have a proper emissions sticker, said Joe Pentangelo, an agency spokesman. When authorities ran the New Jersey license plate, they discovered it had been reported stolen by a marine company in the aftermath of Hurricane Sandy, Pentangelo said. The truck's actual license plate was found inside the vehicle, he said. Ganzman said, however, he never stole the plate and was only using it to park the truck.

Trucker accused of toll evasion at George Washington Bridge ABC-7

For the second time in two weeks, Port Authority Police have arrested a tractor-trailer driver on charges of trying to evade tolls at the George Washington Bridge. 43-year old Yuriy Ganzman of Avon, Conn. was charged with trying to pass through a toll with an improper plate that had been reported missing by another company. He was pulled over around 4: 15 p.m. Friday after police noticed his truck allegedly did not have a proper emissions sticker and had a trailer plate improperly displayed. Officers found the truck, registered to Ganzman Trucking of Farmington, Conn., was displaying an improper license plate on the front.

Port Authority PD: Trucker tried to use license plate stolen during Sandy to avoid GWB tolls Jerry DeMarco Cliffview Pilot

A tractor-trailer driver put a license plate stolen during Hurricane Sandy on the front of his rig, while keeping the real plate inside, to try and avoid paying E-ZPass toll on the George Washington Bridge, Port Authority police said this morning. Officer Jason Malice noticed that the 2006 Freightliner tractor-trailer didn't have an emissions sticker displayed as it rolled up to the toll plaza late yesterday afternoon. After stopping the vehicle, he ran a check and found that the license plate had been reported stolen in August by New Jersey-based Marine Company, the authority's Joseph Pentangelo told CLIFFVIEW PILOT. Marine Company officials "believe the plate had been removed from the trailer during Hurricane Sandy" and had a stack of E-ZPass violations "beginning this summer," Pentangelo said.

WTC

Ruling Coming On Whether One World Trade Center Will Be Deemed Nation's Tallest Building *One World Trade Center Is 325 Feet Taller If Spire Is Counted* CBS-2

Residents of Chicago have already seen the Willis Tower stripped of its status of the world's tallest building and its iconic name the Sears Tower, and some are in no hurry to concede the title of the nation's tallest building to New York. The Chicago-based Council on Tall Buildings and Urban Habitat voted Friday on whether One World Trade Center will gain the title of the tallest building in the Western Hemisphere, or whether the Willis Tower will retain it. The decision is expected to be announced next week, CBS News reported. One World Trade Center measures 1,368 feet from ground to

roof. But the building's architects say a decorative spire atop the building should be counted, and if it is it would be a birth-of-the-nation symbol standing 1,776 feet, or 325 feet taller than Chicago's 1,451-foot Willis Tower, CBS News reported.

Photos, Video: World Trade Center's Controversial Spire Lights Up

By Jen Chung

Gothamist

Last night, the Port Authority and Durst Organization conducted a test of 1 World Trade Center's spire and beacon. Which meant a light show for lower Manhattan, parts of Brooklyn and NJ! The spire atop the WTC means the building is 1776 feet tall and that would make it taller than Willis Tower in Chicago, which is 1729 feet. However, there's debate whether the spire should actually be counted as part of the building, because it's basically an antenna. (A previous design had the spire encased in cladding, which made it less antenna-y and more building-y, but it was scrapped due to cost.) The Council on Tall Buildings and Urban Habitats is debating whether to allow the spire to count as part of the building. Earlier this year, Kevin Brass, the public affairs manager the group, told the Guardian, "Our criteria are very specific. We include spires and not antennas. If this is an antenna, it won't be part of the height measurement. The cladding was an integral part of the design and made the extension part of the permanent look and feel of the building." Obviously the timing of this test (which is not the first—it was tested a few weeks ago, too) seems to be deliberate. The Port Authority explained, "The beacon, which is the top section of spire, contains 288 50-watt LED modules that produce 288,000 lumens of light that will enable the spire to be visible up to 50 miles on a clear night." In other words—can any ol' antenna do THAT?

One World Trade Center Lights Up Friday Night As Architects Question Height

New York 1

One World Trade Center's spire joined the city's night skyline on Friday while a committee of architects decides if it actually helps make the building the tallest in the country. The beacon was tested by the Port Authority on Friday night. The spire is lit up by nearly three hundred modules. Officials said on a clear night, it can be seen up to 50 miles away. The test comes as a meeting is held to decide whether the structure is officially a spire. The Council on Tall Buildings and Urban Habitat accepts "spires" when it comes to measuring building heights. With the spire, One World Trade is 1,776 feet tall, making it the tallest in the Western Hemisphere. "It arouses many emotions and those lights will only draw more attention to it and I think rightly so," said a New Yorker.

Spire, Beacon of 1 World Trade Light Up NYC

NJ 101.5

Hundreds of red, white and blue LED modules are illuminating lower Manhattan as officials test the lights atop 1 World Trade Center. The Port Authority of New York and New Jersey said Friday the beacon is packed with nearly 300 modules and their glow can be seen for up to 50 miles. The beacon and spire together stand 408 feet tall and bring the building, formerly called the Freedom Tower, to its symbolic height of 1,776 feet. The Durst Organization operates the spire, which will serve broadcasters. A committee of world building heights experts met Friday in Chicago to decide whether a design change that affects the 408-foot needle disqualifies it from being counted as the nation's tallest skyscraper. The committee will announce its decision next week.

Pictured: One World Trade Centre in New York lit up for the first time

Daily Mirror UK

Thirteen years after the horrors of 9/11, New York took another step towards a new chapter in its history as the new World Trade Centre was lit up for the first time. One World Trade Centre - a 104ft skyscraper which stands in the grounds where the Twin Towers collapsed - was illuminated with 300 red, white and blue LEDs. New York's Port Authority says it can be seen up to 50 miles away and is in discussions with experts to establish if it is the tallest structure in the US. "It's absolutely amazing, it's so awesome. This definitely beats out the Empire State Building with the ability to change colors," resident Jeff Blaisdell told the New York Post. "It reminds me of a lighthouse with the white spotlight on top." The building has taken more than seven years to build and estimated to have cost \$3.9 billion.

From: Albiez, Cheryl Ann
Sent: Friday, November 22, 2013 7:32 AM
Subject: Morning Clips 11.22.13

WTC

Port Authority unveils Liberty Park plans New York Business Journal – Full Text

The Port Authority of New York and New Jersey has released details on the \$50 million construction of Liberty Park, a one-acre elevated park to be built south of the National September 11 Memorial. The space, which currently is empty, will be transformed to a park that will give a panoramic view of the memorial and will sit 25 feet above Liberty Street over the area's vehicle security center, according to the New York Times. The park, expected to open in 2015, will stretch from the new St. Nicholas Greek Orthodox Church to a pedestrian bridge over West Street that survived the Sept. 11 attacks. Last month, the public got a sneak peak at the park after Tribeca Citizen published the project's proposed renderings, which show designs for the new St. Nicholas church, designed by Santiago Calatrava. The Port Authority now has confirmed that Liberty Park will be designed by Joseph E. Brown, a landscape architect who is the chief innovation officer at Los Angeles-based Aecom, an architectural, engineering and construction consultancy. Plans also include a 20 foot-high vertical garden wall composed of plants like periwinkle, Japanese spurge and Baltic ivy, 40 trees and shrubs and a pedestrian bridge and paths leading to Greenwich Street. The park is aimed at providing an east-west crossing between the financial district and Battery Park City, provide a gathering space for as many as 750 people, to allow visitors to contemplate the whole memorial in a single sweeping glance from treetop level and serve as the roof of the trade center's vehicle security center, the Times reported. Plans also call for walkways from the pedestrian bridge that will meander among islands of plantings to stairways at three corners of the bulkhead, as well as a fairly straight inclined path down to Greenwich Street, according to Tribeca Citizen. There also will be a monumental staircase paralleling Greenwich Street behind the church, wood benches on the seating tiers and a small amphitheater-like elevated space at the opposite end of the park.

TB&T

NJ panel seeks answers on GWB closures Associated Press Wall Street Journal - Full Text

New Jersey lawmakers are seeking answers about a series of lane closures at the George Washington Bridge that caused traffic delays two months ago. The Assembly Transportation Committee is asking top officials with the Port Authority of New York and New Jersey to appear at a hearing in Trenton on Monday. Shutting down the access lanes from Fort Lee onto the bridge caused hours-long delays and infuriated local officials who said they hadn't been notified in advance. Published reports at the time said the closures were part of a traffic study. The Wall Street Journal last month published emails from Port Authority Executive Director Patrick Foye, in which he called the closures "abusive" and possibly a violation of state and federal laws.

AVIATION

MyTix extends to Newark Liberty International Airport

NJ TRANSIT moved one step closer to a systemwide rollout of its mobile ticketing program as it announced the expansion of MyTix to include the Raritan Valley and North Jersey Coast lines. MyTix enables customers to purchase and display rail one-way tickets, weekly passes and monthly passes anytime, anywhere, using their smartphones. With the latest rollout, customers may now use MyTix for travel to and from Newark Liberty International Airport Station, just in time for the busy holiday travel season. NJ TRANSIT first introduced MyTix in April 2013 as a pilot program on the Pascack Valley Line, as well as between Penn Station New York and the Meadowlands Rail Station for special events, to test the functionality of the app and determine the feasibility of expanding it to include other rail lines. In September, NJ TRANSIT expanded MyTix to the Main/Bergen County and Port Jervis lines, followed in October by the Montclair-Boonton and Morris & Essex lines, as part of a gradual systemwide rail rollout of the program, to be completed by the end of the year. Some improvements made to the agency's MyTix app were a direct result from valuable feedback from customers using the app during the gradual rollout. "We continue to expand NJ TRANSIT's mobile ticketing app as part of our ongoing efforts to tap into the latest technology to improve the overall customer experience," said NJ TRANSIT Executive Director James Weinstein. "When the rollout of MyTix is completed by the end of this year, all NJ TRANSIT rail customers will have the ability to treat their smartphones as both a ticket vending machine and rail ticket or pass all in one, providing for a seamless travel experience." MyTix is available for free download on any web-enabled iOS or Android operating system, via the App Store for iOS devices and the Google Play Store for Android devices. To purchase tickets via MyTix, customers must first install the app and then create an account, which will save customers' profile information and history of ticket purchases for ease of use. Purchased tickets must be activated prior to boarding the train and displayed to train crews upon request. One-way tickets expire two hours and 45 minutes after activation. Monthly passes self-activate on the first day of the month and will remain active for the entire month. Weekly passes self-activate at 12:01 a.m. on Saturday and remain active through 6 a.m. the following Saturday. Customers transferring at Secaucus Junction or traveling to and from Newark Liberty International Airport Station will need to scan the ticket barcode on the fare gate readers to pass through the gates. MyTix was designed with input from customer focus groups, as well as NJ TRANSIT frontline rail employees and customer service staff. For more information, visit [njtransit.com](#).

Smartphone ticketing system MyTix comes to North Jersey Coast Line *Full rollout on Northeast Corridor by year's end*

Larry Higgs
[Asbury Park Press](#)

NJ Transit introduced MyTix in April 2013 as a pilot program on the Pascack Valley Line, as well as between Penn Station New York and the Meadowlands Rail Station for special events, to test the app and determine the feasibility of expanding it to include other rail lines. The latest MyTix rollout comes in time for riders to use it for travel to and from Newark Liberty International Airport Station for the holiday getaway, officials said.

Cargo jet takes off from Wichita on short runway

Tom Watkins and Ed Payne
[CNN](#)

A mammoth cargo plane that landed Wednesday night at the wrong airport in Wichita, Kansas -- one that typically does not accommodate such beasts -- took off without incident Thursday afternoon on a runway half a mile shorter than it usually uses. The Boeing 747 Dreamlifter's massive engines roared as it lumbered down the pavement, then lifted off and disappeared into the overcast sky. A few minutes later, it landed without incident at the airport 12 miles across town where it was originally supposed to land -- McConnell Air Force Base. An investigation has begun into what caused the pilot to land at the wrong airport, said Bonnie Rodney, a spokeswoman for Atlas Air, which operates the Boeing-owned jet. It was laden with cargo intended for Boeing.

she said. Boeing said the cargo was a B-787 fuselage. Elaborate precautions had been taken to ensure no one got hurt in the take-off attempt. Police closed nearby roads and urged area residents to stay away from the airport. "Onlookers and gawkers have caused accidents," said Roger Xanders, chief of airport police and fire. The takeoff came less than a day after the plane, which was bound for McConnell from New York's John F. Kennedy International Airport, missed its mark.

Instead of landing, as had been planned, at the military airport on Wichita's southeast side, it landed at the much smaller, general aviation Col. James Jabara Airport on the northeast side. Jabara has no control tower and normally doesn't handle jumbo jets. The Atlas Air 747 Dreamlifter is a modified 747-400 passenger airplane that can haul more cargo by volume than any airplane in the world. When fully loaded, the Dreamlifter needs a runway 9,199 feet long to take off, reports affiliate KWCH. The Jabara runway is 6,101 feet. But a spokeswoman for the airport authority, Valerie Wise, cited favorable weather Thursday and the fact that much of the fuel had been used in the flight from JFK -- which lightened the weight of the plane -- for the conclusion that it was safe to take off on the shorter runway. "The engineers have been running calculations all night," she said.

OTG opens Wibar, a premium wine bar at New York LaGuardia Airport

Rahul Odedra

The Moodie Report

The wine list at the new location was composed by Master Sommelier Roger Dagorn and features 101 premium wines from California, France and around the world. All wines are dispensed from a WineEmotion serving system, meaning travellers can enjoy tasting pours (2 oz.) and flights, as well as half- and full-bottles. The bar also serves small bites to complement the wine. "People travel the world over, always looking for something new," said Dagorn. "At the same time, if they are stopping over in a particular area, region or town, they are looking forward to checking out the local fare.

PORT COMMERCE

Toy Dolls Seized at Eight U.S. Ports

Tina Benitez-Eves

Gifts & Decorative Accessories

Customs and Border Protection (CBP) officers and the Consumer Product Safety Commission (CPSC) have seized more than 200,000 toy dolls, valued at nearly \$500,000, that arrived in the United States from China due to high levels of phthalates. The toys were seized at eight U.S. ports, including Chicago, Dallas, Los Angeles, Norfolk, Memphis, Newark, NJ, Portland and Savannah, GA.

TV EYES

CBS 2 – Naming of JFK Airport

WLNY – Port Authority Toll hikes

From: Rodrigues, Lenis
Sent: Monday, November 25, 2013 7:40 AM
Subject: Morning Clips 11.25.13

IBT

Penn Station Is Busier Than JFK, LGA And Newark Airports Combined
Gothamist

Anyone who has waited for a train during the evening rush hour knows that Penn Station gets unbelievably crammed with commuters. So it's nice to read this Star-Ledger piece confirming its status as the busiest train station in the country: "Every day, these train station equivalents of air traffic controllers try to figure out how to fit 5 pounds of potatoes into a 3-pound sack." There's a great photo gallery of the Amtrak control center and all the displays showing platform activity. The control center is located two blocks from the station. The Star-Ledger reports: Inside the Penn Station Control Center, dispatchers stare at the 75-foot-wide screen showing movements of trains from the Philadelphia outskirts to Long Island and try once more to do the improbable.

Port Authority's free shuttle service on Bayonne Bridge ends high-use run, say officials

By Felix Alarcon
The Jersey Journal

Service on the Port Authority of New York and New Jersey's pedestrian and bicyclist shuttle on the Bayonne Bridge has concluded for the time being and figures show passengers took advantage of the service, officials said. "It ended the last week of October," said PA spokesman Chris Valens. "The shuttle was a success and it (ridership) continued to increase." According to the numbers released by the PA, during the 11 weeks of the service, 940 passengers traveled to Staten Island - along with 204 bicyclists.

NJ panel seeks answers on GWB closures

By Associated Press
Wall Street Journal - (Full Text)

New Jersey lawmakers have questions about a series of lane closures at the George Washington Bridge that caused traffic delays two months ago. It remains to be seen whether they'll get answers. The Assembly Transportation Committee has invited top officials with the Port Authority of New York and New Jersey to appear at a hearing in Trenton on Monday. Shutting down the access lanes from Fort Lee onto the bridge caused hours-long delays and infuriated local officials who said they hadn't been notified in advance. Published reports at the time said the closures were part of a traffic study. The Wall Street Journal last month published emails from Port Authority Executive Director Patrick Foye in which he called the closures "abusive" and possibly a violation of state and federal laws.

Police investigate accident at George Washington Bridge toll booths

By Myles Ma
NJ.com - (Full Text)

Police are investigating an accident just before the toll plaza of the eastbound George Washington Bridge, the state Department of Transportation said. Multiple lanes are closed for the investigation, the department said via its 511nj service. A call to the Port Authority seeking further information was not immediately returned.

Road Warrior: Where did all this N.J. road repair work come from?

By John Cichowski
NJ.com

Motorists didn't have to drive far to find a little piece of hell on Earth last week. From Routes 3 and 287 to the New Jersey Turnpike, road delays — most of them construction-related — turned our daily sprints into agonizing crawls. Few of them rivaled the messes on Routes 80 and 95 after a 2-square-foot piece of the eastbound upper deck of the George

Washington Bridge crumbled away on Monday afternoon, causing Route 95 to back up. As it happens, the upper deck was in the process of being replaced anyway, but not the part that fell away. The rest of this \$87 million job was accelerated, but that's creating delays that still continue.

Hearing on George Washington Bridge closures scheduled for this morning

By Steve Strunsky
The Star-Ledger

Lawmakers are scheduled to hear testimony this morning on the unannounced closing of local access lanes to the George Washington Bridge in September, a move that clogged local streets for a week, prompted an internal investigation, and sparked suspicion that the closures were politically motivated. The Assembly Transportation, Public Works and Independent Authorities Committee will hold a 10 a.m. hearing at the State House in Trenton to focus on the Sept. 9-13 closures, which were ordered by someone within the Port Authority of New York and New Jersey, though the agency has not said who. In addition to who ordered the closures, the committee also plans to take testimony on their safety and economic impact.

WTC

Port Authority & NYPD In Pissing Contest Over World Trade Center Gothamist

One World Trade Center is America's tallest building and a vessel for a lot of political symbolism. Which means it's the perfect place for the NYPD and Port Authority to have a turf war. The jurisdictional debate over Ground Zero is nothing new, but the Post has details on how the fight has now devolved into a virtual dick-measuring contest. Apparently, the NYPD was upset when the PA Police Department put a "guard booth at the site bearing the agency's logo." From the Post: The move riled NYPD officials, who retaliated Wednesday night by ordering cops to roll up a massive mobile command center, bearing the department's own giant logo, and park just feet away.

Seen & Heard: World Trade Center Construction Photos

By Nicole Vianna
Tribeca Citizen

In the ground floor gallery at BMCC's Fiterman Hall there's an exhibit of photography by Silverstein Properties' lead photographer that contains a number of large format prints that are spectacular as well as other interesting photographs including the glacially carved bedrock they found at the corner of the site where 4 WTC now stands. It's definitely worth a look." In case you didn't read the Real Estate Sales Report, there was something in it besides the usual: 108 Chambers, home to City Hall Wine & Spirits—the fuss-free liquor store with the great old storefront—and Imperial Coffee House—has been sold. We should worry about them: The likelihood is that they, and possibly the adjacent hardware store on Church, are being combined and developed.

AVIATION

Bird strike reported at JFK Airport WABC Eyewitness News – (Full Text)

Authorities at JFK Airport are investigating a bird strike involving an inbound flight. The incident happened just before 5:30 p.m. A Virgin American flight 220 from San Francisco was struck by a bird as the plane approached for landing, officials said. The birds hit engine number 2, according to sources. They say the pilot reported smelling smoke in the cockpit and declared an emergency. Port Authority Police and the Aircraft Fire and Rescue unit responded. The plane landed safely. Authorities are inspecting the plane for damage. No injuries to passengers were reported.

Airports to Become Holiday-Time Madhouses All Year Round? WPRO 630 News Talk

If you've ever flown on the day before Thanksgiving, you know what an utter madhouse the airport terminal becomes. Now, imagine the same happening on any given day of the year. It could very well happen. USA Today says a U.S. Travel Association study it reviewed points out that before long, two dozen of the nation's busiest airports will feel like the day before Thanksgiving twice a week, every week of the year.

NYC-area airport workers protest 'poverty wages' during Thanksgiving week

JFK, LaGuardia and Newark Airport employees 'fed up'

By Mary Frost

Brooklyn Daily Eagle - (Full Text)

Employees of private contractors at JFK, LaGuardia and Newark airports are holding protests during Thanksgiving week to bring attention to their "poverty wages and poor working conditions." The crisis, workers say, is caused by low-bid subcontracting by airlines of security, cleaning, baggage handling and other functions at to private contractors, who pay significantly less than those directly employed by the airlines and the Port Authority. According to a report released by the University of California at Berkeley on November 4, airport workers saw their real hourly wages fall by an average of 15 percent from 2002 to 2012. According to the report, one out of three airport workers live in poverty and receive taxpayer assistance. In a statement, employees said they are fed up with their concerns being ignored. They planned to protest outside terminals and pass out leaflets on Monday and Wednesday, and meet with local clergy, 32BJ SEIU and Queens Councilman-elect Costa Constantinides for a Thanksgiving prayer at Newark airport on Tuesday.

Port Authority prepares for busy Thanksgiving holiday

Mid Hudson News - (Full Text)

Thanksgiving signals the start of the holiday travel season and area airports are expected to be jammed this week. People will fly out all week long with the busiest day of the week typically on the Sunday after the holiday when most everyone returns on the same day. An estimated 1.3 million people will travel through the Port authority-operated airports - John F. Kennedy, Newark Liberty, LaGuardia and Stewart International. About 613,000 passengers are expected to use JFK, 395,000 will use Newark, over 290,000 are expected to use LaGuardia and some 4,200 are anticipated to use Stewart. Because of the extra volume of traffic, travelers are encouraged to allow extra time to get to the airport and check in. Weather may also be a factor in Thanksgiving travel this year. Depending upon where you live, rain and snow are predicted for Wednesday, also one of the busiest travel days of the year.

American Airlines faces another hurdle in merger battle

Venture Capital Post

American Airlines Inc is set for a hearing that may finally let the company exit bankruptcy and proceed with its merger with US Airways Inc. However, the airline was slapped with another private lawsuit claiming the merger would violate antitrust laws. This was according to a report published by The Dallas Morning News. American, AMR, and its subsidiaries filed for Chapter 11 bankruptcy on November 29, 2011. On August 13, 2012, the Justice Department and other US states filed a lawsuit alleging the merger would break antitrust laws and reduce competition. A tentative settlement with the government allowed the Texas-based carrier to proceed with the merger. The company is aiming for a December 9 exit from bankruptcy, the report said.

TV CLIPS

WABC NY - Bird strike reported at JFK Airport

WOR AM RADIO NY - Bird strike reported at JFK Airport

WNYW FOX NY - Port Authority prepares for busy Thanksgiving holiday

WCBS RADIO - NJ panel seeks answers on GWB closures

From: Public Affairs Broadcast
Sent: Tuesday, November 26, 2013 7:40 AM
Subject: Morning Clips 11.26.13

APD

Update: N.Y. man, 71, killed in accident on George Washington Bridge

By Matthew McGrath And Abbott Koloff

Record

A 71-year-old man from Ulster County, N.Y., died after his van struck a tractor trailer on Route 95 north approaching the George Washington Bridge early Monday, triggering an investigation that closed two lanes and tied up traffic for hours. The man was pinned in the van following the 6:15 a.m. accident and was pronounced dead at the scene 15 minutes later, Port Authority spokesman Joe Pentangelo said. The victim, whose name wasn't released pending notification of his next of kin, was a resident of Highland, N.Y., near Poughkeepsie, Pentangelo said. The driver's side of the white work van he was driving struck the rear corner of the tractor trailer as it slowed down because of traffic, Pentangelo said. The driver's side door could not be opened but Fort Lee emergency medical workers were able to get to him through the passenger door, he said. No one else was in the van.

TBT

Tolls From New Jersey To Go Up For Drivers With E-ZPass Starting Sunday

Just when a lot of people are going to head home from their holiday weekend, toll hikes are set to go into effect on the bridges and tunnels from New Jersey. NY1's Michael Herzenberg filed the following report.

By Michael Herzenberg

NY 1

People hitting the road for a Thanksgiving meal with family may feel an upset stomach on the return trip. Starting Sunday, the Port Authority will gobble up more of your money to use its bridges and tunnels. Drivers using the Lincoln and Holland tunnels, the George Washington, Goethals and Bayonne Bridges, as well as the Outerbridge Crossing, will get stuffed. "Each quarter makes a big difference in terms of tolls," said one driver.

Official Blames Study for NYC Washington Bridge Lanes Closure

By Associated Press

Epoch Times - (Full Text)

An official with the Port Authority said a traffic study was to blame for massive delays approaching the George Washington Bridge from Fort Lee in September, but the head of the New Jersey Assembly's Transportation Committee said a hearing Monday into unannounced lane closures ended with more questions than answers. Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey, apologized for what he acknowledged was the agency's failure to communicate to local officials that two of three local-access lanes to the upper level of the George Washington Bridge would be closed for a week starting Sept. 9. The study was canceled after three days because of gridlock. Democrats on the panel, some of whom believe the lane closures were a show of force by Gov. Chris Christie's administration after the Democratic mayor of Fort Lee wouldn't endorse the governor for a second term, were skeptical throughout the hearing. Chairman John Wisniewski complimented Baroni on his ability to dodge questions, and Assemblywoman Linda Stender got into a shouting match with him. "You are masterful at avoiding the answer and we appreciate your dancing skills," Wisniewski told the chief witness. Baroni is a former Republican state senator from Mercer County and Chris Christie ally who was appointed by the governor to the bistate agency. According to The Wall Street Journal, Fort Lee Mayor Mark Sokolich suggested that the closures were "punitive" in a private letter to Baroni, but since recanted. He was invited to testify Monday, but declined. Baroni maintained that the traffic study was commissioned after questions were raised to David Wildstein, a former Republican mayor and another Christie ally at the authority, about having three traffic lanes set aside for drivers from Fort Lee. "Is it fair," Baroni asked. He said two days' worth of data showed the commute time was longer for Fort Lee drivers without the special lanes, while the drive time for everyone else was about 4 minutes shorter (a third day of data was discarded because of a major accident). Afterward, Wisniewski offered this assessment of the lane closures: "I think at best this was clumsy and ham-handed and not befitting an agency that is entrusted with billions of dollars every year. At worst, this was political mischief by a political appointee and another

political appointee that they did not make available for testimony." The issue may not be over. The Journal last month published emails from another agency official, Executive Director Patrick Foye, in which he called the closures "abusive" and possibly a violation of state and federal laws. Foye wasn't available Monday due to a scheduling conflict. Wisniewski is hoping Foye will testify at a later date. He did not rule out sending subpoenas to him and Wildstein if they won't appear voluntarily. The issue also could resurface at the next Port Authority board meeting on Dec. 4.

New Jersey Panel Seeks Answers On George Washington Bridge Closures

Assembly Transportation Committee Hold Hearing In Trenton

CBS New York/ Associated Press

New Jersey lawmakers have questions about a series of lane closures at the George Washington Bridge that caused traffic delays two months ago. "Our goal is to get to the bottom of how and why it happened," Assembly Transportation Committee chairman John Wisniewski told WCBS 880's Jim Smith. Shutting down the access lanes from Fort Lee onto the bridge caused hours-long delays for four straight days beginning Sept. 9 and infuriated local officials who said they hadn't been notified in advance. Bill Baroni, deputy executive director of the Port Authority, said two of three lanes for Fort Lee-based traffic were closed for a traffic study.

Bridge Lane Closures Are Questioned

Port Authority Official Defends Agency's Decision, but Apologizes for Failing to Alert Others

By Ted Mann

Wall Street Journal - (Full Text)

An official from the Port Authority of New York and New Jersey, appearing before a skeptical committee of the New Jersey state Assembly on Monday, defended the agency's temporary closure of local access lanes onto the George Washington Bridge in September, while apologizing for failing to alert local officials and executives within the authority itself. Bill Baroni, deputy executive director of the bi-state authority, said the closures arose from an internal effort to gauge the "fairness" of having local access lanes specifically for the borough of Fort Lee, N.J., since the community sends only a fraction of the daily traffic across the span into New York. Bill Baroni, deputy executive director of the Port Authority highlights George Washington Bridge access lanes at Monday's Assembly hearing. Peter J. Smith for The Wall Street Journal "Is anybody going to argue this is fair?" Mr. Baroni asked the Assembly's transportation committee, in the first legislative hearing about the weeklong realignment of the lanes. Some local politicians have portrayed the realignment—which caused traffic to back up severely into Fort Lee—as a political stunt, not a study. The Democratic committee leadership was skeptical during a hearing that at times turned contentious. The committee chairman, Assemblyman John Wisniewski, a former state Democratic Party chairman, at one point told Mr. Baroni: "You are a masterful dancer and we appreciate your dancing skills." Assemblywoman Linda Stender, the committee's vice chairwoman, said she suspected the lane closures were a show of political muscle toward the Democratic mayor of Fort Lee, Mark Sokolich. He was asked and declined to endorse Mr. Baroni's political patron, Gov. Chris Christie, for re-election, according to people familiar with the matter. None of the committee members asked Mr. Baroni directly if the lane closures were politically motivated. Mr. Baroni was accompanied to the hearing by a top attorney for the authority, Philip Kwon, and Philippe Danielides, the senior adviser to Port Authority Chairman David Samson. Not attending was the official who Mr. Baroni said conceived of the lane alterations and ordered them into place: David Wildstein, the veteran political operative and a key ally of Mr. Christie within the authority. Mr. Sokolich suggested that the closures were "punitive" in a private letter to Mr. Baroni in September, but has since recanted. He was invited to testify but didn't attend the hearing. Mr. Christie's office didn't return a request for comment. His spokesman has said that the governor wasn't involved in questions of traffic patterns on the bridge and has referred questions to the authority. A spokesman for Mr. Christie's campaign said at the time that the notion the lane closures were political was "crazy." Ms. Stender suggested Mr. Baroni's appearance was intended to "divert from the root question, which was, 'Was this done for political purposes, as opposed to for policy reasons?'" "That there is not a paper trail or an email that explains the communication of how that was decided is ludicrous, and totally not believable," she said. "So it leads one to believe that somebody picked up a phone and made a phone call, and made [another] phone call because there was not legitimate purpose behind it. It was done to intimidate a mayor." After his appearance, Mr. Baroni declined to say why he, Mr. Foye and other authority officials hadn't explained their motives before Monday's hearing—including during a press briefing last week in which Messrs. Baroni and Foye declined to answer questions because of what they said was a continuing internal review of the matter. The results of that review were Mr. Baroni's testimony before the committee, he said. Asked why he hadn't explained sooner, he said, "It's a beautiful day to be in Trenton." Republican lawmakers rallied to Mr. Baroni's side. Assemblyman John Amodeo accused Mr. Wisniewski of launching "unfair political attacks" in his questioning of Mr. Baroni, and Sen. Kevin O'Toole said the authority's actions had helped to lay bare a "sweetheart deal" that allows residents of Fort Lee better access to the bridge than other motorists. Sen. Loretta Weinberg, a Democrat, released a statement criticizing Mr. Baroni's failure to provide any evidence of the origins of the traffic study as an instance of "the dog ate my homework." Mr. Wisniewski told reporters he might subpoena Mr. Wildstein, and said he expected Mr. Foye to testify eventually. Meanwhile, New York Sen. Adriano Espallat wrote Monday to Republican leaders in Albany, urging that New York hold its own hearings into the incident. Mr.

Baroni acknowledged that the authority should have announced the planned closures more widely. "Communication was flawed internally, communication was flawed with our neighbors—no question," he said.

Port Authority Executive Bill Baroni: GWB lane closures were for traffic study

Baroni: GWB lane closures were for traffic study (11/25/13)

News 12

A Port Authority executive admits that closing two lanes of the George Washington Bridge without notice in September was wrong and caused unnecessary delays, but adds that it was for a study on traffic. Democratic lawmakers and members of the Assembly Transportation Committee sparred with officials at the Port Authority over the issue at the State House Monday. Deputy Executive Director Bill Baroni says two of three lanes for Fort Lee-based traffic were closed for a traffic study, but admits communication with the mayor of Fort Lee and local police could have been better. "You're trying to tell us that there's a major study that had a major disruption on a major bridge has no paper trail?" says Assemblywoman Linda Stender. "That there's not a single email that explains how this was done? That defies all logic and nobody in this room believes that!"

GWB Traffic Study Led to Fort Lee Lane Closures, Official Says

Lawmakers could subpoena Christie ally behind controversial closures

By Noah Cohen

Fort Lee Patch

A traffic study led the Port Authority to close two of three access lanes from Fort Lee to the George Washington Bridge, a top agency official told state lawmakers Monday. According to an Associated Press report, Bill Baroni, deputy executive director of the Port Authority, apologized that his agency didn't alert Fort Lee officials ahead of the closures. The closures snarled traffic in Fort Lee and led to claims the move was a politically-motivated strike against Democratic Mayor Mark Sokolich for not endorsing Gov. Chris Christie's re-election bid. Only 4.8 percent of New York City-bound traffic over the bridge comes from the Fort Lee-area, yet the access lanes account for 25 percent of the 12 upper deck lanes, Baroni told members of the Assembly Transportation, Public Works and Independent Authorities Committee, the Star-Ledger reported.

New Jerseyans need answers on lane closures

The Daily Record

The question: Were lane closures approaching the George Washington Bridge for four days in September political retaliation against the Democratic mayor of Fort Lee for failure to endorse Gov. Christie? The answer, provided Monday by Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey and a Christie appointee: We're trying to improve traffic flow to the George Washington Bridge. In other words, Baroni refused to answer the overriding concerns of the Assembly Transportation, Public Works and Independent Authorities Committee during a Monday morning hearing. As a result, the committee chairman, Assemblyman John Wisniewski, D-Middlesex, said that he's now even more suspicious of the motivation behind those closures, which occurred without any advance notice to many directly affected parties and caused massive traffic tieups.

Port Authority breaks silence on George Washington Bridge delays

By Michael Phillis

Record

On five weekday mornings back in September when eastbound drivers were stuck in nightmarish gridlock as they approached the George Washington Bridge, the frustration they felt was likely matched with questions: Was it road construction? Was it an accident? Something worse? Few if any would have considered the possibility that the streets of Fort Lee were being clogged by a traffic study, or even a traffic study with a touch of political intrigue. In the past, closing lanes on the world's busiest bridge would have meant a flurry of meetings among the Port Authority's engineers and local police and advance notice to motorists and local mayors.

AVIATION

\$4.15 an hour: NYC airport workers protest low wages, poor working conditions

By Joe Mauceri

PIX 11

In the middle of one of the busiest travel weeks of the year, workers at all three major New York City area airports are protesting low wages and poor working conditions, starting Monday at JFK. They're they baggage handlers, security

workers, and cabin cleaners you might not even notice in the midst of your normal holiday travel. But if you're leaving out of JFK, LaGuardia, or Newark this Thanksgiving chances are you won't miss them. The group of sub-contracted airport workers from Airway, PrimeFlight, AirServ, and Aviation Safeguards are coming together to protest low pay and poor working conditions this holiday season.

Port Authority to study Long Island airplane noise

By Dan O' Regan
Legislative Gazette

Queens and Nassau county residents lately have had their quiet neighborhoods disrupted by an increase in airplane noise from busy flight paths overhead. According to Assemblyman Edward Braunstein, D-Bayside, the Federal Aviation Administration in the last three years has doubled up on their flights over the area thanks to efficiency from a new satellite guided flight traffic system and a new flight path know as the "TNNIS Climb," which are FAA call letters named for the flight path over the U.S. Open tennis stadium. The guidance system also brings the planes over the same exact spots every day, adding to the headache for residents. Although a bill (A.07697/S.03841) requiring the Port Authority of New York and New Jersey to conduct a noise and land use compatibility study was vetoed by Gov. Andrew Cuomo because the measure required permission from New Jersey lawmakers, the governor later directed the Port Authority to conduct the study.

Needed rain may dampen Thanksgiving travel plans

By Deena Yellin, Abbott Koloff And John C. Ensslin
Record

An intense storm packing a wet and windy punch may bring much-needed relief to New Jersey's parched reservoirs, but it couldn't land at a worse time for millions of travelers heading into the hectic Thanksgiving holiday traffic. "We have no control over Mother Nature," said Steve Coleman, a spokesman for the Port Authority of New York and New Jersey. "But we're veterans of all kinds of storms and we'll be prepared for whatever happens either Tuesday night or Wednesday." The forecast for North Jersey calls for 2 to 4 inches of rain from this afternoon to Thursday morning. But the wind could pose the biggest headache for travelers, said Lauren Nash, a meteorologist for the National Weather Service. "We could see wind gusts of 40 and 50 miles per hour," said Nash, who added that there was also a slight change of snow on Thanksgiving morning when a burst of cold air arrives.

Storm could disrupt travel

Scott Mayerowitz and David Warren, Associated Press
Philly.com - (Full Text)

A winter storm system blamed for at least 10 fatal accidents in the West and Texas threatens to dampen the Thanksgiving holiday for millions of Americans traveling this week. Nearly 300 flights were canceled Monday in and out of Dallas-Fort Worth International Airport due to the weather, spokeswoman Laura Masvidal said. Some of the country's busiest airports - New York, Washington, Philadelphia, Boston, and Charlotte, N.C. - could see big delays. The storm brought a mix of snow, sleet, and freezing rain Monday to parts of Arkansas, Oklahoma, Missouri, southern Kansas and Texas. But as the storm continues east, there are fears of heavy rain along the busy Interstate 95 corridor, and sleet, freezing rain, and snow away from the coast and at higher elevations. Tom Kines, a meteorologist with AccuWeather, said it would be "primarily a rain event" for the East Coast, with up to three inches of rain dousing travelers. "The further inland you get - especially as you get into that higher terrain - you are going to deal with frozen precipitation," Kines said. Snow could fall in western Pennsylvania and the interior of New England. Ninety percent of travelers this week will drive, according to AAA, and an estimated 38.9 million people - 1.6 percent fewer than last year - are expected to drive 50 miles or more from their home. Air travel will be busier and more expensive than usual this Thanksgiving. This holiday will likely see the most air travelers since 2007, according to Airlines for America, the industry's trade and lobbying group, with the busiest day being Sunday, an estimated 2.56 million passengers. Wednesday is expected to be the second-busiest with 2.42 million passengers. The average domestic airfare is up 9.5 percent from last Thanksgiving to \$313, according to the Airlines Reporting Corp., which processes tickets sold online and by traditional travel agencies. Meanwhile, Amtrak prices in September - the most recent month for which data are available - were up more than 4 percent from last year.

How to handle Thanksgiving airport delays

How to rebook flights, snag hotel rooms in case bad weather hampers flights.
By Scott Mayerowitz
Seattle Times

Nasty weather headed toward the East Coast threatens to dampen holiday spirits as millions of Americans get ready to travel for Thanksgiving. Storms have already caused major problems parts of the southwest and south, causing hundreds

of flights to be cancelled. As the storm continues east, some of the country's busiest airports in New York, Washington D.C., Philadelphia, Boston and Charlotte, N.C., could see big delays. If weather slows down your holiday travel, here are some tips for rebooking flights and getting last-minute hotel rooms: Use apps like HotelTonight and Priceline to find last-minute hotel discounts for that night. Warning: Many of the rooms are non-refundable when booked.

The World's Longest Flight Just Got A Lot Shorter

By Mark Johanson
International Business Times

Singapore Airlines Flight SQ21 flew from Newark International to Singapore's Changi Airport Monday for the last time, marking an end to the carrier's decade-long run offering the world's longest commercial flight. The average price of a barrel of jet fuel stood at around \$48 when the airline first launched its 9,534-mile journey from the U.S. East Coast to Southeast Asia in 2004. The price of that same fuel now costs around \$128, suggesting that skyrocketing prices no longer made the route profitable. The 19-hour trip took passengers over the Arctic Circle and was particularly popular with bankers traveling between New York and Singapore. Prices of between \$6,000 and \$11,000 per seat left everyday leisure travelers no choice but to make a stopover instead, which adds a minimum of three hours to the journey. Singapore Airlines configured the Airbus A340 jet with just 100 36-inch seats, all in business class. For comparison, other carriers seat as many as 250 in business, first and economy on the same vessel.

Singapore Airlines stops world's longest flight

The Star - (Full Text)

The world's longest non-stop commercial flight ended without fanfare after Singapore Airlines flew its last nearly 19-hour service from New York. Flight SQ 21 landed early yesterday in Changi Airport, bringing an end to a nine-year run. A direct service to Los Angeles has also been cancelled as part of a fleet renewal. "Food and refreshments were served to customers at the airport gate hold rooms in Singapore and Newark. Customers were also presented with commemorative gift sets and certificates," an SIA spokesman added. Analysts said the rise in fuel prices since 2004, when the 15,335km service was launched, made it economically unsustainable.

WTC

The WTC's Security Center Will Be Topped By An Elevated Park

By Kelsey Campbell-Dollaghan
Gizmodo

As the NYPD and the Port Authority of New York and New Jersey iron out the final plans for the World Trade Center site, new details are emerging — including this week's news that the roof of the site's vehicle security checkpoint at the WTC will be occupied by a lovely elevated park. The big reveal wasn't planned: In fact, the Port Authority was forced to release the scheme after the architect of the nearby St. Nicholas Church, Santiago Calatrava, posted renderings of the site to his website. A few weeks later, the Port Authority unveiled a very early schematic rendering of Liberty Park (along Liberty Street), designed by the landscape architect Joseph E. Brown and AECOM. It shows a wide swath of greenery interlaced with concrete sidewalks — not unlike West 8's design for the High Line — that culminate in the glowing, accordion façade of the Greek Orthodox church. It's still early days as far as the park itself goes, but The New York Times reports on a massive green wall that will span the 30 foot wall below the park's edge (as well as a host of trees with notably interesting names: honey locust, stellar pink dogwood, apple serviceberry).

TV CLIPS

NEWS 12 NJ - Testimony before the NJ Assembly Transportation Committee

CBS NY - Testimony before the NJ Assembly Transportation Committee

WNYC FM RADIO - Testimony before the NJ Assembly Transportation Committee

From:
Sent:
Subject:

Public Affairs Broadcast
Wednesday, November 27, 2013 7:23 AM
Morning Clips 11.27.13

BT

Bayonne adding lights at Pony League baseball field on West First Street

By Joseph R. Vena
[The Jersey Journal](#)

Bayonne is spending \$13,500 to add lights at its Pony League field, and city and recreation officials say the city will certainly get its money's worth. The money, which will also pay for electrical upgrades, was approved at the Nov. 13 City Council meeting. The addition of lights at the Joe Tagliareni Pony League Baseball Field, on West First Street, comes in response to losing two fields because of the project to raise the Bayonne Bridge. City Business Administrator Steve Gallo said given the number of leagues, teams and games, the field and the lights will see plenty of action next spring and summer.

Still no explanation for GWB closings

[Herald News](#)

GETTING from New Jersey to New York at rush hour is never easy. Things get much worse whenever an accident or construction project blocks a key thoroughfare. That's what happened for five weekday mornings in early September when two of the three access lanes from Fort Lee to the George Washington Bridge toll booths were inexplicably closed. The closure, which occurred just as traffic volume was increasing after a summer lull, delayed countless numbers of commuters and caused major backups on surrounding streets. More than two months later, we still don't know why the lanes were closed. Officials at the Port Authority of New York and New Jersey, who are never shy about increasing tolls, arrogantly refuse to talk candidly about what happened. This should not be a state secret. Commuters definitely deserve better.

Road Warrior: A question of fairness?

by John Cichowski
[NJ.com](#)

Monday was a busy day for the people who make and remake New Jersey's transportation laws. It should have been a big day, too, for those of us who have to live with changes proposed by the state Assembly Transportation Committee. But few of us learned of the panel's big ideas, such as endorsing a plan to bring driverless vehicles to New Jersey, extending a Queens rail line to our shores and adding more restrictions to distracted-driving laws. Some routine plans got upstaged, too, including a measure to keep headlights on while passing construction sites and a potential change that remained in committee. It would have allowed siblings to ride with their brothers or sisters in the first year after they get their licenses — a practice banned in 2010. Each of these ideas were important enough to generate a half-hour or more of deliberation, but they were given less time because of the "Bill Baroni Show" that kept the committee entertained and outraged for two hours. The deputy executive director of the Port Authority of New York and New Jersey put on a good show — not as good as those hosted by Bill Maher or Stephen Colbert, but it approached the theatrical standard set by Governor Christie's town hall meetings.

Port Authority to gobble up higher tolls starting Sunday

By Theresa Juva-Brown
[Lohud.com](#)

As if Thanksgiving traffic and travel aren't aggravating enough, drivers will also start paying higher tolls on Port Authority crossings Sunday. "About a month ago we looked at the calendar and saw that the toll hike would coincide with the holiday weekend — thanks a lot," said Robert Sinclair, spokesman for AAA New York. "It's coal in people's stockings." Some 3.4 million travelers will use Port Authority bridges and tunnels during the Thanksgiving holiday period, the Port Authority says. Starting Sunday, E-ZPass tolls on the George Washington Bridge and Lincoln and Holland tunnels will rise 75 cents, to \$11 during peak hours and \$9 at other times.

AVIATION

A Thanksgiving prayer for better airport wages and benefits

By Steve Strunsky
The Star-Ledger

Newark airport workers held a Thanksgiving prayer this morning, trying to call attention to low wages and a lack of benefits for people who clean the jets that passengers fly home for the holidays. The prayer, led by the Rev. Ronald Tuff of First Bethel Baptist Church in Newark, was followed by a walk around Terminal C by more than two dozen workers who participated. The event was organized by Local 32BJ of the Service Employees International Union, which in 2011 launched a drive to unionize thousands of airport workers, many of them employed by airline contractors that pay little money and no benefits. "It was very powerful when the minister led the prayer," said Kevin Brown, the president of 32BJ. "And then a lot of the workers who were working in the terminal were cheering them on."

Airport Workers Call for Higher Wages

By Yi Yang
Epoch Times

Thanksgiving is this week, but many airport workers feel that they have little to be thankful for this year. On Tuesday, airport workers employed by contractors at the three major airports in the New York Metropolitan area held a rally at LaGuardia Airport to protest poor working conditions, low wages, and a lack of respect in the workplace. Those protesting work mainly in security, baggage handling, and cleaning. Shaheen Khan, a security worker at LaGuardia Airport, said that it is impossible to support his family on his current wage. He holds a part-time job in order to make ends meet. "Fifteen to 16 dollars, plus benefits, then we can survive. Otherwise we can sleep on the street as soon as possible," Khan said.

LaGuardia, Kennedy aircraft noise study goes forward

By Aisha Al-Muslim
Newsday

The Port Authority is working on developing a plan to implement Gov. Andrew M. Cuomo's directive to study aircraft noise in communities near Kennedy and LaGuardia airports, officials said. Noise-reduction advocates have been seeking answers on how the Port Authority -- the manager of the two airports -- will deal with Cuomo's order to conduct the airplane noise study and establish a community roundtable in collaboration with the Federal Aviation Administration and other stakeholders. Cuomo's mandate came earlier this month after he vetoed a bill that called for the study, but needed approval from New Jersey lawmakers. "We are in the process of developing a plan and time frame for implementation of the study, which will be paid for by the agency," Port Authority spokesman Ron Marsico said in an email. He added most of the expenses for the study -- to be done by an independent contractor -- would be eligible for federal reimbursement.

LaGuardia plane traffic draws hundreds as NE Queens activists speak

By Bill Parry
Times Ledger

When City Councilman Daniel Dromm (D-Jackson Heights) convened a town hall meeting to address the sudden increase in airplane noise from LaGuardia Airport, he was hoping to inform the community how best to complain to authorities. He was pleased to see representatives of the Port Authority and the Federal Aviation Administration attend along with 100 Jackson Heights and East Elmhurst residents. "They appeared willing to work with the community with a more transparent approach," Dromm said. The meeting took place Monday night at PS 69, at 72-02 37th Ave. to discuss the dramatic increase in airplane traffic since October, when the FAA rerouted flights into and out of LaGuardia without any notice to the community.

Sprawling winter storm threatens holiday travel, Macy's Thanksgiving parade

By Ryan Hutchins
The Star-Ledger

A deadly winter storm barreled toward New Jersey yesterday, threatening to create chaos on the busiest travel day of the year today and ground the large, iconic balloons at Macy's famed Thanksgiving Day Parade on Thursday. Many Americans were sent clamoring yesterday to book earlier flights or study the forecast in hopes of finding the perfect window to hit the road for the Thanksgiving holiday. A few airports, including Newark Liberty International Airport, were already experiencing delays last night, with the situation only expected to worsen today. "Travel up and down the East Coast is really going to be affected here over the next 24 hours," Danielle Knittle, an AccuWeather meteorologist based in State College, Pa., said yesterday.

Airlines offer refunds, flight changes as big storm approaches

By Zach Patberg And Abbott Koloff
Record

With up to 50 mile-an-hour wind gusts and four inches of rain expected in the next couple days, airlines in the New Jersey-New York area are offering refunds and ticket rescheduling through the holiday season. JetBlue announced that "due to forecasted inclement weather in the Northeast," people planning to travel Wednesday out of metro airports such as Newark can reschedule through Thursday. "Customers with cancelled flights may also opt for a refund," the airline said. Despite the anticipated bad weather, crowds at Newark Airport were relatively light Tuesday afternoon, though that will almost certainly change as millions of people across the country prepare to travel over Thanksgiving. Flight delays were fairly scarce Tuesday.

Thanksgiving commute nightmare begins as storm means delays, cancellations

By Ann Mercogliano
PIX 11

Don't set your Thanksgiving table just yet. At LaGuardia Airport, many travelers were trying to get ahead of the impending storm, but with the bad weather already in Queens, some were skeptical they'd even get out at all. On Tuesday, the rain started coming down in Queens and is projected to get worse on the roads and in the air. According to the American Automobile Association, about 43 million people are expected to travel from Wednesday to Sunday. Of those 43 million people, about 3 million are expected to fly. "I think that it would be awful to get stuck here," said Betsy Steinman.

Winter storm puts city under weather advisories

By Dan Rivoli
AM New York

New Yorkers certainly won't be thankful for the messy weather expected to hit the area. The city is under flood and wind advisories Wednesday due to the storm that hit the northeast Tuesday, according to the National Weather Service. With gusts up to 50 mph, a wind advisory will be in effect until 9 a.m., while a flood warning was issued for the possible four inches of rain expected throughout the day until 6 p.m. "During the time of high tide we could see some localized coastal flooding" Wednesday morning, said Lauren Nash, a meteorologist at the NWS.

Port Authority gearing up for hordes of holiday travelers

By Judy Rife
Record Online

The Port Authority expects more than 4.7 million travelers to use its bridges, airports and tunnels during the Thanksgiving holiday weekend. The bistate agency will suspend construction and deploy additional staff at all of its facilities to assist travelers during one of the year's peak travel periods. It is still recommending, however, that travelers allow extra time to reach their destinations. About 1.3 million passengers are expected to use the Port Authority's four airports, including an estimated 4,200 at Stewart International in New Windsor. An estimated 3.4 million will use its bridges and tunnels. The Port Authority Bus Terminal and the PATH system, which serve commuters and travelers, will get heavier-than-usual use, as well.

New York Airports See Flight Delays as Storm Moves to Northeast

By Caroline Chen
Bloomberg News

Airports in New York began to see delays this evening as a winter storm moved into the Northeast bringing rain and strong winds. Departures from John F. Kennedy International Airport were delayed by an average of 28 minutes and flights both in and out of LaGuardia Airport were running late by at least 25 minutes at 5:15 p.m. local time, according to FlightAware, a Houston-based airline tracking service. The storm has caused hundreds of flight cancellations since yesterday as it moved from the Gulf of Mexico and the heaviest travel for the U.S. Thanksgiving holiday begins. Several U.S. airlines, including United Continental Holdings Inc. (UAL), Delta Air Lines Inc. and AMR Corp. (AAMRQ)'s American Airlines, waived rebooking fees for flights to and from airports in the Northeast. The waivers allow travelers flying today or tomorrow to change a flight without charge.

Thanksgiving Storm 2013: Airlines Waive Fees, But Plan To Fly Through Nor'easter

By Mark Johanson
International Business Times

Here are two things that don't fit together nicely in the same sentence: the Wednesday before Thanksgiving and a major winter storm. U.S. weather forecasters warned Tuesday evening that, while most heavy snow will fall inland of the densely populated Washington-to-Boston corridor, heavy rain and wind gusts of up to 65 miles per hour could cause power outages, downed tree limbs, flooding and serious airport delays up and down the coast. "The worst of the rain will end by the evening from New York City to Richmond, but will continue farther north from Hartford, to Boston and Portland, Maine," Accuweather Senior Meteorologist Alex Sosnowski said, referring to Wednesday. "It may take considerable time before airlines can catch up."

Delayed? The Best Airport Restaurants to Eat at This Thanksgiving

It's the day before Turkey Day—or even the holiday itself—and you're in airport hell and famished. Step away from the Cinnabon! From sushi at JFK to wine at Dulles, where to really eat.

The Daily Beast

You're tired. You're hungry. And you just want to get home and celebrate Thanksgiving with your family. But if you're among the 3.1 million travelers taking to the sky this holiday, you might be grounded in the East Coast's busiest airports, thanks to a deadly storm that's already torn through several Southern states. Before you fall into despair, know that just because you're stuck at the airport doesn't mean you'll be forced to feast on Cinnabons for Thanksgiving. Some airports these days are downright fancy, and restaurateurs have capitalized on travelers weary of overpriced and inedible fare.

New York National Guard on Duty in New York City to Aid Holiday Travelers

By Raymond Drumsta

Defense Video and Distribution System News

Thanksgiving week is no holiday for the New York National Guard's Joint Task Force Empire Shield, which will have all hands on deck during the busiest travel days of the year. The task force of 240 New York National Guard Soldiers and Airmen helps deter terrorist operations in the New York City Metropolitan Area, by augmenting and assisting civilian police in the city's major transit hubs. During the upcoming Thanksgiving holiday, task force members normally assigned to training and administrative functions will be working security as well, said task force Commander Lt. Col. Peter Riley, a New York Army National Guard officer. About 200 task force Soldiers, Airmen and Naval Militia members will be conducting roving patrols or manning fixed guard stations in Grand Central Station, the Port Authority Bus Terminal, Penn Station, JFK Airport, LaGuardia Airport, the Port Authority Trans-Hudson Site and the city's waterways, he explained.

PAPD

LaGuardia flier finds pictures taken with stolen iPad — months after it was lifted

A South Carolina man visiting his daughter in New York had his iPad swiped while waiting at Spirit Airlines gate in LaGuardia Airport, only to find new photos pop into his iCloud account two months after it was stolen.

By Edgar Sandoval & Rich Schapiro

New York Daily News

This money changer apparently has no cents. A South Carolina man whose iPad was swiped at LaGuardia Airport got quite a shock when photos of the apparent thief started popping up on his iCloud account — which stores photos taken from the pilfered gadget. It seems the not-so-sly suspect works at an airport currency exchange booth and was careless enough to use the iPad to photograph herself in uniform. "You would think you can trust an employee of the airport who is in uniform," Martin Alfonsi, 70, said after the Daily News tracked down the apparent bandit's workplace. "It's just patently dishonest."

WTC

Victim of 1993 World Trade Center bombing, whose \$5.4M verdict was challenged, gets another shot

Linda Nash, who suffered brain and lung damage after terrorist attack, was given another chance at \$5.4 million jury verdict after it was overturned by lower court.

By Glenn Blain

New York Daily News

A woman who suffered devastating injuries in the 1993 World Trade Center bombing won a partial victory Tuesday in her battle to reinstate a \$5.4 million jury verdict against the Port Authority. The Court of Appeals, the state's highest court, said the multimillion-dollar verdict won by Linda Nash in 2009 was wrongly overturned by a lower court judge and ordered new hearings in the case. "I thought the case was going to be over, but there is more work to be done and we are going to do

it," said Nash's attorney, Louis Mangone. A Port Authority spokesman declined to comment.

\$5.4M Judgment Over 1993 WTC Bombing To Be Revisited

By Jeff Sistrunk

Law 360 - (Full Text)

New York's highest court ruled that its 2011 decision absolving the Port Authority of New York & New Jersey of liability for injuries attributed to the 1993 World Trade Center bombing may not shield the agency from an earlier \$5.4 million judgment for a victim of the attack, telling a lower court on Tuesday to revisit its order vacating the judgment. In a 4-2 decision, the New York Court of Appeals reversed an intermediate appellate court's ruling that affirmed the vacatur of the \$5.4 million award to Linda P. Nash, who suffered severe injuries in the 1993 bombing. A New York Supreme Court judge last year vacated the award, citing a Court of Appeals decision in a separate case that asserted the Port Authority was insulated from liability for injuries attributed to the bombing under the government immunity doctrine. That case involved Antonio Ruiz, another victim of the attack. But the Court of Appeals said Tuesday that the New York trial court should have reviewed the facts of Nash's case independently, rather than deferring to the state high court's ruling in the Ruiz case, which reversed a previous determination of liability against the Port Authority. "Our holding in Ruiz did not divest Supreme Court of its authority to review the equities with respect to these parties in determining whether to vacate the judgment, nor did it mandate that the court considering a [motion to vacate] grant the motion by rote," the opinion said. Tuesday's ruling marked the latest chapter in Nash's legal saga. Nash suffered traumatic brain injuries in the Feb. 26, 1993, truck bombing of the WTC's parking garage, which killed six people and injured more than 1,000, according to court documents. In a 2005 joint trial of Nash's case and hundreds of others, a jury found the Port Authority to be 68 percent liable in the bombing, while holding the terrorists 32 percent liable. An Appellate Division panel in 2008 affirmed the lower court's refusal to set aside the jury's verdict, opening the door for individual plaintiffs to sue for damages. In 2009, a Manhattan jury awarded Nash \$5.4 million in her suit against the Port Authority, court documents said. But in September 2011, the New York high court ruled in the Ruiz case that the Port Authority was immune from liability for injuries suffered in the 1993 bombing. Following that decision, the Port Authority filed a motion to vacate Nash's award, according to court documents. Last year, a New York Supreme Court judge granted the Port Authority's motion, ruling that the Court of Appeals' Ruiz decision "eviscerated any judgment, holding or finding of liability" against the agency for the 1993 bombing, and required him "to find that the Port Authority was insulated from tortious liability," court documents said. The state Appellate Division affirmed the trial court's order vacating the judgment in a 3-2 ruling in January, prompting Nash to appeal to the high court. Nash argued that the state Supreme Court lacked jurisdiction to vacate the \$5.4 million award because the Port Authority failed to timely appeal from the June 2011 decision affirming the judgment. In Tuesday's opinion, the New York Court of Appeals' majority disagreed with Nash's argument, but said the lower court was not obligated to grant the Port Authority's motion because of the Ruiz ruling. Under the relevant statute, the state court should consider the facts of the case, the equities affecting each party, and the grounds for requested relief in determining whether to vacate the judgment, the opinion said. Judge Victoria Graffeo and Karen Peters dissented in part, agreeing with Nash that the Port Authority should not have been able to move to vacate the judgment after it was finalized. "Having failed to timely appeal, the Port Authority should not be permitted to benefit from a change in the law that occurred after the Nash judgment became final," Judge Graffeo wrote. Nash's attorney, Louis Mangone, said Tuesday that he hopes the Court of Appeals' ruling will bring about a swift resolution to the case. "I hope the appeal will be over, and the case will be over," he said. "We've got more work to do here, and we're going to do it." A Port Authority representative was not immediately available for comment late Tuesday. Nash is represented by Louis Mangone. The Port Authority is represented by Gregory Silbert of Weil Gotshal & Manges LLP. The case is Nash v. Port Authority of New York & New Jersey, case number 238, in the Court of Appeals for the State of New York.

PANYNJ

Fitch Rates Port Authority of New York & New Jersey's Consolidated Bonds 'AA-'

Hispanic Business

Fitch Ratings has assigned 'AA-' ratings to the Port Authority of New York and New Jersey's \$483.4 million 178 series, \$922.7 million 179 series and \$107.4 million 180 series of consolidated bond issuances. The new debt is being used to refund the approximately \$1.4 billion of outstanding consolidated bonds, with the remainder of new issuance money available to fund authority expenditures. Fitch also affirms the ratings for the authority's existing debt as follows: -- \$17.8 billion in outstanding consolidated bonds at 'AA-'; --Commercial paper (CP) notes, series A (AMT) (tax-exempt) at 'F1+', authorized up to \$300 million; --CP notes series B (Non-AMT) (tax-exempt) at 'F1+', authorized up to \$200 million. The Rating Outlook for the authority's consolidated bonds is Stable. KEY RATING DRIVERS --Resilient Cash Flows And Stable Revenue Base: The authority has a monopolistic position over an expansive, diverse portfolio of transportation and commerce related assets, including four metropolitan New York / New Jersey airports, an interstate transportation network (tunnels, bridges, terminals, and ferries), and seaports. Strong demand characteristics for these commerce related assets

are underpinned by the region's diverse and populous economy as well as its status as a global center for economic activity. Revenue Risk-Volume: Stronger --High Degree Of Rate-Setting Flexibility: The authority has demonstrated an ability to produce consistently healthy financial performance reinforced by the cost recovery nature of use agreements in place primarily at the airports and timely toll increases.

From: Public Affairs Broadcast
Sent: Thursday, November 28, 2013 9:32 AM
Subject: Morning Clips 11.28.13

APD

In brief: Services held for Highland driver; 3 face charges after fire *Services planned for Highland driver killed in accident* Poughkeepsie Journal

Services are scheduled for Saturday for a Highland man killed in an accident near the George Washington Bridge. The Port Authority of New York and New Jersey said 71-year-old Anthony Ruberto was driving a 2012 Ford van when he struck the rear of a tractor-trailer while approaching the bridge in Fort Lee on Monday. The crash occurred when the truck slowed down, forcing officials to close two lanes and tying up traffic for hours during the morning commute. Calling hours are 2-4 p.m. and 7-9 p.m. Friday at Michael Torsone Memorial Funeral Home in Highland.

I'm no Apple picker, says woman who admits she's in pix taken by stolen iPad *The woman, who identified herself as Naima and works at a LaGuardia Airport currency exchange counter near where Martin Alfonsi's iPad was stolen, admits the photos shot by the stolen device are hers. But she says she knows nothing about the theft, and claims the images were hacked from her Facebook account.* By Joe Stepansky & Rich Schapiro New York Daily News

I'm innocent. So says a LaGuardia Airport moneychanger whose photos appeared on the account of a South Carolina man whose iPad was swiped just a few feet from where she works. The woman, who identified herself as Naima, admitted that the photos are hers — but said she knows nothing about the missing iPad. "Listen, I've been here five years. I'm a very loyal person," Naima told the Daily News on Wednesday. "Anything we find we give back."

Stolen iPad found after thief uploads photos to Cloud By Georgett Roberts, Philip Messing and Bruce Golding New York Post

An airhead airport worker apparently used a stolen iPad to upload photos of herself to its "cloud"-based storage system — where the outraged owner found them when he checked the account. South Carolina retiree Martin Alfonsi, 70, said his pricey computer tablet was swiped when his wife put it down in a LaGuardia Airport waiting area before they flew home from a Big Apple visit last year. After buying a replacement, Alfonsi couldn't believe his eyes when he logged on to his iCloud account in September and saw a slew of shots featuring a woman with long brown hair. The pictures show the woman posing in front the Statue of Liberty and on what looks like the ferry to the iconic monument — and also inside the airport, wearing her blue uniform and official ID tags.

Connecticut woman, 82, found dead in Newark By James Queally The Star-Ledger

An 82-year-old Connecticut woman was found dead, slumped over the steering wheel of her car in Newark this morning, after she was reported missing from Newark Liberty International Airport, officials said. Sallie Lloyd of Stamford, Conn., was discovered on Halsey Street shortly before 9:30 a.m. and pronounced dead at University Hospital in Newark a few minutes later, said Joseph Pentangelo, a spokesperson for the Port Authority Police Department. Her death does not appear suspicious, said Thomas Fennelly, Essex County's chief assistant prosecutor. Lloyd was reported missing after disappearing Tuesday night from Newark Airport, Pentangelo said.

AVIATION

Heavy Weather Trumps Thanksgiving Travel Plans By Kristina Skorbach Epoch Times

Nonstop rain since Tuesday evening caused New York's LaGuardia Airport to be filled with delayed passengers before Thanksgiving. With over 2 million people crossing airport checkpoints around the nation on Wednesday, the director of the Transportation Security Administration (TSA) consoled travelers at LaGuardia Airport. "TSA will be ready tomorrow for a big push early on, so those passengers who maybe do get stranded or can't get out tonight, we'll be ready to get them out as soon as we can early morning," said Daniel Ronan, federal security director at TSA. When the airport opened its checkpoints around 4 a.m. Wednesday, hundreds of people were already lined up in the departures wing.

Rain, snow hit East during the Thanksgiving rush

By Jason Keyser, Associated Press

[Krqe.com](#) - (Full Text)

A wet and blustery storm along the East Coast made driving hazardous and tangled up hundreds of flights Wednesday but didn't cause the all-out gridlock many Thanksgiving travelers had feared. Many travelers marveled at how orderly and anxiety-free the airports were during what's typically one of the busiest days of the year. One big question lingered in New York: Will high winds ground Snoopy and the other giant cartoon-character balloons at the Macy's parade on Thanksgiving Day? The storm unleashed wind-driven rain along the Northeast's heavily populated Interstate 95 corridor from Richmond, Va., to the tip of Maine. New York City had 2 1/2 inches of rain and felt wind gusts of about 50 mph. Parts of upstate New York saw between 3 and 9 inches of snow, the National Weather Service said. The storm dropped 1 to 3 inches of snow in parts of West Virginia. Emerging from the weather gantlet was Katie Fleisher, who made it by car from Portsmouth, N.H., through rain and fog to Boston's Logan Airport with little trouble and discovered to her amazement that the panicked, cranky crowds she expected were nonexistent. "We thought it would be busier here. But there've been no lines, and it has been really quiet," said Fleisher, whose plan was to fly to Pittsburgh. Strong winds could prevent the giant balloons from taking flight this year at the Macy's parade. Safety rules that specify wind speeds were enacted after a spectator was seriously injured in 1997 in an accident involving an out-of-control balloon. By Wednesday night, around 300 flights had been canceled, mostly in Philadelphia, New York and Newark, N.J., according to the tracking website FlightAware.com. But that was a tiny fraction of the nearly 32,000 flights that were scheduled to, from or within the U.S., the site said. And the weather in many places improved as the day wore on. At a rest stop on I-95 outside Boston, a Vermont family traveling to Sharon, Mass., was relieved that the roads weren't that congested and the weather didn't prove to be too much trouble. "We didn't think we were going to get out today because of freezing rain, but it has been great," Liz Kleinberg said. The storm, which developed in the West over the weekend, has been blamed for at least 12 deaths, five of them in Texas. National Weather Service spokesman Chris Vaccaro said the storm was "fairly typical" for this time of year. "Obviously, it's ill-timed because you have a lot of rain and snowfall in areas where people are trying to move around town or fly or drive out of town. But, fortunately, we're at this point going to start seeing a steady improvement in conditions across the mid-Atlantic and Northeast," he said. More than 43 million people are expected to travel over the long holiday weekend, according to AAA. About 39 million of those will be on the roads, while more than 3 million people are expected to fly. Travelers had some things to be thankful for this year. The Federal Aviation Administration last month lifted restrictions on most personal electronic devices during takeoffs and landings, and some airlines, including American, have already begun allowing passengers to stay powered up from gate to gate. And on the ground, gas prices dipped to an average of \$3.29 a gallon.

TBT

Tolls on bi-state bridges rising Sunday

Levy to raise \$25B over the next decade

By Judy Rife

[Times Herald-Record](#)

Tolls on the George Washington Bridge and the Port Authority's five other bi-state crossings will rise again Sunday, the third of five increases scheduled through 2015. The five-year levy, designed to support \$25 billion in capital spending over the next decade, will push cash tolls for cars to \$15 in 2015 from \$8 in 2011. Over the same period, E-ZPass tolls will have jumped more than 50 percent for cars, more than doubled for five-axle 18-wheelers and more than tripled for commuter buses. The complete schedule is posted at [panynj.gov](#).

Port Authority chief subpoenaed to testify on GWB lane closures

By Steve Strunsky

[The Star-Ledger](#)

The top executive of the Port Authority of New York and New Jersey has been subpoenaed to testify at an Assembly hearing next month on September's closing of local access lanes to the George Washington Bridge. The subpoena calls on Port Authority Executive Director Patrick Foye to appear before the Assembly Transportation, Public Works and

Independent Authorities Committee on Dec. 9. "WE COMMAND YOU," read the subpoena, issued to Foye by the committee chairman, Assemblyman John Wisniewski (D-Middlesex). "Failure to comply with this Subpoena shall make you liable for such penalties as are provided by law." The Port Authority did not immediately respond to a request for comment on the subpoena.

Port Authority executive subpoenaed over gridlock

By Angela Delli Santi, Associated Press

The Daily Journal – (Full Text)

The top official at the Port Authority of New York and New Jersey has been subpoenaed to explain why two inbound lanes of the George Washington Bridge from Fort Lee were shut for several days without notice, causing traffic gridlock. Executive Director Patrick Foye was served a subpoena Wednesday afternoon that orders him to appear in Trenton on Dec. 9. Assembly Transportation Committee Chairman John Wisniewski, who ordered the subpoena, plans to hold a special hearing on the lane closures. He said a similar hearing Monday raised more questions than answers. Deputy Executive Director Bill Baroni was the only agency representative to testify, though several were invited. At that hearing, which was at times contentious and at other points theatrical, Baroni said the closings were for a traffic study undertaken after questions were raised about the fairness of designating three inbound lanes for use by vehicles coming from Fort Lee at rush-hour. The lanes have been set aside for Fort Lee commuters for as long as anyone can remember. Baroni, a former Republican state senator who was appointed to the bistate authority by Gov. Chris Christie, said local officials should have been notified ahead of time. Democrats on the panel including Wisniewski said they suspect the lanes were closed as political retribution after the Democratic mayor of Fort Lee declined to endorse Christie for re-election. The governor's office denies this, and has referred questions since the September closings to the Port Authority. The closures lasted three days, causing havoc on local roads during the first week of school. At the agency's monthly board meeting in mid-November, Foye and Baroni refused to confirm whether a traffic study indeed caused the closures. Foye said he was unaware of the closings at the time they occurred. An appointee of New York Gov. Andrew Cuomo, Foye called the closings "abusive" and possibly a violation of state and federal laws in emails obtained by The Wall Street Journal. The Journal also reported that Fort Lee Mayor Mark Sokolich suggested in a private letter to Baroni that the closures were "punitive," but has since recanted. He was invited to testify Monday, but declined. Foye has been asked to produce correspondence between Christie and the agency leading up to the closures, inter-agency correspondence on the decision to reduce the Fort Lee lanes from three to one and results of the traffic study. The Port Authority did not immediately respond to a call for comment.

Port Authority Chief Subpoenaed Over GWB Lane Closures

Posted by Noah Cohen

Fort Lee Patch

A Democratic lawmaker has subpoenaed the Port Authority's top executive to testify at a hearing next month about the agency's decision to close two of three George Washington Bridge access lanes from Fort Lee. The subpoena demands that Executive Director Patrick Foye appear at a Dec. 9 meeting of the state Assembly's transportation committee. Foye, an appointee of New York Gov. Andrew Cuomo, was subpoenaed after he didn't show up for a hearing on the traffic snarling closures Monday. Foye reportedly cited a scheduling conflict in not attending the first Trenton hearing.

PANYNJ

TZ Bridge Blog: Location, Location, Location Rockland Times

"Why did they build the bridge there?" Then-governor Thomas E. Dewey needed its toll money to help fund the New York State Thruway. If the bridge was built farther south, on a narrower part of the river, the toll money would have gone to The Port Authority of New York and New Jersey. Seems PANYNJ wanted to build a Hudson River crossing near Dobbs Ferry back in 1950; Dewey stepped in and said, "No way!" since he wanted a bridge that connected the NYS Thruway across Westchester to the New England Thruway.

TV CLIPS

NY 1 - Thanksgiving holiday travel at PA major airports.

WMC MEM NBC - Thanksgiving holiday travel at PA major airports.

WPIX TV - Thanksgiving holiday travel at PA major airports.

NYC FM RADIO - Port Authority Chief Subpoenaed Over GWB Lane Closures.

NYW FOX - Autistic teen found.

From:
Sent:
Subject:

Public Affairs Broadcast
Friday, November 29, 2013 9:07 AM
Morning Clips 11.29.13

APD

New Jersey teen found in Ohio after seven-day trek back home with parents

By the Associated Press
[NJ.com](#) - (Full Text)

An autistic New Jersey teenager who went missing for a week before being found in Ohio is now back home. 19-year-old Michael Karwan of Marlboro and his parents arrived at Newark Liberty International Airport on Wednesday night, one day after he was located at a men's shelter in Cleveland. Monmouth County authorities say Karwan left his parent's home Nov. 11 and traveled by bus to Manhattan. He then went to upstate New York, Philadelphia and Pittsburgh before arriving in Cleveland on Saturday. Karwan tried to check-in to an overcrowded men's shelter that day, but a staffer there referred him to another nearby shelter which took him in. But the staffer at the first shelter soon recognized Karwan from a Facebook newsfeed item and called Marlboro police, who contacted Cleveland police. Officers who went to the shelter were able to confirm Karwan's identity, and he was soon reunited with his parents. "It might be only seven days (he was missing), but for us it was an eternity," Karwan's father, Walter, told reporters during a news conference at the airport. The elder Karwan says the family still doesn't know all the details of his son's time away from home. "Michael's still confused a little bit. I want to really give him time to sort everything out," Walter Karwan said. A phone tip on Tuesday led Jersey City police to search for Karwan in the city.

TBT

Port Chief Subpoenaed in Bridge Flap
Patrick Foye Asked for Details on September's Lane Closures on George Washington Bridge
by Ted Mann
[Wall Street Journal](#) - (Full Text)

New Jersey Democratic lawmakers want to get to the bottom of a simple question: Why did an employee at the Port Authority of New York and New Jersey close lanes onto the George Washington Bridge, triggering massive traffic jams? New Jersey Democratic lawmakers this week signaled their intent to get to the bottom of a simple question: Why exactly did an employee at the Port Authority of New York and New Jersey close lanes onto the George Washington Bridge, surprising public officials and triggering massive traffic jams? New Jersey Assemblyman John Wisniewski on Wednesday subpoenaed the authority's executive director, Patrick Foye, to appear before the Transportation Committee Dec. 9 to provide more detail about what happened on the bridge in the second week of September. The subpoena comes after a combative hearing on Monday with a top authority appointee of New Jersey Gov. Chris Christie yielded few specifics about the intent of the lane closures in Fort Lee, N.J. It is a sign that high-level efforts from within the authority's New Jersey contingent to move beyond questions about the incident weren't successful. Mr. Foye, who has denounced the lane closures, will also have to provide a range of documents and correspondence showing the reason for the closures, details of their impact on the region's economy, and any correspondence between Mr. Christie's administration and the authority concerning the plans. The subpoena also puts the questions about the management of the bridge in the lap of another governor: Mr. Foye was appointed by New York Gov. Andrew Cuomo, who shares control of the authority with Mr. Christie. Neither governor's spokesman responded to requests for comment this week. In an appearance Monday before Mr. Wisniewski's committee, Bill Baroni, the deputy executive director of the authority and a Christie appointee, apologized for the authority's failure to notify Fort Lee officials

about the lane closures before they occurred. The closures were ordered by David Wildstein, an authority employee and veteran political operative who is an ally of Mr. Christie's. The purpose of the order was to study whether it was fair for Fort Lee to have the lanes in the first place, since the borough's residents make up fewer than 5% of motorists crossing the bridge daily, Mr. Baroni said. But Mr. Wisniewski dismissed Mr. Baroni's testimony, saying it failed to answer key questions. "Mr. Baroni's unprofessional testimony created many more unanswered questions," Mr. Wisniewski said in announcing the subpoena. "It's important for the Legislature to understand the circumstances surrounding these lane closures, as the impact on emergency services from the inexplicable lack of notification could have resulted in the loss of life. "It's also now more than two months after the closure and no clear and convincing information has been forthcoming on how this decision was made and why it was suddenly necessary," he added. Mr. Wisniewski and others have said they are trying to determine if the closure wasn't to study traffic but to punish the Democratic mayor of Fort Lee—by causing severe backups in his borough—for not endorsing Mr. Christie during his successful run for re-election. Mr. Christie's re-election campaign spokesman has called that notion "crazy." Fort Lee Mayor Mark Sokolich wrote in a private letter to Mr. Baroni in September that he considered the lane closures "punitive." He has since recanted that opinion and didn't appear to testify in Trenton on Monday. Matthew Hale, an associate professor of political science and public affairs at Seton Hall University, said that Democrats have found an issue to paint the Christie administration as one that takes care of its friends and punishes its enemies. The lane closure issue "could hurt him down the road in places where brass knuckle politics isn't the norm," Mr. Hale said. Also on Wednesday, New Jersey Sen. Richard Codey called on the authority's inspector general to investigate the bridge matter. New York Sen. Adriano Espaillat, whose district sits on the Manhattan side of the bridge, had previously called for hearings in Albany. "Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study," Mr. Codey wrote. Michael Nestor, the inspector general's director of investigations, confirmed receipt of Mr. Codey's request, but didn't comment further.

Subpoena Port Authority answers on Fort Lee closures: Editorial Star Ledger

For three days in September, the Port Authority of New York and New Jersey blocked two of Fort Lee's three local lanes onto the George Washington Bridge, leading to massive gridlock. Ever since, the agency has pinned the blame on a mysterious traffic study that required the lanes be closed. If that's true, then why have the agency's own traffic engineers said they knew nothing of the phantom "study"? New Jersey lawmakers have asked questions — and gotten nothing but excuses and tap-dancing in return. So now it's time to pull out the big guns and subpoena Port Authority honchos to testify, under threat of perjury, about the shutdown, the study and their connection to Gov. Chris Christie's re-election. The Port Authority's executive director, Patrick Foye, was subpoenaed Wednesday. It was a necessary first step, but New Jersey lawmakers shouldn't stop there.

WTC

Manhattan's newest skyscraper measures up to its 1,776 feet

By Judith Dupre
Providence Journal

One World Trade Center is now officially 1,776 feet, ratified as the nation's tallest tower after years of speculation and debate. The Council on Tall Buildings and Urban Habitat's Height Committee made that decision this month after closed-room deliberations. (The World Trade Center buildings attacked on 9/11 were 1,368 feet tall.) During the meeting, the tower's lead architect, David Childs of Skidmore, Owings & Merrill, made an emotional appeal, comparing One WTC's beacon to the torch held aloft by the Statue of Liberty, that inspired a change of heart in those present. Size, apparently, still matters, but not necessarily for the reasons you might think.

From:
Sent:
Subject:

Public Affairs Broadcast
Saturday, November 30, 2013 9:10 AM
Morning Clips 11.30.13

31

Overnight closures on Bayonne Bridge Monday-Wednesday

By Judy L. Randall
Staten Island Advance

The Bayonne Bridge will be out of commission for three days early next week, during evening and overnight hours, as part of the \$1.3 billion raising of the roadway, the Port Authority of New York and New Jersey announced Friday. The PA will close the span to drivers Monday, Tuesday and Wednesday from 9 p.m. through 5 a.m. Traffic will be diverted to the Goethals Bridge. During its closure, the PA said posts will be installed between the new northbound and southbound lanes of traffic to permit traffic to operate in both directions during the next phase of the project. Construction crews will also start demolition of the eastern half of the main bridge deck and approaches, as well as construct the first half of the new approach road on the east side.

Bayonne Bridge To Close Overnight For Construction

Closures Will Be In Effect From 9 P.M. To 5 A.M. Monday - Wednesday
CBS New York/ Associated Press

If you're heading from New Jersey to Staten Island early next week, don't plan on taking the Bayonne Bridge during the late-night and early-morning hours. The Port Authority of New York and New Jersey will close the bridge between 9 p.m. and 5 a.m. on Monday, Tuesday and Wednesday as part of the \$1.3 billion raising of the roadway. Traffic will be diverted to the Goethals Bridge. Also on Monday, the JFK Boulevard northbound on-ramp and southbound off-ramp in Bayonne will be closed for the duration of the project. The bridge-raising project will raise the 82-year-old bridge's roadway by 64 feet in order to accommodate larger cargo ships anticipated to begin using the expanded Panama Canal by the end of 2015. The Bayonne Bridge project is expected to bring 2,500 construction jobs and even more business to the area when it is completed, officials said in June.

Bayonne Bridge to close for construction

By Associated press
ABC Local - (Full Text)

If you're heading from New Jersey to Staten Island early next week, don't plan on taking the Bayonne Bridge during the late-night and early-morning hours. The Port Authority of New York and New Jersey will close the bridge between 9 p.m. and 5 a.m. on Monday, Tuesday and Wednesday as part of the \$1.3 billion raising of the roadway. Traffic will be diverted to the Goethals Bridge. Also on Monday, the JFK Boulevard northbound on-ramp and southbound off-ramp in Bayonne will be closed for the duration of the project. The bridge-raising project will raise the 82-year-old bridge's roadway by 64 feet in order to accommodate larger cargo ships anticipated to begin using the expanded Panama Canal by the end of 2015.

Bayonne Bridge to close during overnight hours starting Monday

By Joseph R. Vena
The Jersey Journal

The Bayonne Bridge will close in both directions during overnight hours for three nights in a row starting Monday, as the Port Authority continues its \$1.3 billion bridge-raising project. The closures will begin 9 p.m. on Monday, with the bridge reopening at 5 a.m. on Tuesday. That night and on Wednesday night, the bridge will close again from 9 p.m. to 5 a.m. All traffic will be redirected to the Goethals Bridge during those hours. Kennedy Boulevard on- and off-ramp closures will also go into effect starting Monday, and will remain in effect until the end of the project. Northbound traffic using the Kennedy Boulevard off-ramp will be diverted to the next exit to the north, on Route 440 at Fifth Street. All southbound local traffic using Kennedy Boulevard to access the Bayonne Bridge will be diverted to the Avenue A on-ramp via Kennedy Boulevard, West First Street and Avenue A.

Tolls set to rise on NJ-NY crossings

By Associated press
Wall Street Journal - (Full Text)

Get ready to pay more to the Port Authority of New York and New Jersey when you drive from New Jersey into New York City. The third of five annual toll hikes is scheduled to go into effect on Sunday at bridges and tunnels. Cars with E-ZPass tags will pay 75 cents more when they cross the George Washington, Bayonne and Goethals bridges and Outerbridge Crossing, or go through the Lincoln and Holland tunnels. That makes the E-ZPass peak toll \$11 and the off-peak toll \$9. Cars paying cash will continue to pay \$13. The heaviest burden will be borne by trucks or towing combinations with six or more axles. Their off-peak E-ZPass rate will rise from \$66 to \$78 and the peak E-ZPass rate will rise \$12 to \$84.

Toll hikes go into effect on Sunday My Fox NY

Starting Sunday December 1st, the third of five annual Port Authority toll hikes goes into effect. Cars with E-Z pass tags will pay 75 cents more. That comes to a peak toll of \$11 and an off-peak toll of \$9 when crossing the George Washington, Bayonne, and Goethals bridges, as well as the Outerbridge crossing. The same amounts will be collected at the Lincoln and Holland tunnels. Drivers using cash will keep handing over \$13 dollars.

Port Authority Raises Tolls For E-ZPass Users By 75 Cents NY 1

The Port Authority is raising fares on its bridges and tunnels for E-ZPass users by 75 cents beginning on Sunday. That means the off-peak price jumps to \$9, while peak tolls will go up to \$11. The cash price remains at \$13 for the bridges and tunnels that connect New Jersey and New York. Tolls are also going up for trucks. The Port Authority says the extra money is needed for maintenance and upkeep.

Tolls Set To Rise Sunday on George Washington Bridge, Other NJ-NYC Crossings NBC New York

Get ready to pay more to the Port Authority of New York and New Jersey when you drive from New Jersey into New York City. The third of five annual toll hikes is scheduled to go into effect on Sunday at bridges and tunnels. Cars with E-ZPass tags will pay 75 cents more when they cross the George Washington, Bayonne and Goethals bridges and Outerbridge Crossing, or go through the Lincoln and Holland tunnels. That makes the E-ZPass peak toll \$11 and the off-peak toll \$9.

It's that time of year again: Toll hike on Staten Island Port Authority bridges kicks in Sunday By Judy L. Randall Staten Island Advance

It's become a right of passage: Between Thanksgiving and Christmas comes a toll hike on Port Authority bridges. For the third year in a row, Dec. 1 will herald in yet the latest increase for motorists looking to cross the Goethals and Bayonne bridges and the Outerbridge Crossing. That's right, starting Sunday, E-ZPass rates during peak hours will be \$11 and during off-peak hours, \$9. That's a 75-cent increase per ride. Chump change? Not really, said Assemblywoman Nicole Malliotakis, who suggested Friday that a little political pay back might be in order.

NYC Tunnel and Bridge Tolls Go Up on Sunday By Kristina Skorbach Epoch Times

Drivers will notice a slight increase in tolls on some bridges and tunnels in New York City beginning December 1st. Toll increases apply to the Lincoln and Holland Tunnels, and the George Washington, Bayonne, and Goethals Bridges. Peak-hour tolls for passenger cars will increase from \$10.25 to \$11 for E-ZPass users. The off-peak E-ZPass rate goes up from \$8.25 to \$9.00. For those paying cash, the rate remains same as last year at \$13. Next December, the cash cost will go up by a dollar.

Weekly Roundup: Week of Nov. 25 By Bill Mooney Politicker NJ

The Port Authority of New York and New Jersey lane closure mess from September ensnarled Statehouse corridors this week. The thought had been that no one from the embattled Authority would show up as requested by the Assembly Transportation Authority on Monday. Surprise. Like an unexpected guest walking on-stage from behind the curtain to

surprise a talk show host, Authority Deputy Executive Director – and former state Sen. – Bill Baroni strode into the hearing room just as the session was scheduled to start. He came armed with posterboard-sized photos of the traffic situation and was prepared to talk about the need for traffic studies and the inequity of host town Fort Lee having three dedicated lanes while the other 95 percent of bridge users are crammed together.

Study blamed for massive bridge delays

Official: Traffic study created traffic gridlock
Asbury Park Press

An official with the Port Authority said a traffic study was to blame for massive delays approaching the George Washington Bridge from Fort Lee in September, but the head of the New Jersey Assembly's Transportation Committee said a hearing Monday into unannounced lane closures ended with more questions than answers. Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey, apologized for what he acknowledged was the agency's failure to communicate to local officials that two of three local-access lanes to the upper level of the George Washington Bridge would be closed for a week starting Sept. 9. The study was canceled after three days because of gridlock. Democrats on the panel, some of whom believe the lane closures were a show of force by Gov. Chris Christie's administration after the Democratic mayor of Fort Lee wouldn't endorse the governor for a second term, were skeptical throughout the hearing. Chairman John Wisniewski complimented Baroni on his ability to dodge questions, and Assemblywoman Linda Stender got into a shouting match with him.

PAPD

Atlantic City poker pro escapes from two airport robberies

By Philip Messing and Natalie O'Neill
New York Post

What are the odds? A poker pro who was toting \$100,000 after a big win in Atlantic City escaped with his cash from two harrowing robbery attempts while trying to catch a flight out of Kennedy Airport. Eric Riley, 32, got a ride to the JetBlue terminal on Wednesday from a so-called friend named Junior — but greed got the best of his pal when they got to the airport, police sources said. The driver tore away from Terminal 5 with his trunk still open just as Riley tried to grab his duffel bag of bills, the sources said.

AVIATION

Dromm holds noise meeting Queens Campaigner

When City Councilman Daniel Dromm (D-Jackson Heights) convened a town hall meeting to address the sudden increase in airplane noise from LaGuardia Airport, he was hoping to inform the community how best to complain to authorities. He was pleased to see representatives of the Port Authority and the Federal Aviation Administration attend along with 100 Jackson Heights and East Elmhurst residents. "They appeared willing to work with the community with a more transparent approach," Dromm said. The meeting took place Monday night at PS 69, at 72-02 37th Ave. to discuss the dramatic increase in airplane traffic since October, when the FAA rerouted flights into and out of LaGuardia without any notice to the community.

Newark flight attendants soar with FormulaOneLife to provide Guatemalan babies with formula News 12 New Jersey

Flight attendants based at Newark Liberty International Airport recently flew on a special flight - a Thanksgiving mission to feed orphans in Guatemala. Mary Beth Lavin began the mission "FormulaOneLife," a nonprofit made up of flight attendants who use their free travel perks to bring formula and baby supplies to orphans in third-world countries. "About five years ago I received an email from a friend of mine who is director of an orphanage in Ethiopia," Lavin says. "She had 35 infant orphans to care for and no baby formula to feed them. I filled my luggage with as much formula as possible and flew it to her myself." Lavin's United Airlines colleagues got on board with the project almost immediately.

TV CLIPS

NEWS 12 NY – Port Authority Toll hikes/ Bayonne bridge closures

NY 1 – Port Authority Toll hikes

VCBS NY – Port Authority Toll hikes

WABC NY – Port Authority Toll hikes

WNBC NY – Port Authority Toll hikes

From: Public Affairs Broadcast
Sent: Sunday, December 01, 2013 9:08 AM
Subject: Morning Clips 12.01.13

NYNJ

A Super Bowl influx of visitors

MetLife lockdown, blizzard predictions put focus on transit.

By Lisa Fickenscher
Crain's New York Business

Super Bowl XLVIII will break with football tradition in more ways than the one most people talk about. Yes, it will be the first Super Bowl to be played outdoors in a cold climate, but it will also rank as the first Super Bowl to draw most of its fans to the pregame festivities and the game itself via public transportation, according to Jonathan Tisch, co-chairman of the 2014 NY/NJ Super Bowl Host Committee. "Planning transportation is an enormous issue," said Mr. Tisch, who is also co-owner of the New York Giants, and who spoke recently at a Manhattan forum on sports. Not only are there detailed plans to get 82,000 ticket-holders to MetLife Stadium in East Rutherford, N.J., on Feb. 2; proposals are also afoot to transport the million football fans who are expected to descend on the Big Apple the week before the big game.

TBT

Toll hike on Hudson River bridges and tunnels takes effect Sunday

By Steve Strunsky
The Star-Ledger

For countless bistate commuters, December not only means decking the halls or visiting grandmother's house, but also digging deeper to cross the bridges and tunnels run by the Port Authority of New York and New Jersey. "It's that time of year again," said Steve Carrellas, New Jersey's delegate to the National Motorists Association. "We're paying more again. And Happy Thanksgiving, Happy Holidays." On Sunday, the third of five annual increases under a record 2011 toll hike will take effect, meaning tolls for E-ZPass subscribers will increase by 75 cents during peak and off-peak hours. Off-peak rates will apply on the first day of the increase, when E-ZPass users will pay \$9 per crossing for a standard two-axle vehicle with single rear wheels, up from \$8.25. On Monday morning, peak-hour crossings will rise to \$11 for E-ZPass users.

Study blamed for massive bridge delays

Official: Traffic study created traffic gridlock

My Central Jersey

An official with the Port Authority said a traffic study was to blame for massive delays approaching the George Washington Bridge from Fort Lee in September, but the head of the New Jersey Assembly's Transportation Committee said a hearing this week into unannounced lane closures ended with more questions than answers. Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey, apologized for what he acknowledged was the agency's failure to communicate to local officials that two of three local-access lanes to the upper level of the George Washington Bridge would be closed for a week starting Sept. 9. The study was canceled after three days because of gridlock. Democrats on the panel, some of whom believe the lane closures were a show of force by Gov. Chris Christie's administration after the Democratic mayor of Fort Lee wouldn't endorse the governor for a second term, were skeptical throughout the hearing. Chairman John Wisniewski complimented Baroni on his ability to dodge questions, and Assemblywoman Linda Stender got into a shouting match with him.

With trucker tolls on George Washington Bridge rising to more than \$100, some drivers say they'll avoid NYC

By John Brennan
Record

As toll increases go, the one that starts today is pretty moderate, at least for most of us: an extra 75 cents on your E-ZPass bill to drive a car across the George Washington Bridge. But truckers are being asked to dig a lot deeper — deep enough, they say, to cut into or even eliminate their profits. And some say they are now at a crossroads in terms of their willingness to take runs into and through the New York Metropolitan area. It will now cost those who pay cash to cross in the biggest rigs more than \$100, and all truckers are being hit for an extra \$8 to \$12 dollars per trip, even with E-ZPass. "We just cry," Max Molina, a 67-year-old independent trucker from Humble, Texas, said Saturday as he took a break at the Vince Lombardi Rest Area on the New Jersey Turnpike in Ridgefield Park.

Toll hikes start Sunday at New York-New Jersey crossings

By Post Wires

New York Post – (Full Text)

Drivers must dig deeper into their pockets to get from New Jersey to New York. Under the third of five scheduled annual toll hikes on Port Authority bridges and tunnels, cars with E-ZPass tags pay 75 cents more beginning Sunday. That makes the E-ZPass rush-hour round-trip toll \$11, with the off-peak toll at \$9. Drivers using cash continue to pay \$13. The tractor-trailer off-peak E-ZPass rate rose from \$66 to \$78.

PAPD

Police officers help rebuild hurricane Sandy ravaged home

By Alyssa Zauderer

PIX 11

Port Authority police officers are helping rebuild one of the many homes destroyed by hurricane Sandy. Members of the Port Authority Police Benevolent Association are working to rebuild a home in Midland Beach. The PBA says it's their way of giving back after the support they received after losing 37 officers on September 11th. Tools and materials were supplied by the Stephen Siller "Tunnel to Towers" foundation.

AVIATION

JFK customs delays are a disgrace to city

Long wait times deter business travelers and tourists coming to New York.

By Jennifer Hensley and Tim Zagat

Crain's New York Business

Imagine getting off an international flight, tired and eager to get your destination, only to face a two-hour wait at customs. Unfortunately, this isn't imaginary at John F. Kennedy International airport. It's what millions of travelers are facing right now. At 120 minutes, JFK has by far the longest peak-hour maximum wait at customs of any U.S. airport. And waits have often exceeded four hours. The Global Gateway Alliance, which advocates for improvements to New York's metropolitan airports, compared wait times at the top five U.S. airports for international traffic: JFK, Los Angeles, Miami, Newark Liberty and Chicago O'Hare. Continually plagued by extreme wait times, JFK's Customs and Border Protection operation is in serious need of reform. Customs and Border Protection, or CBP, knows the problem exists but can't seem to fix it. JFK passengers have experienced extreme waits for more than a year, but booths remain understaffed, and new technology that could speed lines is still not in place.

WTC

Room at the top for observation decks

New buildings mean more competition for stalwarts Empire State, Rock Center.

By Daniel Geiger

Crain's New York Business

When the observation deck opens atop the hemisphere's tallest spire, 1 World Trade Center, in a little more than a year's time, it will offer three floors packed with shops, fine dining and streaming videos of the history of New York in the elevators, not to mention wrap-around views of the world's most famous skyline. All told, the attraction will cost \$60 million to build. Chances are that the city's newest, tallest tourist draw will need all that, and more. Spurred by the dawning realization that million-dollar views can be world-class money spinners for decades on end, a record crop of landlords are planning to jump into the business that in recent years has been lucratively ruled over by a duopoly of the Empire State Building and Rockefeller Center's Top of the Rock. "If you have a very tall building with great views, it's a business that you're starting to think about," said Annu Chopra, a principal at Atalanta Advisors, who has consulted on and helped

arrange financing for several observation-deck deals, including an acquisition last year of the one atop the John Hancock Tower in Chicago by Montparnasse 56. "A lot more landlords are going to start fighting for that tourism dollar."

V CLIPS

NY 1 – PA toll hikes at bridges and tunnels.

NEWS 12 NJ – PA toll hikes at bridges and tunnels.

WCBS NY - PA toll hikes at bridges and tunnels.

WNBC NY – PA toll hikes at bridges and tunnels.

WNYW NY FOX - PA toll hikes at bridges and tunnels.

WPIX TV – PA cops help rebuild hurricane sandy ravaged homes.

From:
Sent:
Subject:

Public Affairs Broadcast
Tuesday, December 03, 2013 7:31 AM
Morning Clips 12.3.13

AVIATION

Glass exit portals: Security to leave the airport

By The Associated Press
[Las Vegas Sun](#) – (Full Text)

Futuristic unmanned portals have replaced officers at the security exits of two small Northeast airports and added a few seconds in a bulletproof glass pod to the tail end of every passenger's trip. The exits at the Syracuse, N.Y., and Atlantic City, N.J., airports are designed to prevent passengers from backtracking into secure areas once they leave and to keep outsiders from entering through the exits. Travelers step into a cylinder and wait as a door slides closed behind them. Another door then opens in front, allowing them to leave. The doors could be the wave of things to come as the Transportation Security Administration prepares to shift exit-monitoring duties to local airports next year. Airports with the doors say it save them the cost of staffing exits with guards.

Direct flight to New York City area expands

[Bozeman Daily Chronicle](#) – (Full Text)

United Airlines announced Monday it plans to add another flight this summer to its nonstop service between Bozeman and the New York City area. The new flight will run Wednesdays from July 2 until Aug. 13, scheduled to depart Newark Liberty International Airport at 9:16 a.m. and arrive in Bozeman at noon. Returning flights are scheduled to leave Bozeman at 2:05 p.m. and arrive on the East Coast at 8:07 p.m., according to a news release from the local airport. Flights on Saturday and Sunday will continue from June 21 until Aug. 30. The direct flights began in the summer of 2012 after the Bozeman Yellowstone International Airport received a \$950,000 Small Community Air Service Program grant. The community provided \$688,000 from 17 area businesses. The money provided revenue guarantees for United. Next summer, the airport will also have daily service to Atlanta.

Allegiant Air's 'doorbuster' fare sale sells out quickly

By Jessica DiNapoli
[Record Online](#) – (Full Text)

Allegiant Air sold out its Thanksgiving Day "doorbuster" deal, spokesman Micah Lillard said. The deal: \$30 one-way flights from Stewart International Airport to Clearwater International Airport in St. Petersburg, Fla. Allegiant Air had 60 seats available at the \$30 price, according to an ad. Tickets had to be purchased Thanksgiving Day and were for travel on certain days in January. This was the first time Allegiant offered the deals. The idea was to emulate what brick-and-mortar shops do on Black Friday and Thanksgiving, and possibly get in on some of the sales action, Lillard said.

TBT

Find the truth about GWB 'traffic study'

[My Central Jersey](#)

tick with it, Democrats. Keep hammering away at the George Washington Bridge lane-closure debacle until you get satisfactory answers and some heads roll. Something smells rotten here. Last week, Assembly Transportation Chairman John Wisniewski subpoenaed Patrick Foye, executive director of the Port Authority of New York and New Jersey, to appear before his committee on Dec. 9. Other subpoenas could follow, and they should, to assure all of the necessary questions are answered about the unannounced September closures that wrought havoc with commuter traffic approaching the bridge. It was Foye who put a stop to the closures that reduced local approach lanes to the bridge exclusively from Fort Lee from three to one. He angrily fired off an e-mail to agency officials ordering the lanes returned to normal and warning that public safety had been endangered by a reckless approach to what was purportedly a traffic study. Remember, Foye is an appointee of New York Gov. Andrew Cuomo. That's crucial, because appointees tied to Gov. Chris Christie are behind this mess. One of them, Bill Baroni, the PA's deputy executive director, appeared before Wisniewski's committee last week, but his testimony was largely a joke.

Christie Hits Democrats Over Bridge Controversy
Governor Says Their Motivations on Issue Are Political
by Heather Haddon
Wall Street Journal – (Full Text)

New Jersey Gov. Chris Christie attacked state Democrats on Monday for pressing for an explanation of why local access lanes leading to the George Washington Bridge were temporarily closed, saying their motivations were political and trivial. In his first extensive public comments on the controversy, Mr. Christie also said the Port Authority of New York and New Jersey should review its policy on granting dedicated lanes to local communities at its bridges and tunnels. "The fact that one town has three lanes dedicated to it? That kind of gets me sauced," Mr. Christie said at an unrelated news conference in Trenton. His comments about the fairness of the local access lanes were in keeping with testimony last week from the Port Authority's deputy executive director, Bill Baroni, on the lane closures. In September, the Port Authority reduced the number of lanes—from three to one—between Fort Lee, N.J., and the bridge, causing a traffic backup. The bi-state agency said it was conducting a traffic study, but local officials contended they weren't warned about the closures. Some local Democrats have put forward a theory that the closures could have been pay back to Fort Lee's Democratic mayor, Mark Soklich, for not endorsing Mr. Christie for re-election in November. Mr. Christie's campaign has called that idea "crazy." On Monday, Mr. Christie said he can't remember if he has ever met Mr. Soklich, and said he generally isn't involved in traffic studies. He didn't say whether there had been one on the bridge lanes. He faulted state Democrats for twisting the issue for political gain. "Just because [Assemblyman] John Wisniewski is obsessed with this, and [Minority Leader] Loretta Weinberg, it just shows you they really have nothing to do," Mr. Christie said. "All the rest of the stuff is politics on the Legislature's part." Ms. Weinberg said the governor also should be interested in getting to the bottom of why the lanes were closed, and that it isn't a partisan issue. Mr. Wisniewski said the governor's comments further motivated him to uncover the reasoning behind the lane closures.

Christie says it's Democrats, not he, playing politics with GWB traffic flap
By Phillis
Record

Governor Christie said Monday that Democrats are playing politics by holding hearings into lane closures at the entrance to the George Washington Bridge that caused major traffic delays in September. "Just because [Rep.] John Wisniewski [D-Middlesex] is obsessed with this and [Sen.] Loretta Weinberg, it just shows that they really have nothing to do," Christie said. Some Democrats have said they believe the decision to close two of three access lanes from Fort Lee to the bridge may have been politically motivated. One of Christie's top appointees at the agency, David Wildstein, ordered closing the lanes as part of a traffic study, Port Authority officials have said. The borough's Democratic mayor, Mark Sokolich, said in a letter to the Port Authority that he believed the closures were "punitive," but later backed off from that statement.

TV CLIPS

NEWS 12 NJ – Bayonne bridge closures.

From:
Sent:
Subject:

Sypa, Steven
Wednesday, December 04, 2013 8:06 AM
Morning Clips 12.4.13

.VIATION

DEC goes after asphalt plant at Stewart

State cites numerous violations

By Jessica DiNapoli
[Record Online](#)

The state Department of Environmental Conservation found a host of stormwater, housekeeping and record keeping violations last month at the temporary asphalt plant at Stewart International Airport. Jointa Lime, the upstate New York company that runs the plant, had to immediately respond to some of the violations, removing asphalt sediment from a tributary of Beaverdam Lake and Moodna Creek, according to a copy of the letter the DEC sent the company. The company addressed other problems at the site by conducting employee training and moving stockpiled materials off site, according to a letter it sent the DEC. Jointa Lime officials did not return calls seeking comment.

Meridian Air Charter adds two aircraft to charter fleet

Meridian Air Charter at Teterboro Airport has taken two business jets to its fleet of managed aircraft.
By Terry Spruce

Teterboro-based Meridian Air Charter has added two business jets to its managed fleet. The first is a Hawker 900XP built in 2011, that seats up to eight passengers. The second is a Cessna Citation VII that also seats up to eight passengers. The Hawker 900XP is currently based in Manchester, New Hampshire, while the Citation VII is based at Meridian's facility in Teterboro, New Jersey. Both of these midsize planes are immediately available for charter. Dennis O'Connell, president of Meridian Air Charter, said: "With the addition of these two aircraft to our charter fleet, we are now in a great position to offer our clients either a new or newly refurbished midsize that is modern, comfortable, and efficient."

TBI

Find the truth about GWB 'traffic study'

[Daily Record](#)

Stick with it, Democrats. Keep hammering away at the George Washington Bridge lane-closure debacle until you get satisfactory answers and some heads roll. Something smells rotten here. Last week, Assembly Transportation Chairman John Wisniewski subpoenaed Patrick Foye, executive director of the Port Authority of New York and New Jersey, to appear before his committee on Dec. 9. Other subpoenas could follow, and they should, to assure all of the necessary questions are answered about the unannounced September closures that wrought havoc with commuter traffic approaching the bridge.

WTC

'Wailing' sound from new WTC building spooks locals

By Amber Sutherland
[New York Post](#)

Neighbors living near the World Trade Center site are unnerved by a horror movie-like "wailing" sound that echoes mysteriously from the new tower on windy days. "It almost sounds like a Gregorian chant — it will hold a single note. It's a very spooky wailing," neighbor Kenny Cummings, who taped the noise, told The Post. "One can come to their own conclusions about why it's happening. But when something like this pops up at a such a sacred ground, it's a little disconcerting," he said. Even construction workers nearby admitted it was creepy.

New Yorkers Report 'Eerie Sound' from WTC

[Malaysia Sun](#) — (Full Text)

New Yorkers have reported hearing an eerie sound coming from the new One World Trade Centre building. A strange howling sound from the building is even keeping the residents up at night. According to news.com.au, the building's 104-storey Freedom Tower is 1776-feet high (541 metres), making it the tallest building in the US. On top of the tower is a spire, which appears to be the source of the disturbing sound as the wind blows. The creepy, choral-like sound was first reported during Superstorm Sandy, when the building was lashed with strong winds and rain, the report added.

Chilling Howling Traced to world Trade Centre Spire: Reports

Is New York's Ground Zero under siege by police?
BBC News Magazine - (Full Text)

In New York, neighbours of the One World Trade Center, the skyscraper which has risen up over Ground Zero, have sued to protest what they say are the siege-like security measures in the area. Even before the terror attacks on 11 September 2001, the old World Trade Center was struck by a truck bomb that killed six people. And police officials in New York say the security measures are necessary to protect the new complex. The BBC's New York correspondent Nick Bryant spoke to people on both sides of the debate.

TV CLIPS

WNYW FOX NY - Eerie sound from the WTC site.

WNBC NY - Eerie sound from the WTC site.

From: Public Affairs Broadcast
Sent: Thursday, December 05, 2013 7:33 AM
Subject: Morning Clips 12.5.13

JTC

More of WTC for global mall operator

By Lois Weiss
New York Post

Westfield Group, the global mall operator, will buy the 50 percent stake in the retail space at the World Trade Center it does not already own from the Port Authority for \$800 million. The company paid \$612.5 million for the other 50 percent in May 2012 and will make this payment to the Port within the next six weeks. "We bought [the first half] a year ago and since then, the building has progressed, leasing interest and demand is stronger than it was at that time and both the value and the rents are more certain," said Peter Lowy, co-CEO of Westfield. "It's really in the timing so they got a better price." Asking rents are in the \$500- to \$600-per-square-foot range, sources said, comparable with some streets in SoHo. No tenants have yet been announced, but some may surface during the International Council of Shopping Centers meeting in New York next week.

Price of share in huge WTC retail complex jumps \$200M

Two years after buying half of the planned shopping mall for \$600 million, Westfield agrees to buy the other half from the Port Authority for one-third more. Proceeds will go to fund transit improvements

By Daniek Geiger
Crain's New York

The Port Authority of New York and New Jersey announced Wednesday it has agreed to sell the remaining 50% interest in the sprawling retail complex to be built at the World Trade Center site to mall developer/operator Westfield Group for \$800 million. The sale values the 365,000 square feet of space, much of it in a new transit hub being built on the site and in pedestrian corridors that connect the myriad of subway lines that converge there to the various towers, at over \$4,000 per square foot, among the most ever paid for retail space in lower Manhattan. Westfield purchased a half interest in the retail space two years ago for a little over \$600 million. Scott Rechler, vice chairman of the Port Authority's board of commissioners and one of the top New York officials at the bi-state agency, said that the two deals amount to about \$1.4 billion and possibly more including additional capital Westbrook is investing to help construct the interiors of the retail spaces.

Westfield Takes Full Ownership of World Trade Center Retail Site

By Ross Kelly
Wall Street Journal – (Full Text)

Westfield Group (WDC.AU) said Thursday it has bought the remaining half of the retail wing of the new World Trade Center development from the Port Authority of New York and New Jersey for US\$800 million. The deal means the Australian mall giant moves to full ownership of the retail hub in New York, which it said remains due for completion in 2015.

Port Authority sells stake in WTC retail mall

By Steve Strunsky
The Star-Ledger

The Port Authority of New York and New Jersey today approved the sale of the agency's 50-percent stake in a retail complex at the World Trade Center PATH and subway station to its private-sector partner in the venture. The Port Authority said the \$800 million sale of 365,000 square feet of retail space to the Westfield Group was in line with the agency's effort to return to its core mission of enhancing transportation between the two states. The Westfield Group owns the former World Financial Center, now known as Brookfield Place, which is linked to the trade center via the West Concourse below West Street.

Westfield to Buy World Trade Center Retail Stake

By Iain McDonald & Nichola Saminather

Bloomberg News

Westfield Group (WDC), Australia's biggest shopping mall operator, will invest \$800 million to take full control of the retail space at New York's World Trade Center. The company agreed to buy Port Authority of New York and New Jersey's 50 percent stake in the retail part of lower Manhattan's World Trade Center site, bringing its investment in the property to more than \$1.4 billion, the Sydney-based company and the Port Authority said in separate statements yesterday. The Westfield Group logo is displayed outside the company's shopping center in the central business district in Sydney. The group, which yesterday said it plans to split its domestic and international businesses, is building on that separation with the World Trade Center deal as it bets on faster growth outside its home country. The U.S. will account for two-thirds of properties managed by the new global business, Westfield Corp., and income from the assets will grow by as much as 6 percent in 2014, it said yesterday.

Westfield to buy remainder of World Trade Center retail space

Sarah Danckert
The Australian

WESTFIELD has announced it will be purchasing the remaining 50 per cent stake in the World Trade Center retail complex in New York for \$US800 million, just a day after announcing the hiving off of its Australian business. Westfield brokered the deal with the Port Authority of New York and New Jersey to buy the Port Authority's 50 per cent interest in the World Trade Center retail facilities. Westfield will now own 100 per cent of the retail complex being built on the site of the September 11, 2001 terror attacks in the US. Only yesterday, Westfield announced it would split its Australasian and offshore operations into two separate companies to be known as Scentre and Westfield Corporation.

Westfield invests US\$800m into New York asset

Emily Guterres
My Wealth News

Westfield Group (WDC) has signed a deal worth US\$800m to buy out the Port Authority's 50% interest in the World Trade Center retail premises (WTCRP) in New York. Following the acquisition Westfield will own 100% of the retail project. Westfield originally acquired a 99 year lease interest in WTCRP in 2001 and entered into a joint venture with the Port Authority of New York and New Jersey to own and operate the retail space in May 2012. "Westfield's \$1.4 billion investment in the World Trade Center retail project, which represents the largest private sector investment at the site, underscores Westfield's commitment to provide an exceptional shopping experience to all who visit, and we look forward to the site's grand opening in 2015," said the Port Authority chairman, David Samson.

TBT

Christie's officials are hiding something in Bridge-gate: Editorial The Star Ledger (Blog)

At first, it seemed crazy to believe that Gov. Chris Christie's allies at the Port Authority of New York and New Jersey would be stupid enough to mess with the traffic flow at the George Washington Bridge as an act of revenge against a mayor who refused to endorse the governor's re-election. But the administration, including the governor, has been so evasive and secretive that it's obvious they have something to hide. Most of the relevant players have simply refused to testify. And the one who did, Deputy Executive Director Bill Baroni, was implausible.

Port Authority official from N.Y. to testify in controversy over lane closures at George Washington Bridge

By Shawn Boburg
Record

A top Port Authority executive from New York who privately described mysterious lane closures on the George Washington Bridge as "abusive" — and maybe even illegal — said Wednesday he plans to testify next week before New Jersey lawmakers looking into whether the world's busiest bridge was turned into a political weapon. Monday's planned testimony by Pat Foye, New York Gov. Andrew Cuomo's top appointee at the bi-state agency, threatens to open the first public rift between Governor Christie and Cuomo, rising stars in their respective parties who have made efforts to appear friendly. But the growing controversy — and the conflicting stories by each governor's representative at the agency — seem to have put them on a collision course. Christie's appointees have described the surprise lane closures, which caused three-hour traffic jams in September in Fort Lee, as a simple traffic study.

AVIATION

Signature Gets Ready for Some Football

By Curt Epstein

Aviation International News

BBA Aviation subsidiary Signature Flight Support's new FBO at Newark International Airport (EWR) opened last month, after an 18-month construction project. The \$11 million facility occupies approximately 11 acres at the airport. It features a 39,000-sq-ft hangar and an 11,200-sq-ft terminal serving as the prototype for Signature's newly designed interior traffic flow pattern. Built to Leed Gold standard, the terminal provides three lounges, including a separate VIP area. "We are thrilled to be opening a new location for Signature in Newark," said Signature Flight Support president and CEO Maria Sastre, noting the company has had a presence on the airport for the last 45 years.

Will more airlines follow United - back - to ACY International Airport?

By Donald Wittkowski

Press of Atlantic City

United, Continental, US Airways, Delta, Northwest, WestJet, AirTran and even real estate mogul Donald Trump's ill-fated Trump Shuttle all tried at one time or another to succeed in the tough Atlantic City air market. All left. United is the exception. It is coming back for a second try. Will other airlines follow? The Port Authority of New York and New Jersey, the transportation giant that took over the operation of Atlantic City International Airport in July, plans to use its clout in the aviation industry to attract more flights to the market. The agency scored an early coup by persuading United to launch daily service to Atlantic City from Chicago and Houston beginning April 1. United last served Atlantic City in the early 1990s with commuter flights to Dulles International Airport.

From: Public Affairs Broadcast
Sent: Friday, December 06, 2013 7:30 AM
Subject: Morning Clips 12.6.13

PD

Man busted smoking pot outside New Jersey court house - where he was facing marijuana charges

By Thomas Tracy
New York Daily News

This guy is wacky about weed. A 23-year-old New Jersey man was cuffed Thursday for smoking pot outside a Fort Lee courthouse — where he was a defendant in another marijuana arrest, officials said. A Port Authority police officer was leaving the Main St. courthouse at 11:15 a.m. when Jose Guzman of Union, N.J., walked by him reeking of marijuana, according to Port Authority spokesman Joe Pentangelo. The cop stopped him and allegedly plucked a smelly, half-smoked spliff from Guzman's jacket pocket. The 23-year-old quickly admitted he had showed up to court to respond to a September marijuana arrest and had stepped outside for a quick toké before court resumed, Pentangelo said.

NJ man facing marijuana charge caught smoking pot outside courthouse: cops

By Thomas Tracy
New York Daily News

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AVIATION

LaGuardia Flights in AMR Merger Go to Southwest, Virgin America

By Mary Schlangenstein
Commerberg Businessweek

Southwest Airlines Co. (LUV:US) and Virgin America Inc. are poised to add flights at New York's LaGuardia Airport as American Airlines and US Airways Group Inc. pull back there to settle the U.S. antitrust lawsuit against their merger. Southwest, the biggest discount carrier, will buy 12 new flight slots, enough for six daily round trips, along with 10 slots now leased from American, the Federal Aviation Administration said in a regulatory filing. Virgin America will get 12 flight slots. The FAA said it approved the transactions after the U.S. Justice Department required that American and US Airways divest flight rights as a condition of their merger, which is set to close on Dec. 9. Talks are under way on how American and US Airways will divest slots for 104 daily flights at Washington's Reagan Airport, two people familiar with the matter said.

BRIEF-Southwest says it has acquired LaGuardia slots

Reuters

Southwest Airlines Co. *In a statement, Southwest says it has acquired 12 takeoff and landing slots at New York's LaGuardia Airport being divested by American airlines and adds it gained control of 10 slots it currently operates under a lease from AMR - statement * Details of transactions are confidential * Airline plans to start new service at LaGuardia in May 2014 * Southwest says it also looks forward to bidding on slots at Washington's Reagan National airport that merger partners are required to shed * American Airlines says in a separate statement that divestitures of 34 slots it holds at LaGuardia has been approved by Department of Justice.

Southwest, Virgin America gain slots at LaGuardia

Charisse Jones
USA Today

American Airlines and US Airways have reached agreements to hand over 34 takeoff and landing spots at New York's LaGuardia Airport to Southwest and Virgin America and have gotten federal officials' OK to give them up. The approval by the Federal Aviation Administration helps the two carriers fulfill a key part of a deal that settled a lawsuit brought by the U.S. Department of Justice to block their merger. "American has reached agreements with other airlines regarding 34 slots at LaGuardia Airport, and the divestitures have been approved by the Department of Justice," Mike Trevino, a spokesman for American Airlines, said in a statement. "American and the other carriers have agreed to transition the operation of the slots over time in order to minimize customer disruption."

Southwest Airlines buys slots given up by American Airlines

By Hugo Martin

Los Angeles Times

The merger of American Airlines and US Airways is paying off for Southwest Airlines. To settle an antitrust lawsuit by the U.S. Department of Justice, American and US Airways agreed to give up dozens of landing and takeoff slots to ensure strong competition. At New York's LaGuardia Airport, Southwest Airlines is taking over a total of 22 takeoff and landing spots given up by American Airlines, the carrier announced Thursday. "This is terrific news for low-fare customers who want greater access to New York City," said Bob Jordan, Southwest's executive vice president and chief commercial officer.

Southwest buys LaGuardia slots from American Airlines

By Mike Sunnucks

New York Business Journal

Southwest Airlines Co. (NYSE: LUV) has bought gate slots from American Airlines for six daily round trip flights at New York LaGuardia Airport. The deal comes out of airport slot divesting by American Airlines as part of its merger deal with Tempe-based US Airways. The merger deal cleared an antitrust lawsuit last month after the airlines agreed to give up some flight slots at LaGuardia and Washington's Reagan National airports. Southwest had been leasing the gate slots from American and now has ownership of those.

PANYNJ

Ad Agencies sell NYC, NJ metro areas for Super Bowl XLVIII

By Claire Atkinson

New York Post

Think the Big Apple is covered with advertising now? Wait until the Super Bowl hits town. In what is likely to be the largest and priciest advertising blitz in New York City history, Madison Avenue shops have cobbled together unique marketing proposals set to blanket metro area planes, trains and automobiles. For example: Clear Channel Outdoor is offering advertisers the chance to buy up every billboard up and down New Jersey's I-95 corridor, which runs close to MetLife Stadium — where the Feb. 2 game will be played.

WTC

Westfield Goes Shopping in New York Ahead of Split

Mall Operator to Take Control of World Trade Center Retail Wing

By Robb M. Stewart and Ross Kelly

Wall Street Journal — (Full Text)

Westfield Group WDC.AU -2.37% will pay US\$800 million for full control of the retail wing of the new World Trade Center development, bolstering the Australian company's shopping-mall empire ahead of its planned carve-up into international and domestic businesses. The Port Authority of New York and New Jersey will sell its 50% stake in the Lower Manhattan retail site to the Sydney-based company, the two companies said separately. The purchase will take Westfield's investment in the project to more than US\$1.4 billion, which it said will allow it to reduce development risk. The agreement comes on the heels of a move by Westfield to merge its Australian and New Zealand malls with Westfield Retail Trust WRT.AU -0.34%, which it spun off in 2010, to form a new company that will be called Scentre Group. That will leave a renamed Westfield Corp. to focus on shopping centers in Europe and the U.S., including New York's World Trade Center and the expansion of the Century City mall in Los Angeles. Westfield bought a 99-year lease in the World Trade Center's retail facilities in mid-2001 and then entered a joint venture to own and operate the space with the Port Authority in 2012, with Westfield in charge of management and leasing. The premises cover about 365,000 square feet on several levels, including street-level real estate on Church St., Cortland Way and Dey St., and three floors in Towers 3 and 4. The

initial phase of the retail complex is expected to open in 2015 and Westfield said its deal with the Port Authority includes an additional one-time payment within five years of the opening date if returns exceed certain thresholds. "Since 2001, Westfield has believed in and remained committed to investing in this site and in this city. We take great pride and pleasure in amplifying that commitment," said Peter Lowy, co-chief executive of Westfield. The Port Authority said it would retain ownership of the World Trade Center transportation hub, a network of underground walkways connecting commuters and visitors to subway lines and the redeveloped Fulton Street Transit Center. Authority Chairman David Samson said the sale to Westfield will allow his company to focus on transportation. Westfield, which began with a single shopping center in a suburb of Sydney in 1959 and now owns malls around the world, Wednesday said it would sell its 50% interest in its Australian and New Zealand businesses to Westfield Retail Trust, which already owns the other 50%. The new Scentre Group and Westfield will be listed with separate boards and management teams, although Westfield co-founder and Chairman Frank Lowy will be chairman of both. Shares in Westfield, which climbed 4.1% Wednesday, dropped 2.3% on Thursday; Westfield Retail Trust was down 2.7%.

Westfield Buys Remaining WTC Retail for \$800M

By Rayna Katz
Globe Street

The Port Authority of New York and New Jersey is getting out of the real estate business. Looking to focus more on core competencies, the organization has sold its remaining 50% joint venture in the World Trade Center retail project to the Westfield Group for an astounding \$800 million. The sale values the 365,000 square feet of space at over \$4,000 per square foot among the most ever paid for retail space in lower Manhattan, according to Crain's New York Business. The sale represents approximately 365,000 square feet of retail space at the World Trade Center Transportation Hub, including future bi-level retail offerings in the newly opened WTC West Concourse pedestrian corridor. Westfield also will have a major street level presence along Church street, Cortland Way, Dey street and above-grade in tower three four. An additional 90,000 square feet of retail space will be added for additional consideration when tower two is developed in the future. Several high profile tenants, like Apple and Victoria's Secret, Theory and Michael Kors, are reported to have made commitments for space in the WTC complex. The grand opening of the retail complex is expected to include a mix of 150 world-class brands and dining options when it opens in 2015.

Ghostly wailing sounds heard at New York's Freedom Tower

Examiner

New Yorkers are wondering what the strange sounds that they are hearing resonating from the sky. Odd wailing noises seem to be echoing off buildings in Manhattan, and it's leaving a lot of folks scared, People Magazine reported yesterday. The eerie sounds seem to be coming from the newly constructed Freedom Tower located at One World Trade Center in Manhattan. The structure replaced the original six-building complex of the World Trade Center that was attacked by terrorists on September 11, 2001. At 1776 feet, the building now takes the rank as the tallest building in the United States.

TBT

GWB probe widens

The Record

WE MAY soon get some answers as to why two lanes leading to the George Washington Bridge were abruptly closed in September. Patrick Foye, the executive director of the Port Authority of New York and New Jersey, is scheduled to be in Trenton on Monday to testify before a legislative committee. We welcome his appearance and urge him to be forthcoming. Foye already has said the lane closures deviated from authority protocol and may have violated the law. They also caused massive traffic jams on Fort Lee streets, inconveniencing perhaps thousands of motorists. The traffic tie-ups have ended, but the political fallout continues. Some Democrats, who already have had one hearing on the issue, speculate that the lane closings during the recent gubernatorial campaign were orchestrated by a top Port Authority appointee of Governor Christie as some sort of political payback to Fort Lee's Democratic mayor, who declined to back the governor's reelection bid.

From: Public Affairs Broadcast
Sent: Saturday, December 07, 2013 8:28 AM
Subject: Morning Clips 12.7.13

ANYNJ

Port Authority official resigning over GWB lane closure controversy

By Steve Strunsky
The Star-Ledger

David Wildstein, the Port Authority official at the center of a controversy over closing the local access lanes to the George Washington Bridge in Fort Lee, said yesterday he is resigning from the bi-state agency. "The issue has become a distraction, and I'm going to move on," Wildstein said, adding that the resignation will be effective next month. Democratic lawmakers have alleged that the closures, which took place Sept. 9-13, were politically motivated, ordered by Wildstein in retaliation for the Fort Lee mayor's decision not to endorse Gov. Chris Christie for re-election. Wildstein currently serves as director of interstate capital projects for the Port Authority of New York and New Jersey. He was hired by the agency's deputy executive director, Bill Baroni, a Christie appointee, with the governor's consent.

Christie Ally Quits After George Washington Bridge Flap

David Wildstein, Port Authority's Director of Interstate Capital Projects, to Leave Jan. 1

By Ted Mann

Wall Street Journal - (Full Text)

A political ally of New Jersey Gov. Chris Christie who ordered disruptive lane closures on the George Washington Bridge this year has resigned from the Port Authority of New York and New Jersey, people familiar with the matter said. David Wildstein, a veteran political operative who was the authority's director of interstate capital projects, will leave his post on Jan. 1 and cited the continuing controversy over the bridge incident in early September in his resignation letter, one of the people said. Mr. Wildstein, whose salary is \$150,000 a year, didn't respond to a message seeking comment. Mr. Wildstein called the manager of the bridge in early September and ordered him to cut the number of local access lanes onto the bridge from Fort Lee, N.J., from three to one, people familiar with the matter said. The week-long changes were made beginning Sept. 9, these people said, without informing local authorities or other executives at the sprawling Port Authority, which is controlled by both Mr. Christie and New York Gov. Andrew Cuomo. The result was a week of major traffic backups in Fort Lee, a borough of about 35,000 people at the western end of the bridge. It has become a headache for Mr. Christie and his Port Authority appointees, as politicians, local authorities and executives within the authority debated why the lane closures occurred. Port Authority officials have said the lanes were closed to locals to conduct a study of traffic patterns. That assessment was contradicted by people familiar with the matter. "There was no study," one of those people said. Some Democratic lawmakers have said they believed the purpose of the closure was political. Lawmakers have said Mr. Wildstein's maneuver appeared to be retaliation against the borough's Democratic mayor, who had declined to endorse Mr. Christie's re-election two weeks before the lanes were shut off. Those who suspected a political motive included Mayor Mark Sokolich himself. In a letter in September to authority Deputy Executive Director Bill Baroni, asking for relief from the traffic, Mr. Sokolich called the lane changes "punitive." He later backed off that suggestion. Mr. Christie's campaign spokesman has called the notion that the lane closures were political payback "crazy." Just days ago, Mr. Christie himself made light of the bridge incident, and mocked the inquiries by Democrats in the state Assembly and Senate, saying he had moved the traffic cones himself. On Friday, a spokesman for Mr. Christie called Mr. Wildstein "a tireless advocate for New Jersey's interests at the Port Authority." "We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region," he said. A person familiar with the matter said Mr. Wildstein resigned in advance of an Assembly hearing scheduled for Monday, at which the authority's executive director, Patrick Foye, is scheduled to testify under oath about the lane closures. Mr. Foye, an appointee of Mr. Cuomo, was upset when he learned of the lane closures and ordered them reversed. In an email, Mr. Foye warned fellow authority executives that closing the lanes without public notice could have violated state and federal law. Hours before Mr. Wildstein's resignation became public, Assemblyman John Wisniewski, a Democrat who is chairman of the Assembly Transportation Committee, broadened the scope of his Monday hearing. In addition to Mr. Foye, Mr. Wisniewski on Friday subpoenaed two authority employees whom Mr. Wildstein called to order the lane changes: Robert Durando, the general manager of the bridge, and Cedrick Fulton, the director of its Tunnels, Bridges and Terminals division. "We still have questions that the committee would like to have answered, and Mr. Wildstein's resignation does not provide those answers," he said. Sen. Loretta Weinberg, another Democrat who has criticized the closures, said Mr. Foye's testimony was necessary to determine Mr. Wildstein's

intentions. "That people can engage in petty political payback for whatever reason, and use our infrastructure for that. That to me is most shocking," she said. Mr. Wildstein has been invited to appear before the committee but hasn't shown up. He hasn't been subpoenaed. Mr. Baroni told the Assembly committee last month that the purpose of the lane changes had been to determine the fairness of allotting toll lanes for local traffic onto the bridge, an explanation that Mr. Wisniewski called "unprofessional" and misleading. Mr. Baroni also said Mr. Wildstein decided to make the lane changes at the urging of Paul Nunziato, the president of the Port Authority Police Benevolent Association, which endorsed Mr. Christie's re-election. Mr. Nunziato has said he had suggested altering bridge lanes, among other projects, but hadn't known ahead of time that Mr. Wildstein would order the closures. He added that the spat over the closures had become a front for tensions between the New York and New Jersey delegations inside the authority, comparing the two sides to the gangs in the musical "West Side Story." On Friday, Mr. Nunziato said: "Wildstein was working on an issue I brought to his attention, and it was turned into a political game."

Port Authority Official Resigns Amid Traffic Probe

A Port Authority of New York and New Jersey official is resigning his post effective Jan. 1, saying a controversy over a mysterious traffic problem on the George Washington Bridge has become "a distraction."

By Townsquare News Network

[NJ 101.5 - \(Full Text\)](#)

David Wildstein's resignation was first reported by The Record. The newspaper obtained a copy of his resignation letter, submitted Friday. In the letter, he says he intended to leave the agency next year but was resigning early because of the "Fort Lee issue." New Jersey lawmakers this week ordered two Port Authority officials to testify on Monday about unannounced lane closures in September. Officials say the September lane closures, which backed up traffic in Fort Lee, were for a traffic study and deny suggestions that they were orchestrated by Gov. Chris Christie as political retribution.

From: Public Affairs Broadcast
Sent: Sunday, December 08, 2013 8:24 AM
Subject: Morning Clips 12.8.13

ANYNJ

Port Authority official David Wildstein resigns amid probe into unannounced lane closures in Fort Lee News 12 NJ

The unannounced lane closures in September that backed up traffic on the George Washington Bridge has cost a Port Authority official his job. David Wildstein says he intended to leave next year, but has decided to resign earlier because of the Fort Lee issue. Officials say the unannounced lane closures were part of a traffic study. They have denied that the closures were politically motivated. Reports say that Wildstein, the Port Authority's director of interstate capital projects, was appointed by Gov. Chris Christie and was one of his chief allies at the agency.

Christie Ally Resigning From Port Authority

By Emma G. Fitzsimmons
New York Times – (Full Text)

A Port Authority official with close ties to Gov. Chris Christie of New Jersey is resigning after state lawmakers questioned whether lane closures on the George Washington Bridge that led to extensive traffic backups in September were politically motivated. The official, David Wildstein, will resign as the director of interstate capital projects at the Port Authority of New York and New Jersey on Jan. 1, according to a letter he wrote to the agency's deputy executive director, Bill Baroni. The resignation was first reported by The Record newspaper, of northern New Jersey. Mr. Wildstein said in the letter that the lane closure controversy had become "a distraction." The agency reduced the number of access lanes to the bridge without prior notice, causing traffic delays in Fort Lee, N.J., from Sept. 9 to 13. Mr. Baroni told a panel of lawmakers last month that Mr. Wildstein had ordered the lane closures as part of a traffic study. But Democrats raised concerns that the decision could have been political because Fort Lee's mayor, Mark Sokolich, declined to endorse Governor Christie for re-election. Mr. Christie has denied any involvement in the lane closures. Mr. Wildstein, a former mayor of Livingston, N.J., is an experienced political strategist who went to high school with Mr. Christie, according to an article in The Record. He was hired to the Port Authority by Mr. Baroni, who was appointed by Mr. Christie. On Saturday, Mr. Christie's spokesman, Michael Drewniak, said Mr. Wildstein had been a "tireless advocate" for the state's interests during his time at the Port Authority. "We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region," Mr. Drewniak said in a statement. The announcement came just days before another hearing by state lawmakers to examine the episode. The Port Authority's executive director, Patrick J. Foye, who was appointed by Gov. Andrew M. Cuomo, will give testimony under oath before the New Jersey Legislature's Transportation Committee on Monday. The hearing will go forward as planned because there are still unanswered questions about the lane closures, the committee's chairman, John S. Wisniewski, said on Saturday. "The largest question still remains, and that is how this could happen at an organization that big," Mr. Wisniewski said. Mr. Wisniewski has said that the committee is trying to determine whether the closures happened because of "incompetence or political mischief." Earlier this week, when a reporter asked Mr. Christie whether he had anything to do with the lane closures, he responded with a sarcastic remark. "I actually was the guy working the cones out there," he said. "You really are not serious with that question."

TBT

Loretta Weinberg says George Washington Bridge toll is among the highest in the country Politifact NJ

Commuters who use the George Washington Bridge have followed with interest the recent political dustup about the closing of several access lanes in Fort Lee for a few days in September. Sen. Loretta Weinberg, among others, has questioned whether the closures were political retribution against Fort Lee's Democratic mayor for failing to endorse Republican Gov. Chris Christie for re-election last month. In a Nov. 14 radio interview on the John Gambling program on WOR 710 AM, she let fly a statement on how much the bridge costs to use. "We pay among the highest tolls in the nation for the privilege of crossing that bridge," Weinberg (D-Bergen), the Senate's majority leader, told Gambling as they discussed the closure controversy, which has since led to the Assembly subpoenaing Port Authority executives to testify

about the matter. Weinberg is correct, dollars-wise. Before we get to bridge toll costs, let's note that bridges in the New York and New Jersey region are run by either the Port Authority of New York and New Jersey, or the Metropolitan Transit Authority. It's worth noting that for every bridge we mention, we're using the peak toll cost for a standard two-axle vehicle.

Raising New Jersey bridge to affect Southeast ports

Byronne Richardson
Post and Courier

The Bayonne Bridge may only connect a part of northern New Jersey with New York City, but a billion-dollar project to raise the iconic steel-arch connection is expected to bring more cargo to ports in the Southeast. Raising the Bayonne Bridge What: The Port Authority of New York and New Jersey is raising the roadway of the Bayonne Bridge to give more air draft for larger cargo vessels. Why: The bridge's current 151 feet of draft is too short for many post-Panamax ships. How: Crews are building a roadway above the current four-lane roadway, which will be removed. When: The \$1.3 billion project is slated to be completed by 2015. That's why, more than 700 miles south, Charleston and Savannah maritime officials are monitoring the project that will raise the Bayonne Bridge's roadway from its current 151 feet to 215 feet for the air draft needed to accommodate larger cargo vessels from an expanded Panama Canal. The raising of the bridge is considered a critical piece in the string of improvements to port infrastructures along the East Coast. The improvements are geared toward enticing more larger vessels to stop at cargo terminals all along the Eastern Seaboard, including the highly competitive Southeast region. "The raising of the Bayonne Bridge will remove a significant restraint for big ship deployment to the East Coast," said Jim Newsome, president and CEO of S.C. State Ports Authority.

WTC

Timeline of Guy Tozzoli's career Record

Evolution of Guy Tozzoli's relationship with the Port Authority: March 1961 The Port Authority issues a report endorsing the idea of a World Trade Center in Manhattan. March 1966 Construction on the Twin Towers begins. Late 1968 Guy Tozzoli, director of the Port Authority's World Trade Department, attends a meeting of executives from other ports around the world to discuss an association of trade centers. May 1969 Tozzoli incorporates the World Trade Centers Association, establishes New York City as its headquarters and proposes bylaws. For the next 17 years, he runs the WTCA from his Port Authority office, directing agency staff to handle its day-to-day operations.

Prince of the Port: Exec behind \$10 sale of World Trade Center name embodied Port Authority's power, excesses Record

Back in 1975, when New York City was broke and crumbling — with its budget and crime rate out of control, the Bronx burning, and thousands of police officers and teachers being laid off — a high-ranking executive of the Port Authority was on a junket in Zaire. On the itinerary was a \$320-per-person safari that would cost \$1,400 per person today, guided sightseeing tours and lunchtime cocktails. Guy Tozzoli, director of world trade for the Port Authority, brought his wife and an agency employee responsible for handling travel arrangements and dispensing petty cash. The Port Authority paid.

Hancock Center considers new way to look down By Ryan Ori Crain's Chicago Business

Willis Tower, already knocked from its perch as the Western Hemisphere's tallest building by New York's One World Trade Center, soon could face a new challenge from within its own city. The owner of the observatory in the John Hancock Center on North Michigan Avenue is planning a tourist experience called the "Tilt" that would rival the Ledge, the popular and profitable glass-floor balconies on Willis' 103rd floor, according to sources familiar with the proposal. Paris-based Montparnasse Group 56, which bought the 94th-floor John Hancock Observatory for \$44.2 million in 2012, has discussed creating an enclosed glass box protruding from the observatory that would hold several visitors. Once they're strapped in, the box would tilt, creating downward-facing views of downtown. More is at stake than prestige and vertigo.

TV CLIPS

WCBS NY – George Washington Bridge Toll.

From:
Sent:
Subject:

Public Affairs Broadcast
Monday, December 09, 2013 7:35 AM
Morning Clips 12.09.13

AVIATION

Port Authority 'wildlife specialists' hunt snowy owls at New York City's airports

Whooodunit? Snowy owls, apparently. After one was sucked into an airplane turbine, the species has been added to a list of birds that 'wildlife specialists' kill to protect planes from bird strikes.

By Thomas Tracy, Edgar Sandoval and Tina Moore
New York Daily News

The Port Authority doesn't give a hoot about the lives of snowy owls. The agency that oversees the city's airports has added the majestic snowy owl to the list of birds it kills to protect airplanes from bird strikes. The Port Authority's "wildlife specialists" started exterminating the owls Saturday, killing three at JFK Airport with a shotgun, a Port Authority source said. The snowy owl — widely familiar to children as Hedwig, the beloved pet of boy wizard Harry Potter — was added to the kill list after one of them, nesting on top of a taxiway sign on an airport runway and got sucked into an airplane turbine.

Harry Potter snowy owls 'being culled at JFK airport to stop them endangering planes'

The iconic species is in the firing line after setting up camp in the transport hub

Mirror News

Snowy owls spend most of their time in the freezing cold tundra of the Arctic, Alaska and Canada. But in recent years enthusiasts have reported a mass migration towards the southern 48 states of the US. Thousands of the snow-white birds, which stand 2 feet tall with 5-foot wingspans, were spotted from coast to coast, feeding in farmlands in Idaho, roosting on rooftops in Montana, gliding over golf courses in Missouri and soaring over shorelines in Massachusetts. Wildlife experts said the phenomenon was likely down to a particularly plentiful supply of lemmings, the rodent which accounts for up to 90 per cent of the bird's diet.

Officials and Supporters Push for Silent Skies Act

By Kristina Skorbach
och Times

Rep. Joe Crowley, elected officials, and local advocates introduced the Silent Skies Act Friday morning at LaGuardia airport's Marine Air Terminal. The bill aims to alleviate noise pollution in Queens borough neighborhoods, where residents claim that aircraft noise has ruined their quality of life by disrupting sleep, impeding student learning, and reducing the time they spend outdoors. The act will require the Federal Aviation Administration (FAA) to issue a regulation by the end of 2015 that requires all commercial airplanes to meet Stage 4 noise standards, which have a much lower decibel level than those of aircrafts used today. "Our airports are only getting busier," Crowley (D-N.Y.) said, which he noted is a good thing overall.

Southwest Airlines to cease operations in three cities

Theodore Koumelis
Travel Daily News

Southwest Airlines announced its decision to close three cities in the airline's network. On June 7, 2014, Southwest will cease operations at **Branson Airport** (BKG), **Key West International Airport** (EYW), and **Jackson-Evers International Airport** (JAN). Southwest began service to Jackson-Evers International in 1997. The airline added Branson Airport and Key West International Airport to its route map in 2012 as part of its integration with AirTran, a wholly-owned subsidiary. "Unfortunately, the level of local demand no longer allows Southwest to profitably serve these markets," said **Bob Jordan**, Southwest's Executive Vice President and Chief Commercial Officer. "Southwest takes pride in becoming not only a great choice for air travel in the cities we serve, but we also become a member of the community. These decisions are never easy."

Airport group urges TSA to continue staffing exit lanes

By Steve Strunsky
The Star-Ledger

A plan by the Transportation Safety Administration to cease guarding exit lanes from secured areas of airports will cost the agency that runs the region's three major airports \$8 million a year, said a local group calling on the TSA to continue staffing the exit lanes. "Our message to the TSA is clear — stop this plan. Their move is the embodiment of penny wise and pound foolish — impacting the maximum number of passengers while placing additional burdens on our local airports," said Global Gateway Alliance Chairman Joe Sitt. "The Federal government should be paying its fair share to the most critical airport system in the country, not further shirking its responsibility." Effective Jan. 1, the TSA will end its long-standing practice of staffing exit lanes at some airports, including Newark Liberty, John F. Kennedy International and LaGuardia, under a measure intended to trim \$88 million from its \$7.5 billion budget for 2014.

City seizes 530 illegal cabs at JFK

By Rebecca Harshbarger
New York Post

The city has seized a record number of bogus cabs hustling for customers at JFK through a new enforcement base that was launched at the airport this fall. Since the base opened in October, Taxi and Limousine Commission inspectors have seized 530 illegal cabs — more than five times the number taken in the same period last year. "JFK is an exceptionally active transportation hub," said Taxi and Limousine Commissioner David Yassky. "And for that reason, it is a magnet for illegal for-hire activity." In all, 980 illegal cabs have been taken off the streets since July at JFK and La Guardia airports.

TBT

Port Authority chief to testify on lane closings

By The Associated Press
Wall Street Journal

The executive director of the Port Authority of New York and New Jersey is expected to tell what he knows about the unannounced closing of George Washington Bridge access lanes that caused traffic gridlock in September. Patrick Foye was subpoenaed to appear before the Assembly Transportation Committee Monday. The special hearing follows the resignation Friday of Dave Wildstein, the agency official at the center of the controversy. Two weeks ago, Gov. Chris Christie appointee Bill Baroni testified that the lanes were closed for a traffic study. Democrats suspect a political motive. They claim the lanes were shut to punish Fort Lee's Democratic mayor for not endorsing Christie's re-election. The governor has denied it. The lanes were reopened after three days because of the congestion.

TV CLIPS

WCBS NY – GWB Lane closures

From: Public Affairs Broadcast
Sent: Tuesday, December 10, 2013 8:05 AM
Subject: Morning Clips 12.10.13

ANYNJ

Clues but No Full Account of Order That Turned a New Jersey Town Into a Parking Lot

By Kate Zernicke
NY Times

It would seem a minor whodunit for a small suburb: On the first day of school in September, three access lanes leading from Fort Lee, N.J., streets to the George Washington Bridge were unexpectedly and mysteriously shut down. Cars backed up, the town turned into a parking lot, half-hour bridge commutes stretched into four hours, buses and children were late for school, and emergency workers could not respond quickly to the day's events, which included a missing toddler, a cardiac arrest and a car driving into a building.

Port Authority Chief Testifies in George Washington Bridge Flap

Patrick Foye Says Lane Changes Were Ordered by Christie Ally, Who Has Resigned
By Ted Mann
Wall Street Journal (Full Text)

Democrats called for the resignation of a second top official of the Port Authority of New York and New Jersey on Monday, after representatives from the agency testified they were hesitant to raise alarms about an abrupt change in traffic patterns on the George Washington Bridge this summer. The changes closed off two of three local access lanes to the bridge from the small borough of Fort Lee, N.J., and were done without any warning to local officials and police or to leading executives within the Port Authority itself, officials testified. The star witness before the New Jersey Assembly Transportation Committee was Patrick Foye, the Port Authority's New York appointee and its executive director, who discovered the lane changes and ordered them reversed after five days. Mr. Foye testified that the lane changes had been ordered by David Wildstein, a career political operative and ally of New Jersey Gov. Chris Christie. Mr. Wildstein resigned on Friday, effective Jan. 1, citing the inquiry into the purpose of the bridge incident as "a distraction." "This was a operation directed by David Wildstein," Mr. Foye said, calling the lane changes and subsequent traffic jams in Fort Lee frankly a low point in Port Authority history." Democratic lawmakers have said they believe the motivation for the lane changes may have been political: to target the Democratic mayor of Fort Lee with traffic, after he declined to endorse Mr. Christie for re-election. Mr. Christie's campaign spokesman has called that notion "crazy." And a spokesman for him in Trenton declined on Monday to elaborate on the governor's only public comment on the matter so far, in which he joked about the incident, saying he himself had moved the cones that divide the lanes. Mr. Wildstein didn't respond to a request for comment. In his testimony, Mr. Foye defended the career records of the bridge managers who went along with Mr. Wildstein's order, including a direct order not to speak to officials in Fort Lee or Mr. Foye about what they were doing. Mr. Foye also defended Deputy Executive Director Bill Baroni, Mr. Christie's top appointee and nominally Mr. Wildstein's boss, whose resignation was demanded by Mr. Wisniewski and other lawmakers Monday. Mr. Baroni didn't respond to requests for comment. Mr. Foye contradicted Mr. Baroni's testimony at an unsworn appearance before the same committee last month, at which Mr. Baroni acknowledged poor "communication" about the lane changes but said they had been part of an effort to examine the fairness of dedicating three lanes to the neighborhood around the bridge. Asked by one committee member if he knew of any traffic study, Mr. Foye replied, "I don't." "I'm not aware of any traffic study," he continued. "I don't know why it was done." The questioning also laid bare the power calculations that are a part of the bi-state authority's political DNA. The authority is jointly controlled by Mr. Christie and New York Gov. Andrew Cuomo, through their appointees to the authority's board and executive leadership. When committee members pressed Mr. Foye about why Mr. Wildstein will continue receiving payments on his \$150,000 annual salary through the end of the year, despite resigning, Mr. Foye said he would have promptly fired him. But Mr. Wildstein is a member of the authority's New Jersey contingent, and employed in Mr. Baroni's office. Mr. Foye also suggested that an internal investigation is ongoing—Mr. Baroni told reporters after testifying last month that the review was over—and that it could lead to Mr. Wildstein's firing if completed before the end of this year. Assemblyman John Wisniewski, a Democrat who has frequently tangled with the authority, criticized Mr. Foye for not questioning Mr. Wildstein directly about the lane closures, and said the committee must still get more information about why the bridge incident occurred. He and others referred to a "culture of fear" within the authority, reflected in testimony from other authority officials about their reluctance to report to Mr. Foye or others what they considered an "odd" request from Mr. Wildstein—to abruptly realign lanes that had been in place for decades and to tell no one about it. Robert Durando, the general manager of the bridge for 11 years, said Mr. Wildstein

ordered him not to discuss the lane closures with anyone from Fort Lee and that Mr. Wildstein would handle contacting Mr. Foye about it. "In my discussions with Mr. Wildstein during the course of this operation, I was told to not discuss this with anyone," he said. When Mr. Wisniewski pressed Mr. Durando to say if he felt his job would be at risk if he shared his concerns, Mr. Durando paused, then said he had not wanted to "tempt fate." Cedrick Fulton, the director of the authority's Bridges, Tunnels and Terminals Department, said Mr. Wildstein called him on Sept. 6, to "advise" him that he had directed Mr. Durando to alter the traffic lanes on the bridge beginning the following Monday morning. Mr. Fulton testified that he had urged Mr. Wildstein, in two phone conversations that day and again on Monday after the local lanes were limited from three to one, to make sure that Mr. Foye and Fort Lee officials were notified. Mr. Wildstein said "not to worry about that," Mr. Fulton said. Mr. Fulton said he knew the lane changes could cause traffic congestion in Fort Lee. "My exact words were, 'This will not end well,'" Mr. Fulton said. At one point, Mr. Wisniewski pressed him: Did what Mr. Wildstein was planning "seem wrong," he asked. "The question--" Mr. Fulton began, and then stopped himself. "Yes, it did," he said. Mr. Wisniewski said Christie's quip about moving the cones "shows he's not taking this situation very seriously," and said his praise for Mr. Wildstein was "inappropriate." Then he added this about Christie: "This is a man who wants to accede to higher office, and he plays shenanigans with the world's busiest bridge? It calls into question his fitness to be governor of New Jersey, let alone higher office."

Democrats call for resignation of Christie appointee after Assembly hearings on GWB lane closures

By Shawn Boburg
The Record

Democrats on Monday called for the resignation of Governor Christie's top appointee at the Port Authority after revelations that one of his key aides tried to keep controversial and unannounced lane changes on the world's busiest bridge a secret from local officials and commuters. It was just one of a series of disclosures that painted a picture of a powerful agency employee who was determined to conduct an ill-fated traffic study, even though mid-level agency officials were skeptical about it from the beginning. Sworn testimony from three Port Authority officials before New Jersey lawmakers on Monday seemed to accelerate the controversy over unannounced lane changes that caused four-hour backups near the George Washington Bridge in September. The official who ordered the lane changes, David Wildstein, announced Friday he would resign at the end of the year. But that didn't appease Democratic lawmakers, who turned their focus Monday to the role of Bill Baroni, Wildstein's boss and the top New Jersey executive at the bi-state agency. Baroni did not appear on Monday, but testified at a previous hearing. The most significant testimony on Monday came from the agency's executive director, Pat Foye, an appointee of New York Gov. Andrew Cuomo, a Democrat. Foye said that if Wildstein had been a New York appointee, he would have been fired immediately, a clear dig at Baroni that was likely to aggravate tensions between Trenton and Albany. Wildstein is set to remain in his \$150,000 job until the end of the year, and on Friday, Christie's spokesman praised his work, calling him a tireless advocate of New Jersey's interests at the Port Authority."

The Record: 'W' double standard
Editorial
The Record

THERE IS a lesson to be learned in New Jersey: You can be responsible for the loss of \$120 million worth of rail equipment and keep your job, but don't mess with the George Washington Bridge. Last week, David Wildstein, a high-ranking Port Authority of New York and New Jersey official, announced he will resign amid the growing controversy over why he ordered two of three local entrance lanes to the GWB closed without notifying Fort Lee officials or following standard Port Authority protocol. The rumors were that Wildstein was exacting political payback on the Democratic mayor of Fort Lee, who would not endorse Governor Christie in November's election. That story cannot be proved, but an almost equally fantastic version, that this was a traffic study that had to be conducted in secret, is being told by several Port Authority officials. The problem with this version is the need for smart people, people like Port Authority Deputy Executive Director Bill Baroni, a Christie appointee, to now even question why Fort Lee has dedicated lanes to the bridge.

Lawmaker demands shake-up at Port Authority over GWB lane closures
By Steve Strunsky
Star-Ledger

A lawmaker leading an investigation into the abrupt lane closings that wrought havoc with traffic at the George Washington Bridge in September called for Port Authority Deputy Executive Director Bill Baroni to resign Monday because of how badly the closings were handled. The demand was made at an Assembly transportation committee hearing after Port Authority Executive Director Patrick Foye appeared to undercut Baroni, who has contended that the lanes were closed to enable the authority to conduct a traffic study. Foye stated publicly Monday for the first time that he was unaware of any traffic study. He also told the Assembly Transportation, Public Works and Independent Authorities

Committee that Baroni had not informed him of the closures, even though it was a direct subordinate of Baroni's who had ordered them.

In GWB Hearing, "Aberrant" and "Illegal" Lane Ploy by Christie Men Draws Fire

By Andrea Bernstein

NYC

For as long as anyone can remember the Port Authority of New York and New Jersey has worked like this: two governors divide up the board and staff appointments, and the contracts that flow from that. No one blows the whistle on anyone else, because that might jeopardize one's own spoils. On Monday, the whistle blew as long and loud as a foghorn by the shoals of the Hudson River. The setting was a hearing room in Trenton, where State Assembly member John Wisniewski decided to exercise a rare authority – using his subpoena power to summon officials to explain why three lanes onto the George Washington Bridge had been abruptly closed in September, causing a week's worth of traffic and sending the Port Authority's Executive Director, Cuomo appointee Pat Foye, into a rage. Back in September, Foye charged in a heated email that the closures were made without proper public notice, in possible violation of the law, and, in fact, without his knowledge. He immediately reversed the closures.

Foye unaware of traffic study

Testimony adds to the mystery of Sept. GW Bridge lane closure

By Angela Della Santi

Associated Press

The head of the Port Authority of New York and New Jersey said he wasn't aware of any traffic study being conducted when two lanes to the George Washington Bridge were shut without notice for four days in September. Monday's sworn testimony by Executive Director Patrick Foye, an appointee of New York Gov. Andrew Cuomo, directly contradicts earlier statements by New Jersey's top official at the authority, Deputy Executive Director Bill Baroni. Baroni, an appointee of Gov. Chris Christie, told a state Assembly Transportation panel two weeks ago that the lane closings were for a traffic study.

Rachel Maddow: Was Chris Christie enough of a bully to shut down a bridge to spite a mayor?

By Arturo Garcia

RawStory

Even if it seems like a random conspiracy theory, MSNBC host Rachel Maddow argued on Monday, the investigation into the closing of the George Washington Bridge in September 2013 and its effects on a New Jersey town is pointing toward a strange series of facts. Maddow explained that two of the bridge's three tollbooth lanes coming from the town of Fort Lee, New Jersey **were shut down** without the customary warning to residents. "You could still get on the bridge," she explained. "But a trip that took 30 minutes now lasted four hours. Happy first day of school, everybody. The backup was so bad it gridlocked not just near the bridge but basically the whole town."

Chris Christie Administration In A Jam Over Charges Of Using Busiest U.S. Bridge In Political Payback

By Amanda Terkel

Huffington Post

The George Washington Bridge connecting Manhattan to Fort Lee, N.J., is the busiest in the country. So it was no small matter when in September, two of the three access lanes to the bridge were shut down, creating significant traffic problems on the New Jersey side. The shutdown was ordered by a political appointee of New Jersey Gov. Chris Christie (R) at the Port Authority of New York and New Jersey. Christie's administration said the closure was justified due to a traffic study, while Democrats questioned whether it was political retribution against the mayor of Fort Lee, who weeks before had refused to endorse Christie's reelection. But on Monday, the top Port Authority official threw cold water on the Christie administration's claim, testifying at a state Assembly hearing that he didn't know about any traffic study. The Christie ally who ordered the closure, David Wildstein, resigned on Friday, reigniting questions about whether the traffic snarl created by the closure was all just political payback – allegations that the Christie administration has dismissed as "crazy."

NJ Democrats: Christie Crony Shut Bridge Lanes as Retribution

By Sandy Fitzgerald

Newsmax

New Jersey Gov. Chris Christie is laughing off Democrats' accusations that he was behind closures that plugged lanes of traffic on the George Washington Bridge in September, but state Democratic lawmakers aren't finding the situation very funny. On Sept. 9-13, commuters found themselves stuck in traffic at the bridge when David Wildstein, director of interstate capital projects for the Port Authority of New York and New Jersey, ordered access lanes closed without prior notice, *The New York Times* reports. For several years, three of the 12 eastbound toll booths heading into New York from New Jersey on the bridge have been set aside for morning rush-hour traffic. But during a traffic study, those lanes were cut to one and the other two lanes were dedicated to regular traffic.

Democrat Calls for Christie's Port Authority Pick to Step Down

Committee hears testimony from Port Authority chief about Fort Lee lane closures

By Noah Cohen

Patch

The Port Authority's executive director testified Monday that he was not aware of any purported traffic study that Gov. Chris Christie's top pick at the agency claimed was to blame for the controversial closure of access lanes from Fort Lee to the George Washington Bridge in September. Port Authority Executive Director Patrick Foye, an appointee of New York Gov. Andrew Cuomo, told members of the Assembly's transportation committee that the lane closures were ordered by Christie ally David Wildstein, who resigned last week over the closures. Some have speculated that the lane closures were politically motivated and aimed at punishing Fort Lee Mayor Mark Sokolich for not backing Christie's re-election bid.

Officials On George Washington Bridge Closures: There Was No Traffic Study

Lawmakers Seek Answers Over September Gridlock

CBS NY

Three Port Authority officials testified Monday that there was no traffic study being conducted while access lanes from Fort Lee on the George Washington Bridge were closed in September, as was originally claimed. Appearing before the state Assembly's Transportation, Public Works and Independent Authorities Committee, the officials also said the closure was ordered by David Wildstein, the second-highest appointee from New Jersey. Executive Director Patrick Foye told the committee he would have fired Wildstein, but he's not in the position to do that.

NY-NJ transit agencies outline Super Bowl plans

By Dave Porter

Associated Press

The New York area's major transportation agencies announced separate plans for moving crowds of football fans for February's Super Bowl, and their presentations Monday carried a common theme: Don't drive. "I think it's the smartest thing — people don't know where they're going and it's a dense area," said Al Kelly, head of the Super Bowl host committee. "If you want to party, it's a safe way to get around, a reliable way to get around. I think people should put the getting around in the hands of the professionals." Those professionals gathered at the Secaucus Junction rail station to outline their plans. Absent was a plan to offer an all-purpose pass that could be used on all transit systems in New York and New Jersey. That had been discussed in the early stages after the game was awarded to MetLife Stadium in 2010, but was ultimately deemed too complicated, Kelly said Monday.

AVIATION

Whooo's humane: New York City airports to end owl slaughter

A day after the Daily News revealed that the Port Authority had put the adorable snowy owl on its kill list, the agency announced a change of heart. It will now 'move immediately toward implementing a program to trap and relocate snowy owls that pose a threat to aircraft at' city airports.

By Rocco Parascandola and Bill Hutchinson

New York Daily News

The Port Authority is putting a screeching halt on killing the snowy owl at New York airports, bowing to pressure from animal lovers who are angered that the birds were being blasted with shotguns. A day after the Daily News revealed in a front page story that the PA had put the adorable white owl on its kill list, the agency announced a change of heart. "The Port Authority is working with the New York State Department of Environmental Conservation to move immediately toward implementing a program to trap and relocate snowy owls that pose a threat to aircraft at [John F. Kennedy] and LaGuardia airports," the agency said in a statement Monday night.

Snowy Owls to Be Trapped Instead of Shot at New York Area Airports

By Emma Fitzimmons
New York Times

Airport officials in New York are starting a program to trap and relocate snowy owls after reports that the birds were being killed with a shotgun at Kennedy International Airport. Snowy owls pose a threat at airports in the region, the Port Authority of New York and New Jersey said in a statement on Monday evening. In the past two weeks, five planes at Kennedy, La Guardia and Newark Liberty International Airports were struck by snowy owls, the agency said. "The Port Authority's goal is to strike a balance in humanely controlling bird populations at and around the agency's airports to safeguard passengers on thousands of aircrafts each day," the agency said.

PA: Snowy owls struck 5 planes a NY area airports
Associated Press (Full text)

The Port Authority of New York and New Jersey says that over the past two weeks five planes at JFK, Newark Liberty and LaGuardia airports have been struck by snowy owls. The agency released a statement Monday saying it is working with the state Department of Environmental Conservation to immediately implement a program to trap and relocate snowy owls that pose a threat to aircraft. An unusual number of snowy owls have been spotted in the northern U.S. this year and have been setting up winter residence at airports, fields and beaches far south of their normal range. Bird strikes over New York have been getting special attention since 2009, when a flight successfully ditched in the Hudson River after hitting a flock of geese.

Epic Snowy Owl Migration Causes Airport Woes
By Pamela Leavey
The Democratic Daily

Birders are rejoicing this year as Snowy Owls flock south for the winter in epic numbers. I am about to enter into my 3rd year of amateur birding at the Parker River National Wildlife Refuge, where at least 9 Snowy Owls have been counted in the past week. Indeed, local birders are in seventh heaven flocking to the Wildlife Refuge to get a look or some photos of these magnificent Snowy Owls, who will often perch and stay put for hours at a time. Because they will stay in one spot for hours, it is a treat for birders to see them spread their wings and fly off to their next perch or better yet, pluck a tasty lemming off the cold ground. This year's grand migration of Snowy Owls caused problems at JFK Airport "after one flew into a jet's engine while the plane was on a tarmac at Kennedy last week," and the "Port Authority of New York & New Jersey issued the shoot-to-kill order for the birds."

Port Authority Workers Are Running Around JFK With Shotguns
Gawker

A number of Port Authority workers have been authorized to use shotguns around JFK to shoot down any snowy owls that may cross into the airport's airspace. The Port Authority issued the owls' death warrant after one got sucked into a jet turbine last week. According to the *Daily News*, there are at most five armed "wildlife specialists" currently hunting the birds with shoot-on-sight authorization. Opponents of the birdicide question why authorities can't ditch the fowl play and simply catch and release the owls, a process that's been effectively used at Boston's Logan Airport.

Report: Workers at JFK International Airport shoot 3 snowy owls to prevent bird strikes
Port Authority wildlife specialists exterminated three snowy owls on Saturday to prevent bird strikes.
News 12 Long Island

Long Island birdwatchers have been dazzled this season by the appearance of the snowy owl, which is more commonly found further north, but area airports are not so taken with the large arctic birds. A snowy owl that was nesting on an airport runway recently got sucked into an airplane turbine at JFK International Airport. After the bird strike, Port Authority wildlife specialists exterminated three more of the owls on Saturday to prevent further problems, according to the *Daily News*. Bird experts say that the creatures are the largest type of owl, standing at 2 feet tall with a 5-foot wingspan, creating the potential for serious problems if they become stuck in jet engines.

Port Authority relocating owls that are threat to planes
ABC-7

The Port Authority has changed its procedures after a string of recent 'owl strikes' at JFK, LaGuardia, and Newark Liberty airports. The agency came under fire after published reports claimed it shot three birds over the weekend. Now the Port Authority says state conservation experts will trap and relocate the snowy owls instead. In the last two weeks, five planes have been struck by the owls, which are migrating through the tri-state region. An unusual number of snowy owls have

been spotted in the northern U.S. this year and have been setting up winter residence at airports, fields and beaches far south of their normal range.

Port Authority: 5 Planes Struck By Snowy Owls In Tri-State Area

Port Authority Shot, Killed Several Owls At JFK

CBS NY

The Port Authority has said they are working with the state Department of Environmental Conservation in order to relocate snowy owls after it was revealed that the agency had shot and killed some of the birds. An unusually high number of snowy owls have been setting up winter residence at airports, fields and beaches far south of their normal range. The Port Authority said five planes from John F. Kennedy International Airport, Newark Liberty International Airport, and LaGuardia Airport were struck by snowy owls over the last two weeks. "The Port Authority is working with the New York State Department of Environmental Conservation to move immediately toward implementing a program to trap and relocate snowy owls that pose a threat to aircraft at JFK and LaGuardia airports. The Port Authority's goal is to strike a balance in humanely controlling bird populations at and around the agency's airports to safeguard passengers on thousands of aircraft each day," the agency said in a statement.

PAPD

After PATH Station Assault, Port Authority Cops Need Public's Help

A New Jersey man was assaulted by six men and women early Sunday morning, according to police.

By Joseph M. Gerace

Hoboken Patch

Police are seeking the public's help in the apprehend six people they believe were involved in the assault of a 44-year-old New Jersey man over the weekend. The assault took place at the Christopher Street PATH station in on Manhattan's West Village at approximately 6:30 a.m. Sunday, according to reports, and three men and three women were caught on surveillance camera. The victim was treated at Jersey City Medical Center for cuts to his head and hand, and released, according to CBS News.

After PATH Station Assault, Port Authority Cops Need Public's Help

By Joseph Gerace

Patch

Police are seeking the public's help in the apprehend six people they believe were involved in the assault of a 44-year-old New Jersey man over the weekend. The assault took place at the Christopher Street PATH station in on Manhattan's West Village at approximately 6:30 a.m. Sunday, according to reports, and three men and three women were caught on surveillance camera. The victim was treated at Jersey City Medical Center for cuts to his head and hand, and released, according to CBS News. Anyone with information can call Port Authority Police at 1-800-828-7273. All calls will be kept confidential, according to authorities.

Daily Blotter

New York Post (Full text)

A man was stabbed in the neck outside the Port Authority Bus Terminal Monday, cops said. The 45-year-old man was standing in front on the corner of West 42nd Street and Eighth Avenue around 4:05 a.m. when an attacker plunged a sharp weapon into his neck, according to police. The man, whose name was not released, was taken to Bellevue Hospital, where he was in stable condition, authorities said. No arrests were made, and it wasn't immediately clear what led to the brutal attack, but the victim has an extensive criminal history, mostly for drugs, that dates back 30 years, police said.

WTC

Developments turn NYC into a tenants' market

By Lois Weiss

NY Post

Many tenants are inking deals and boosting rents, especially downtown. But with dozens of new developments and renovations on the horizon, a sense of unease is growing as the new mayoral administration arrives. Jimmy Kuhn, president of Newmark Grubb Knight Frank, ticked off a series of new projects that include Hines' 7 Bryant Park, the Port Authority and the Durst Organization's One World Trade Center, Larry Silverstein's 2, 3 and 4 World Trade Center,

Related's Hudson Yards, Joseph Moinian's 3 Hudson Blvd., other Hudson Boulevard towers, Brookfield Office Properties' Manhattan West and Edward J. Minskoff's 51 Astor Place. If Mayor-elect Bill de Blasio rejiggers the zoning of Midtown East, it could affect plans for L&L Holding's 425 Park Ave., SL Green Realty Corp.'s One Vanderbilt and any buyer of the MTA's 347 Madison Ave. headquarters. Renovations are underway at RFR Holding's 285 Madison, L&L and RREEF's 280 Madison, Brookfield's Brookfield Place and 450 W. 33rd St., as well as Vornado Realty Trust's 7 W. 34th and 330 W. 4th.

Theory to be fact downtown

By Steve Cuozzo
NY Post

Contemporary brand Theory is the latest to join the fashion crowd at Brookfield Place, where Brookfield Office Properties is completing a \$250 million redesign of the former World Financial Center's retail, dining and public spaces. Theory just signed for 2,480 square feet in the street-level courtyard. Other boutiques setting up shop at Brookfield Place include Ermengildo Zegna, Burberry, Hermes, Michael Kors and Salvatore Ferragamo as The Post's Lois Weiss first reported. Deals have also been signed for Calypso, womenswear boutique Judith & Charles, and restaurants and cafes including Umami Burger, Parm, and a huge, Eataly-like French marketplace called The District. However, a reported lease with Eileen Fisher is not yet done.

TV Clips

NBC Today Show – Snowy Owls

MSNBC – GWB Lane closures part 1

MSNBC – GWB Lane closure part 2

From: Public Affairs Broadcast
Sent: Wednesday, December 11, 2013 7:30 AM
Subject: Morning Clips 12.11.13

ANYNJ

Road Warrior: The big bridge fiasco

John Cichowski
Record

Don't tell anybody. That's the kind of command that can turn a subordinate into an accomplice, which is what happened in September when David Wildstein — a Port Authority executive with plenty of political chutzpah but no engineering experience — ordered the general manager of the George Washington Bridge to keep mum about a little "traffic study" that snarled Fort Lee's roads for most of four days. "I was instructed not to speak to anyone in Fort Lee," Robert Durando told the state Assembly Transportation Committee this week. Why?

Wednesday, Dec. 11
The Record

No aid for students without documentation. Regarding "Tuition measure is an investment in the future" (Other Views, Dec. 10): I'm disappointed to be reading so many opinion pieces submitted by undocumented children clamoring for state aid for college. Their disappointment and frustration is pointed at the wrong people. They should be focusing their views toward their parents. It was not my fault they came here and bypassed a legal immigration process. Why should I pay a dime to help them when I have my family to care for in this pathetic economy? Collecting taxes from some to provide things to others is a form of theft, especially when it is not in mutual agreement. Taxes fund far more than government operations.

Christie's folly
New Jersey governor must clean house at the Port Authority
New York Daily News

Oh so cavalierly, New Jersey Gov. Chris Christie has tried to skate by a display of childishness by his underlings at the Port Authority that endangered and maddeningly inconvenienced tens of thousands of drivers. He needs to get real, stop treating the authority as a patronage playground and demand the resignation of his top man there, Bill Baroni, deputy executive director, salary \$289,667. Motorists attempting to cross from Jersey to New York via the George Washington Bridge pay an \$11 rush-hour toll and, for their pain, get to stew in monster daily jams. All of a sudden on Sept. 9 — and for the three following days — the backups mounted into four-hour delays and clogged the streets of Fort Lee with vehicles. What happened?

Port Authority Investigating New Jersey Lane Closings
By Kate Zernike and William K. Rashbaum
New York Times — (Full Text)

The inspector general of the Port Authority of New York and New Jersey opened an investigation on Tuesday into the sudden closing of three lanes on the New Jersey side of the George Washington Bridge in September, which caused huge traffic backups, and the actions of a close associate of Gov. Chris Christie who ordered the shutdown. Officials in Fort Lee, N.J., which turned into a parking lot when local access lanes to the bridge were closed on the first day of school, have charged that the closings were retaliation against the borough's mayor, a Democrat who had declined to endorse Mr. Christie, a Republican, for re-election. Michael Nestor, the deputy inspector general and director of investigations at the Port Authority, confirmed the inquiry, and another official with knowledge of the matter said it would seek to determine whether any crimes had been committed, and whether there was any "abuse of authority" or "gross mismanagement." At a legislative hearing in Trenton on Monday, two Port Authority employees said that they were told to close the lanes by David Wildstein, a high school classmate of Mr. Christie's and a former political blogger who worked as director of interstate capital projects; Mr. Christie's chief appointee at the authority created the position for him. They said Mr. Wildstein instructed them not to tell anyone, leaving in the dark Fort Lee officials, the news media and the Port Authority's executive director. They said they advised against the move but complied because they feared for their jobs and

understood that Mr. Wildstein was working at the behest of Mr. Christie's appointee, Bill Baroni. Mr. Baroni had previously testified that the lanes were closed as part of a traffic study. But the Port Authority employees and the executive director, Patrick J. Foye, testified that there was no traffic study. Mr. Wildstein said on Friday that he would step down on Jan. 1.

Port Authority to probe bridge lane closings

By Associated Press
Wall Street Journal – (Full Text)

The Port Authority of New York and New Jersey's inspector general will investigate why access lanes to the George Washington Bridge were closed. The closures stalled traffic. Some New Jersey Democrats claim the unannounced closings took place over four days in September to try to pressure the Democratic mayor of Fort Lee to endorse Republican Gov. Chris Christie for re-election. Christie has denied it and a Christie appointee, who is deputy executive director of the bistate agency, told a legislative hearing the lanes were closed for a traffic study. The order to close the lanes came from another Christie appointee, who has resigned. Lead investigator Michael Nestor tells The Star-Ledger of Newark (<http://bit.ly/1bvnmzr>) the inspector general's office will interview everyone involved and get to the bottom of what happened.

AVIATION

Snowy Owls at NYC Airports Were Unfazed by Other Scare Methods: Port Authority

NBC New York

The agency that oversees New York's airports says it tried other methods of scaring away snowy owls from its airports before issuing the shoot-to-kill order for the birds. The Port Authority of New York & New Jersey has promised a new effort to trap and relocate the growing number of snowy owls at the city's airports, but said it was initially forced to shoot down the birds when other methods failed to scare them away. A total of five planes were hit by snowy owls in the last two weeks, including two at Newark, two at Kennedy and one at LaGuardia, according to the Port Authority. The agency tried using pyrotechnics, setting off fireworks and driving toward the birds to scare them away. However, snowy owls do not like to move and were apparently unfazed, a spokesperson said.

Logan Airport leads the way on snowy owl issue

NYC airports follow example, shift from shooting to catch-and-release

By Martine Powers
Boston Globe

Call it the year of the snowy owl. In just the past month, the powdery white Arctic creatures have been spotted much farther afield than their usual habitats, with bird-watchers in the Northeast reporting the most snowy owl sightings in recent memory. So it comes as no surprise that record numbers of the birds have arrived at Northeast airports, snowy owls' preferred proxy for the Arctic tundra. And as aviation officials grapple with the risks posed by the owls, New York's airports are now taking a cue from Logan International Airport and catching and releasing the birds, rather than shooting them. New York's John F. Kennedy International Airport made headlines on Sunday when it was revealed that officials had ordered staff to shoot snowy owls on sight after five of the birds flew into airplanes at New York-area airports in the past two weeks.

Port Authority Forced to Shoot Snowy Owls When Scare Tactics Failed

By Samantha Wilson
All Media NY

After five planes were hit by snowy owls in the last two weeks at Newark, John F. Kennedy and LaGuardia airports, the Port Authority of New York & New Jersey attempted to scare them away. But according to the agency, tactics like pyrotechnics and fireworks failed to faze the owls, which refused to move from the airports. When their methods failed, the Port Authority was initially forced to shoot down the birds that threatened to interfere with plane traffic. But when concern was raised after the birds were killed, the agency promised to try trapping and relocating the owls instead.

New York-area airports grapple with snowy owl threat

Airliners have been hit by snowy owls in the last two weeks, and authorities have to decide whether culling or capture is the best solution.

By Tina Susman
Los Angeles Times

First terrapin turtles. Now snowy owls. Humans are not the only species flocking to airports this holiday season. At least five times in the last two weeks, airliners at John F. Kennedy, LaGuardia and Newark Liberty airports have been hit by the fluffy white owls, which airport and Audubon officials agree are migrating south in far higher numbers than normal. One was even spotted in Bermuda recently, said Glenn Phillips, executive director of New York City Audubon. Phillips speculates that it's an owl overflow from a population boom back home, on the edges of the Arctic Circle.

Port Authority: Snowy owls struck 5 planes at NY area airports
News 12 New Jersey

The Port Authority of New York and New Jersey says that over the past two weeks five planes at JFK, Newark Liberty and LaGuardia airports have been struck by snowy owls. The agency released a statement yesterday saying it is working with the state Department of Environmental Conservation to immediately implement a program to trap and relocate snowy owls that pose a threat to aircraft. The plan comes after the owls were reportedly placed on the agency's "shoot to kill" list. An unusual number of snowy owls have been spotted in the northern U.S. this year and have been setting up winter residence at airports, fields and beaches far south of their normal range.

WTC

Three Agencies Will Move Offices to One World Trade Center
By Charles S. Clark
Government Executive

As part of a long-planned effort to keep a federal presence in the New York City areas damaged in the 2001 terrorist attacks, offices from three agencies will move into the reconstructed World Trade Center, the General Services Administration announced on Tuesday. New York offices for the U.S. Army Corps of Engineers and Customs and Border Protection, as well as GSA's own regional headquarters have signed GSA-negotiated 20-year leases to relocate in 2015 to floors 50-55 of One World Trade Center. Owned by the Port Authority, it is the tallest tower in the Western Hemisphere. "We are excited to return to the World Trade Center Complex, which federal agencies have been a part of since 1973," GSA Administrator Dan Tangherlini said in a statement. "From the day that the Port Authority started planning reconstruction, the federal government committed to remaining an important part of this building and the redevelopment of Lower Manhattan." GSA said the lease will help the federal government reduce its overall real estate needs in Manhattan. To prepare for the move, it will offer government-owned space at the Jacob K. Javits Federal Building in Manhattan to other tenants in the region, helping to reduce leased space.

Agencies to move into One World Trade Center in 2015
By Andy Medici
Federal Times

The General Services Administration, the Army Corps of Engineers, and Customs and Border Protection will move into offices at One World Trade Center in New York late 2015. The agencies will occupy 270,000 square feet of space on floors 50 through 55 for an initial lease of 20 years, according to GSA. GSA had pledged to sign a lease for space in One World Trade Center in 2006, when construction began on the tallest building in the Western hemisphere. "From the day that the Port Authority started planning reconstruction, the federal government committed to remaining an important part of this building and the redevelopment of Lower Manhattan," said GSA Administrator Dan Tangherlini in a press release.

From:
Sent:
Subject:

Public Affairs Broadcast
Saturday, December 14, 2013 8:55 AM
Morning Clips 12.14.12

NYNYNJ

Christie Views Lane Closings on George Washington Bridge as Overblown

By Kate Zernike

New York Times – (Full Text)

It began with a few orange traffic cones in September, when local access lanes to the George Washington Bridge abruptly closed for four days, gridlocking Fort Lee, N.J. But after legislative hearings, the resignations of two of his confidants and demands for more answers, the allegation that drivers were made to suffer for the sake of petty political payback has grown into a major irritation for Gov. Chris Christie. Facing reporters on Friday to announce the resignation of a second close associate in a week, Mr. Christie said the fuss about the two men's having ordered that lanes leading to the George Washington Bridge be shut — and whether they had done it to punish Fort Lee's mayor for failing to endorse Mr. Christie — had been "sensationalized." It was merely a mistake, he said, or rather, "a mistake got made." The article that said he had called Gov. Andrew M. Cuomo of New York to complain that the controversy was getting too much attention? "The story was wrong." The resignation yesterday, by the man at the Port Authority of New York and New Jersey, which controls the bridge? "This was a change I was going to make anyway," Mr. Christie said. But to explain that it was not such a big deal, the governor spent more than an hour of his time. And he said he had watched "most of" the hearing this week that laid out the details of the closings — a hearing that had stretched for more than six hours. Even if the lane closings were not retribution, even if Mr. Christie did not know about them, the accusation of nasty politics goes to the heart of one of the governor's vulnerabilities as he prepares to run for president. In how many other states, after all, do pollsters routinely ask voters whether they agree that their governor is a bully? So Mr. Christie, among the deftest of politicians, took pains to put any tone of bullying aside. His normally combative self, the wagging finger and borderline contempt for reporters, was gone, replaced by a charmer, widening his eyes and offering extensive explanation. The "culture of fear" that workers described at the Port Authority? "The first I've heard of it," he said, and shrugged. Punishing the mayor of Fort Lee? "I don't have any recollection of having met the mayor of Fort Lee," he said. (Twitter then exploded with copies of a photo of the governor with the mayor, Mark Sokolich, a Democrat.) Is there a bottom of this story to get to? "I don't think so," Mr. Christie said, shrugging again. He added, "We're going to turn the page now." Mr. Christie understands the stakes: that as a leading contender for the Republican presidential nomination, Democrats and the news media will watch his every move. ("Get used to the new world," he told one reporter on Friday, smiling.) He was not quite taking responsibility: more like putting distance. The lanes had been closed, he said twice, "at the request of Mr. Wildstein" — David Wildstein, an old friend of Mr. Christie's, who resigned from his \$150,000-a-year job at the Port Authority a week ago. Asked about Bill Baroni, another close friend and the governor's chief appointee at the Port Authority until he resigned on Friday, Mr. Christie said he had not spoken to him "in the last period of time." By the end of the hour, the governor tried to turn the situation to his advantage, offering that he wished more people in public life would own up to their mistakes. His office followed up by emailing a video clip from the news conference headlined, "I Take Responsibility for Things That Happen on My Watch." It opened with him saying, "I wouldn't characterize myself as angry." National Democratic groups had jumped on the controversy after details of the moves by Mr. Baroni and Mr. Wildstein came out at a legislative hearing here Monday, and Democrats in the State Legislature said their investigations would continue. Assemblyman John Wisniewski, who led the hearing Monday, said he expected more hearings to follow up on seven subpoenas he sent on Thursday, including for email correspondence between the governor's office and the Port Authority. That agency's inspector general is also investigating. "We still don't have a full accounting of what happened, why it was allowed to occur, everyone who was involved and what their motivations were," said State Senator Loretta Weinberg, the Democratic majority leader, who has attended Port Authority meetings in recent months to seek answers. She called the resignations "an admission of guilt." Mr. Baroni, who earned \$291,100 at the Port Authority in 2011, is a former Republican state senator who was appointed by Mr. Christie in the face of a primary challenge for his legislative seat. At the Port Authority, he created a new job for Mr. Wildstein, who was a high school friend of the governor and who later became mayor of their hometown, Livingston, and started an anonymous political blog that was noted for scoops from the United States attorney's office when Mr. Christie led it. Port Authority workers testified on Monday that the lane closings had caused emergency vehicles to be delayed, commutes to stretch to four hours and children to be late to the first day of school. It cost the agency toll revenue and overtime pay. Mr. Wildstein, the workers said, told them not to tell anyone about the closings, and had not followed procedure for such significant changes to traffic patterns — 75,000 cars use those lanes each day. The Port Authority workers said they had gone along with the plan despite warning it would

"not end well"; they said they had feared for their jobs, because Mr. Wildstein worked for Mr. Baroni, and Mr. Baroni worked for the governor. If there was a traffic study, the workers testified, it had not resulted in any report that they knew of. Mr. Christie said, "I've heard more about this than I ever wanted to," and said he had better ways of spending Friday mornings than talking for an hour about traffic studies and road closings. Still, at the end of the news conference, in which he named a former prosecutor and close aide of his, Deborah Gramiccioni, to Mr. Baroni's post, Mr. Christie suggested it might be worth examining why Fort Lee should have local access lanes. But he added that he was not about to call for it right away: "Everybody needs some time to calm down."

Christie Aide Quits Over Traffic-Jam Controversy

Lane Closure Has Turned Into a Headache for Potential 2016 GOP Contender

By Ted Mann, Heather Haddon

Wall Street Journal – (Full Text)

A top appointee of New Jersey Gov. Chris Christie resigned Friday as a controversy over a traffic jam in a New York City suburb mushroomed into a political headache for a potential 2016 GOP presidential contender. The resignation of Bill Baroni, Mr. Christie's top representative at the Port Authority of New York and New Jersey, represented the second time in a week that a Christie ally has stepped down over disruptive lane closures ordered at the George Washington Bridge. The New Jersey-to-Manhattan span along Interstate 95 is the world's busiest, according to the authority. The controversy stems from a decision to reduce access to toll booths from local streets in the suburb of Fort Lee, N.J., at the bridge's western end. The changes were made Sept. 9 without notice to local authorities and caused a weeklong traffic snarl because a significant part of the bridge's traffic comes from Fort Lee streets, officials said. The Port Authority runs the Hudson River crossings into New York City and the region's airports and is jointly controlled by Mr. Christie, a Republican, and New York Gov. Andrew Cuomo, a Democrat. New Jersey Democrats have accused Mr. Christie's Port Authority appointees of orchestrating the closures to punish Fort Lee Mayor Mark Sokolich, who didn't join other Democratic endorsements from Democratic elected officials across the state. Mr. Baroni and other Christie appointees have said access was reduced to the bridge for a traffic-management study. But others have questioned whether there was a study. At a news conference Friday, Mr. Christie said he didn't know about the closures until media reports in October. He said they had nothing to do with his re-election campaign. Mr. Christie said he believed Mr. Baroni was sincere when he said the closures were for a traffic study. He said the study wasn't carried out well. "When mistakes are made, people have to take accountability," Mr. Christie said. Mr. Christie praised Mr. Baroni and downplayed his resignation Friday, saying he had long planned to reshuffle positions. Mr. Baroni didn't respond to requests for comment. His resignation came a week after the authority employee who ordered the closures, David Wildstein, a political operative, stepped down, citing the bridge incident as a "distraction." The controversy has highlighted differences between the camps of Messrs. Cuomo and Christie, two ambitious governors who control the sprawling authority and have different sets of employees there. Mr. Cuomo's top Port Authority aide, Patrick Foye, has said he wasn't told of the closure and called it "abusive" and the resulting traffic a safety hazard. Mr. Foye said under oath this week that he didn't believe there was a traffic study. Mr. Foye sent a Sept. 13 email reversing the lane closures and vowing to investigate, triggering an immediate response from Mr. Baroni, according to correspondence reviewed by The Wall Street Journal. "Bill we are going to fix this fiasco," Mr. Foye emailed Mr. Baroni. Mr. Baroni replied: "I am on way to office to discuss. There can be no public discourse." The Journal reported Thursday that Mr. Christie recently called Mr. Cuomo to complain about Mr. Foye. Mr. Christie on Friday denied having such a conversation. A spokesman for Mr. Cuomo said Mr. Christie's comments on Friday were correct. People familiar with the matter maintained on Friday the conversation took place. Aware that they largely gave Mr. Christie a pass during his re-election campaign last month, national Democrats have pounced on the bridge controversy to try to raise questions about the governor and his leadership style. So far, the controversy appears to have stirred little angst among national Republican donors and party leaders. Several said they were only slightly aware of the unfolding story, while others said they were watching events unfold to see how Mr. Christie handled the heat. Patrick Murray, director of the Monmouth University Polling Institute in New Jersey, said the bridge incident represented a rare instance of Mr. Christie on the defensive. "This is the first time we've seen anything like this come out of this administration," he said. New Jersey Democrats have started referring to the flap as "Bridgegate." State Assemblyman John Wisniewski, the Democrat who has compelled people to testify under oath on the incident, said: "Our investigation into what happened with these lane closings will continue."

Chris Christie loyalist resigns from Port Authority over bridge lane closures

Bill Baroni's resignation as deputy executive director comes as New Jersey Democrats allege that officials loyal to the New Jersey's Republican governor on the agency, which runs the bridges and tunnels between New York and New Jersey among other transportation infrastructure, shut down lanes on the busy George Washington Bridge as payback for the refusal of Fort Lee mayor, a Democrat, to back Christie's reelection. Fort Lee is directly affected by bridge traffic.

By Kenneth Lovett and Celeste Katz

New York Daily News

New Jersey Gov. Chris Christie's top appointee to the Port Authority resigned Friday — the second casualty of a growing scandal over lane closures that caused massive delays at the George Washington Bridge. New Jersey Democrats have claimed that Christie loyalists at the Port Authority shut the lanes as payback after the Democratic mayor of Fort Lee — the town on the Jersey side of the bridge — refused to back the reelection of Christie, a Republican. At the time, the Christie camp was seeking the endorsements of local Democrats to increase the margin of his expected victory and furnish his credentials as a 2016 presidential candidate. The official who stepped down Friday, Bill Baroni, was the \$289,000-a-year deputy executive director.

Christie's top Port Authority appointee Baroni resigns amid escalating probe into GWB lane closures

By Shawn Boburg and John Reitmeyer
Record

Governor Christie's top executive at the Port Authority resigned on Friday, the second official to exit the bi-state agency amid an escalating controversy over whether access lanes for the George Washington Bridge were closed for four days in September to exact political revenge. Christie, who announced Deputy Executive Director Bill Baroni's immediate departure Friday morning, acknowledged that his top two executives at the agency had made mistakes. But the governor said he did not believe the lane closures — described by Baroni as a traffic study — were politically motivated. He also insisted that the abrupt resignation, which capped a week of explosive revelations — that began with a legislative hearing and ended with subpoenas and increasing calls for Baroni's removal — was not connected to the controversy. Democrats said the move would not halt an investigation into the motives behind the decision that clogged Fort Lee's streets and frustrated commuters and local officials.

Recap of Assembly Transportation Panel Subpoena Hearing on Port Authority George Washington Bridge Access Lane Closures

By James Sverapa IV
Politicker NJ

Democratic Assembly members — Deputy Speaker and transportation panel chair John S. Wisniewski (D-Middlesex), transportation panel vice-chair Linda Stender (D-Union), transportation panel member Marlene Caride (D-Bergen), Majority Conference Leader Gordon M. Johnson (D-Bergen) and Gary S. Schaer (D-Passaic) -- issued a multimedia package on Friday recapping portions of the Assembly transportation panel's continued investigation, via subpoenaed testimony, into the Port Authority of New York and New Jersey's unannounced September closing of the Fort Lee access lanes to the George Washington Bridge. Monday's testimony did much to debunk the claim by Governor Christie's top appointees to the Port Authority that the closings were part of some sort of traffic study. The multimedia package consists of video commentary from Chairman Wisniewski and Vice-Chair Stender, excerpts from the committee hearing, and audio of same.

Christie's new Port Authority pick battled corruption, wasteful spending

By Michael Linhorst
Record

Governor Christie picked a lawyer with a reputation for pursuing waste and corruption to fill a top post at the Port Authority of New York and New Jersey as he faces continuing questions about possible political interference with the agency. Deborah Gramiccioni, who will take over as the authority's deputy executive director, spent more than a decade as a prosecutor before joining Christie's administration four years ago in a post responsible for investigating government spending. She helped clean up the Passaic Valley Sewerage Commission, tackling problems like widespread patronage. She also forced cutbacks at the Port Authority. Gramiccioni replaces Bill Baroni, who resigned Friday.

Exit Baroni Record

BARONI MAKES two. On Friday, Governor Christie announced he accepted Bill Baroni's resignation as deputy executive director of the Port Authority of New York and New Jersey. Baroni is the second high-ranking Port Authority official to exit in the wake of controversial lane closings at the George Washington Bridge in September. What at first seemed like much ado over orange traffic cones eventually became a political nightmare for the Christie administration. David Wildstein, a Christie appointee at the authority, ordered the lane closures either for an unexplained traffic study or as political retribution against the mayor of Fort Lee.

Top Port Authority official quits amid bridge probe

Gov. Chris Christie said he intended to replace Bill Baroni before questions surfaced about the closing of lanes onto the George Washington Bridge in September.

By Bloomberg News
Crain's New York

New Jersey Gov. Chris Christie said he accepted the resignation of his top executive appointee at the Port Authority of New York and New Jersey as he continues to face questions about the closing of lanes onto the George Washington Bridge three months ago. Mr. Christie, 51, a Republican who won a second term last month, said he had planned to replace Bill Baroni even before Democrats started asking about the order that lanes be closed. The unannounced action turned typical half-hour delays into four hours. Given the "mistake," Mr. Baroni's resignation is "appropriate," Mr. Christie told reporters Friday in Trenton, N.J. The bistate Port Authority, which operates what it says is the world's busiest span, says the morning rush-hour lane closings in September were for a transportation study. The governor's Democratic opponents in New Jersey as well as in Washington are trying to build a case that his allies orchestrated the mess as a show of might by a possible 2016 presidential contender.

Christie ally steps down in wake of George Washington Bridge scandal

By Jenna Portnoy
The Star-Ledger

Gov. Chris Christie's top appointee to the Port Authority of New York and New Jersey resigned Friday amid questions over whether he ordered a traffic jam at the world's busiest bridge as political payback. The Republican governor accepted the resignation of Bill Baroni, the agency's deputy executive director, effective immediately, and praised the former state senator's four-year stint at the bi-state agency. "Bill Baroni is a friend of mine, has been an outstanding public servant both in his time in the Legislature and his time at the Port Authority and I have no reason not to believe him," Christie said at a Statehouse news conference, noting their 20-year relationship dating back to the governor's days as a Morris County freeholder. Late last month, Baroni testified before a state Assembly committee that three lanes to the George Washington Bridge in Fort Lee were closed Sept. 9 to 13 to conduct a traffic study.

Stile: Christie won't easily shake GWB flap

By Charles Stile
Columnist

Governor Christie described Friday's abrupt departure of a trusted ally from the Port Authority of New York and New Jersey as part of a predictable staff shake-up that occurs before any governor begins a second term. "This was nothing that I hadn't planned already," Christie said at a State House news conference announcing Bill Baroni's resignation. But make no mistake about it. Despite his business-as-usual nonchalance, Christie was in full damage-control mode, attempting to contain a crisis that threatens to tarnish the Christie brand at a time when national polls and pundits are certifying him as the early front-runner for the Republican nomination for president in 2016. As it stands now, the widening furor over the lane closings at the George Washington Bridge in early September does not appear to be the kind of issue that will doom Christie's presidential hopes. Other candidates surmounted far more significant controversies on their way to the White House.

Chris Christie calls flap over George Washington Bridge 'hullabaloo' United Press international

New Jersey Gov. Chris Christie Friday called the flap over the closing of lanes on the George Washington Bridge "a whole lot of hullabaloo." The governor announced the resignation of Bill Baroni, a longtime Christie friend and ally, as deputy executive director of the Port Authority of New York and New Jersey, CNN reported. Baroni, a former state senator, was New Jersey's highest official in the agency. Another old friend of the governor, Doug Wildstein, resigned from the agency last week.

Deputy Director Bill Baroni resigns from Port Authority amid political firestorm *2nd official resigns in bridge flap* Daily Record

Gov. Chris Christie's top two allies at the Port Authority have now lost their jobs, in the wake of a simmering scandal over a phantom traffic study that shut down two access lanes of the George Washington Bridge. But it's unclear if Friday's resignation of former state Sen. Bill Baroni will help stem the bi-state uproar, fueled by speculation that the shutdown was a political retaliation against the Fort Lee mayor, who did not endorse Christie for re-election. But with Baroni's resignation, Christie gets to make another appointment to the Port Authority of New York and New Jersey. Christie announced Friday that Deborah Gramiccioni of Wall, who is married to acting Monmouth County Prosecutor Christopher Gramiccioni, will become the Port Authority's deputy executive director. Baroni, who used to represent Mercer and Middlesex counties in the Legislature, resigned from the job Friday.

Christie Replaces Top Port Authority Appointee as Bridge Scandal Grows

WPRO 630

Under pressure from Democrats in the state, New Jersey Gov. Chris Christie on Friday accepted the resignation of his top staff appointee to the Port Authority of New York and New Jersey after a controversy over whether several local lanes were shut down on the busy George Washington Bridge for political reasons. Bill Baroni, the Deputy Executive Director of the Port Authority, will be replaced by Deborah Gramiccioni, who Christie called one of his "most trusted friends and advisers over the last ten years." Christie said that Baroni offered his resignation and he accepted, but he had planned to replace him with Gramiccioni all along. "This was nothing that I hadn't planned already," Christie said. "He knew that I had planned to replace him a while back."

AVIATION

Jet terminal operator opens facility in Newark, ahead of Super Bowl

By Richard Newman
Record

Newark Liberty International Airport's business jet terminal operator has rolled out new carpet, leather-upholstered sofas, 60-inch televisions and a bar for the swarms of wealthy passengers expected to fly in for the Super Bowl at MetLife Stadium, 51 days away. Signature Flight Support Corp., which provides ground services at Newark for jets carrying corporate chieftains, heads of state, and the Brooklyn Nets, held a ribbon-cutting Friday at its new 11,000-square-foot terminal, which opened last month with ample time to spare before the influx of traffic for the big game. "Three years ago we committed that we would be ready for Super Bowl XLVIII, and we did it," Maria A. Sastre, the company's president and chief operating officer, said Friday to a gathering of employees, airport officials and reporters. The \$11 million terminal, which took about 1 1/2 years to build, replaced a World War II-era structure that was torn down to make way for the new one.

Legislators call for more airline service to Atlantic City

By Donald Wittkowski
Press of Atlantic City

New Jersey lawmakers are urging more airline service for Atlantic City International Airport, saying it is critical for the region's economic development and to boost the tourism industry. In a unanimous vote, the five-member Senate Transportation Committee approved a resolution Thursday that notes additional air service will bring more tourists to Atlantic City from outside the traditional drive-in markets. "Currently, less than one percent of visitors to Atlantic City arrive by air each year," said Sen. James Holzapfel, R-Ocean, sponsor of the resolution. "To expand our reach, we need to be more accessible to people from beyond our immediate region who can't easily drive to us."

Delta adding 2 daily flights to JFK in April

Democrat and Chronicle

Delta Air Lines confirmed Friday it will add two daily flights from Rochester to New York's John F. Kennedy International Airport beginning April 1. Spokeswoman Leslie P. Scott said those are in addition to the evening flight Delta now offers daily from the Greater Rochester International Airport to JFK. Delta also added a fifth daily flight to New York's LaGuardia Airport this fall, Scott said. A news release from the office of Sen. Charles Schumer, D-N.Y., said the airline also will expand its service from Rochester to Minneapolis and Detroit next year.

TV CLIPS

WPIX TV - Deputy Director, Bill Baroni resigns.

WLNY - Deputy Director, Bill Baroni resigns.

WCBS NY - Deputy Director, Bill Baroni resigns.

NY 1 - Deputy Director, Bill Baroni resigns.

NEWS 12 NJ - Deputy Director, Bill Baroni resigns.

WOR AM – Deputy Director, Bill Baroni resigns.

From: Public Affairs Broadcast
Sent: Sunday, December 15, 2013 8:38 AM
Subject: Morning Clips 12.15.13

PANYNJ

George Washington Bridge lane closures remain a mystery

By Post Editorial Board
New York Post

For a great example of government bureaucrats run amok, it's hard to beat the evolving Mystery of the George Washington Bridge Lane Closures. On the first day of school in September and for the next three days, Port Authority officials closed two access lanes to the bridge on the Jersey side in Fort Lee — with nary a heads-up to the local mayor, police or even the head of the agency, Pat Foye. Predictably, hours-long gridlock ensued. Fort Lee became a parking lot. The \$64,000 question: *Why were the lanes closed?* PA Deputy Executive Director Bill Baroni, who was appointed by New Jersey Gov. Chris Christie, testified that it was part of a traffic study. The man who gave the order, longtime Christie friend David Wildstein, had said the same thing.

Bridgagate? Chris Christie's national ambitions could be hurt by GWB controversy

Star Ledger

Not too long ago, Chris Christie was joking about it. But as the controversy over lane closures at the George Washington Bridge continues to swirl, Democrats in Washington are pouncing on the Republican governor in the hope that they can stop his potential quest for the White House before it begins. For Christie, it's the first taste of what it's like to be his party's front-runner for the next presidential sweepstakes. "National Democrats will make an issue about everything about me so get used to the new world, everybody," Christie said at a news conference Friday. "We're not in Kansas anymore, Dorothy."

Port Authority scandal: The rising star and the mystery man inside a growing investigation

Star Ledger

One was the mystery man of Jersey politics, operating in secrecy for years as an anonymous political pundit before nabbing a sweetheart \$150,020-a-year patronage position with no job description at the Port Authority, courtesy of a high school friend who now is the governor of New Jersey. The other was a rising star in the Republican Party, a former state senator well-regarded on both sides of the aisle who became Gov. Chris Christie's right hand at the Port Authority, the bistate agency that oversees the metropolitan region's mass transit, major airports, river crossings and seaports. Now both have gone down in flames in the burgeoning Port Authority scandal that led to the resignation on Friday morning of Bill Baroni, the authority's \$289,667-a-year deputy executive director, and of David Wildstein a week earlier, who agreed to step down from his position as director of interstate capital projects — both caught up in a widening investigation into allegations that they may have orchestrated a series of massive traffic jams at the George Washington Bridge as political payback against the mayor of Fort Lee. The two were the two highest-ranking Port Authority executives appointed by Christie and their absence leaves him scrambling to find replacements and tamp down a scandal that could become a political problem as the governor sets his sights on the White House.

My prediction on how we can expect Chris Christie's crisis with the GW Bridge to develop

By Paul Mulshine
The Star Ledger

My old pal Charles Stile of the Record has some thoughts here on how the GW Bridge scandal is going to work out for the governor. Probably not so well, says Chuck: Despite his business-as-usual nonchalance, Christie was in full damage-control mode, attempting to contain a crisis that threatens to tarnish the Christie brand at a time when national polls and pundits are certifying him as the early front-runner for the Republican nomination for president in 2016. As it stands now, the widening furor over the lane closings at the George Washington Bridge in early September does not appear to be the kind of issue that will doom Christie's presidential hopes.

Christie appointee quits amid probe of N.Y. bridge tie-up

Democrats press for a reason why lanes were shut on George Washington, amid suspicion of retribution.

Gov. Christie announced the resignation Friday of one of his top appointees amid an escalating investigation into whether Christie loyalists deliberately created traffic jams at a bridge into New York City in an act of political retribution. The governor denied that the lane closings were politically motivated. The resignation of Port Authority of New York and New Jersey deputy executive director Bill Baroni comes a day after a state lawmaker issued seven subpoenas to Baroni and other agency officials, and the Democratic National Committee tried to link the controversy to Christie, a potential 2016 Republican presidential candidate. Christie, who is shuffling some staff positions as he begins his second term, painted Baroni's departure from a plum appointment as an expected move, though he also acknowledged that the questions about a bridge delay cause a distraction. "Sen. Baroni offered his resignation, and I accepted it, but this wasn't something I hadn't planned already," the governor said. Baroni is a former Republican state senator who was state chairman of John McCain's 2008 presidential campaign and has been Christie's top deputy at the bistate agency for four years. The new deputy executive director, Deborah Gramiccioni, has a long history of working with Christie, both in the U.S. Attorney's Office and in his administration. She also worked in the Justice Department in Washington. The issue involves the George Washington Bridge, one of the world's most heavily traveled spans. The town on the New Jersey side of the bridge is Fort Lee, whose Democratic mayor did not endorse Christie in his reelection campaign last month. While Christie is a Republican, his campaign focused heavily on bipartisan support to bolster his image as a pragmatic executive who will work with his political opponents. On Sept. 9, two of the three local-access lanes from Fort Lee to the bridge's upper level were closed without warning. Officials at the Port Authority, the powerful agency that operates the bridge, said the closures were for a traffic pattern study. Christie said Friday that he believes that version of events, though he said Baroni and others did not communicate the plan properly. Christie also said that he does not believe anyone on his own staff was involved in the lane closures and that he did not know about them until later. Fort Lee officials said they were not informed of the closures in advance. The closures led to gridlock in Fort Lee and were canceled after four days. Finishing a first term that by New Jersey standards has been scandal-free, Christie previously spoke about the issue in public only once. That time, he laughed it off. During a news conference this month, he joked that he personally put up traffic cones to close the lanes. Then he addressed his critics, including two Democratic lawmakers who have been pressing the issue. "Just because John Wisniewski and Loretta Weinberg are obsessed with this," he said, "it just shows you they really have nothing to do." He also denied a report in the Wall Street Journal that he called New York Gov. Andrew Cuomo, a Democrat, this week to complain that one of Cuomo's appointees at the Port Authority was pushing too hard for answers about the bridge incident. On Friday, Christie accused Democrats of making too much out of the bridge issue and exploiting "all the other politics swirling around it." Democratic lawmakers have kept pushing the story by calling Port Authority officials to testify. Port Authority executive director Patrick Foye, a Cuomo appointee, told lawmakers under oath that he was unaware of any traffic study. David Wildstein, the Port Authority's director of interstate capital projects and one of Christie's high school friends, sent a resignation letter last week saying he would leave the agency as of Jan. 1. He said in the letter that he planned to leave anyway in 2014 but was speeding up his resignation because the bridge issue had become "a distraction." The resignations of Baroni and Wildstein are effective Friday, Christie said. Baroni earned \$290,000 a year as Christie's top deputy, while Wildstein, who was a political blogger under the pseudonym Wally Edge before joining the authority, made \$150,000 annually.

Exec behind GWB closure bought Web addresses named for PA chief, Barbara Buono

By Abbott Koloff
[Record](#)

The Port Authority official who ordered the mysterious lane closures at the George Washington Bridge and sparked a political firestorm for Governor Christie has also quietly purchased Internet domain addresses that use the name of the agency's top executive and Barbara Buono, Christie's Democratic adversary in his recent reelection campaign. The official, David Wildstein, a Christie appointee who left the Port Authority on Friday after resigning amid the growing controversy, purchased patfoye.com, the name of Pat Foye, the agency's executive director who criticized the closures. And he also purchased domain names that could have been used by Buono and Milly Silva, her running mate, in the race against Christie, including buonosilva.org and millysilva.com. It is not clear why Wildstein, a childhood friend of Christie's, has been collecting domain names. In some cases, the Web addresses he's purchased have been in the names of presumed adversaries, like Foye.

Bridge-gate scandal nips at Christie's heels: Moran

By Tom Moran
[The Star-Ledger](#)

As scandals go, the manufactured traffic nightmare at the George Washington Bridge in Fort Lee is a mouse, not a lion. No one stole money. No one was hurt. And there was no sex. But it does have the key ingredient that breathes life into

any scandal: a sloppy attempt by the key players to cover their tracks. Gov. Chris Christie's top lieutenants at the Port Authority of New York and New Jersey knew their behavior could not be justified.

Christie Allies Gone as Bridge Inquiry Poised to Widen

By Elise Young and Terrence Dopp

Bloomberg News

New Jersey Governor Chris Christie withstood critics when he killed a \$12.4 billion transit tunnel under the Hudson River to New York City. Now, on the verge of his second term, he's at the center of another commuter fury over four days of traffic tie-ups at the George Washington Bridge, the world's busiest. The Republican governor's opponents in New Jersey as well as in Washington are trying to build a case that unannounced lane closures were orchestrated to punish a community whose Democratic mayor failed to endorse the re-election of Christie, a possible 2016 presidential contender. Christie, 51, hasn't explained the reasons for the four-hour delays that brought traffic to a standstill in Fort Lee. Bill Baroni, the governor's top appointee at the Port Authority of New York and New Jersey, which runs the bridge, resigned yesterday.

Gov. Christie Appoints Livingston Native To Lead Port Authority

Deborah Gramiccioni, who graduated from Livingston High School, will replace Bill Baroni as executive deputy director of the bi-state agency.

By Mike D'Onofrio

Livingston Patch

Gov. Chris Christie tapped a Livingston native to be his top appointee in the Port Authority of New York and New Jersey as the governor accepts high-level resignations from the bi-state agency after September closures of several lanes to the George Washington Bridge. Deborah Gramiccioni will replace Bill Baroni as executive deputy director of the Port Authority after Baroni resigned Friday, according to NorthJersey.com. The resignation of Baroni is the second high-level executive at the bi-state agency in the last two weeks. The other executive who recently resigned was David Wildstein, the former agency's director of interstate capital projects and the former Republican mayor of Livingston, according to NorthJersey.com. Baroni and Wildstein came under intense scrutiny after the latter announced the closure of several lanes in September to the George Washington Bridge that are usually dedicated to Fort Lee traffic, according to NorthJersey.com.

Christie: Bridge Traffic Controversy 'Sensationalized'

By Sandy Fitzgerald

Newsmax

New Jersey Gov. Chris Christie is frustrated with the growing scandal over the George Washington Bridge lane closures that gridlocked Fort Lee's morning traffic for four days in September. However, legislative hearings have led to the resignations of two of his close associates, reported The New York Times. In addition, allegations that the closures were ordered in retribution against Fort Lee Mayor Mark Sokolich, a Democrat who refused to back Christie's reelection efforts, are growing. On Friday, Bill Baroni, the governor's chief appointee at the Port Authority of New York and New Jersey, stepped down.

Bumpy Ride: How Chris Christie's Traffic Scandal May Wreck His Presidential Bid

By Trevor LaFauci

Politicus USA

Friday the 13th was a very unlucky day for Chris Christie. So unlucky, in fact, that it might cost him a chance at the presidency. Governor Chris Christie found himself in hot water this week after a story broke that initially appeared to be too sensational to be true. The story goes that in mid-September, two lanes were closed on the George Washington Bridge, an incident that led to extensive traffic backups for three days out of the town of Fort Lee, New Jersey. Clearly, this was a case of bad timing and nothing more. However, rumors began to circulate that these lane closures were done by Christie as retribution to Fort Lee Democratic mayor Mark Sokolich, who refused to endorse Christie's re-election bid. Sounds far fetched, right? Here's where the story gets interesting. Last Friday, *The Rachel Maddow Show* reported that a man by the name of David Wildstein, the director of interstate capital projects at the Port Authority of New York and New Jersey, announced his resignation, effective January 1st, 2014.

As snow blankets region, slowdowns at the airports and on the roads

By Lisa Rose

The Star-Ledger

Snow is beginning to snarl air traffic, with cancellations and arrival delays in Newark and New York. The Associated Press is reporting that more than 300 flights have been canceled at Newark Liberty International Airport while planes landing at John F. Kennedy Airport are arriving about an hour late, according to FlightView, an air travel website. At LaGuardia Airport, flights are arriving up to 30 minutes late, according to FlightView. Things are looking better on the rails. Most NJ transit trains are running on or close to schedule.

AVIATION

Snowstorm Causes Delays at New York Airports

By Daniel E. Slotnik
New York Times - (Full Text)

A winter storm that was expected to blanket New England and the Ohio Valley with a foot or more of snow over the weekend caused significant delays and cancellations at New York City airports on Saturday, officials said. The Federal Aviation Administration said that flights into Kennedy International Airport would be delayed by an average of about two and a half hours until late Saturday night. The Port Authority of New York and New Jersey said that 366 flights had been canceled at Newark Liberty International Airport as of 6:30 p.m., with 62 cancellations at Kennedy and 50 at La Guardia Airport. The National Weather Service reported that five inches of snow had fallen in Central Park by 10 p.m. and that six inches had fallen on the Upper West Side by 9:30 p.m. Total accumulation could reach up to 10 inches, it said, with about a quarter of an inch of ice after the snow turned to sleet or freezing rain overnight. Gusts of up to 35 miles per hour were possible. A winter storm warning was in effect until six a.m. Sunday, according to the Weather Service. The Metropolitan Transportation Authority said on its website on Saturday evening to allow for additional travel time. The storm began on Friday in the Midwest, covering parts of Illinois with more than 10 inches of snow. The Associated Press reported that four people had died in car crashes caused by the weather in Missouri.

LaGuardia bus finally takes off

Zippy new Q70 brings relief after decades of slow slog on Q33
By Marine Cole
Crain's New York Business

It used to take Delta Air Lines employee Zaird Caicedo up to 90 minutes or more—depending on traffic—to get to his job at LaGuardia Airport. Frequently he got in late. But on Sept. 8, that all changed when the Metropolitan Transportation Authority replaced its infamously erratic Q33 bus, which ran from the Jackson Heights/Roosevelt Avenue subway station in Queens to the airport, with the Q70 Limited bus. The new service has not only halved Mr. Caicedo's bus commute, but it has also done so reliably. "This is perfect," he said. "I'm always on time now." After years of effort to find the most efficient and affordable way to connect Queens and much of Manhattan to LaGuardia by public transportation, the MTA has finally come up with a winner, riders say.

PA says it will no longer shoot airport owls

By Rich Bochmann
Times Ledger

The borough's airports will work with the state to humanely remove snowy owls that pose safety threats to aircraft in lieu of shooting them, officials said. The Port Authority said it is working with the state Department of Environmental Conservation to put together a program to trap and remove the nomadic birds from John F. Kennedy International and LaGuardia airports. "The Port Authority's goal is to strike a balance in humanely controlling bird populations at and around the agency's airports to safeguard passengers on thousands of aircrafts each day," the agency said in a statement released Monday night. "Over the past two weeks, five planes at JFK, Newark Liberty and LaGuardia airports were struck by snowy owls that have been migrating to our region in far higher than typical numbers this year."

Snowy-owl overflow a risk to N.Y.-area airports

Birds popularized by the Harry Potter books are heading south this year in larger numbers than usual and have been hanging out at airports in the New York area. At least five have died in encounters with airplanes.
By Tina Susman
Los Angeles Times

First terrapins. Now snowy owls. Humans are not the only species flocking to airports this holiday season. At least five times in the past few weeks, airliners at JFK, LaGuardia and Newark Liberty airports have been hit by the fluffy owls, which airport and National Audubon Society officials agree are migrating south in far higher numbers than normal. One was even seen in Bermuda recently, said Glenn Phillips, executive director of New York City Audubon. Phillips speculates that it's an owl overflow from a population boom back home, on the edges of the Arctic Circle. The question facing the

Port Authority of New York and New Jersey, which manages the airports, is how best to control the golden-eyed white creatures: by culling or by capturing.

TV CLIPS

MSNBC Part 1 – GWB lane closures controversy.

MSNBC Part 2 - GWB lane closures controversy.

WNYC FM – GWB lane closures controversy.

From: Albiez, Cheryl Ann
Sent: Monday, December 16, 2013 7:49 AM
Subject: Morning Clips 12.16.13

ANYNJ

Relations between Gov. Cuomo, Gov. Christie growing uneasy over political spats (video)
The governors of New York and New Jersey have had a close relationship for the first three years of Cuomo's term, with the two pushing together for federal aid after Hurricane Sandy and cooperating over the bistate Port Authority. But recent tensions signal the beginning of a rivalry leading up to a presidential race by the potential contenders, an expert says.

By Kenneth Lovett
New York Daily News

It's getting less neighborly between two political heavyweights: Gov. Cuomo and his New Jersey counterpart, Chris Christie. The two outsized personalities have had a good relationship during Cuomo's first three years in office, working together on a push for federal aid following Hurricane Sandy, controlling the bistate Port Authority and even occasionally having dinner together. But that has been tested in recent weeks — even as those close to the two are playing down any tension. “We now have the bistate presidential skirmish, and this is the first round,” said veteran Democratic consultant Hank Sheinkopf. The first incident that may have frayed cordial ties between the two govs occurred after Christie, head of the Republican governors association, met with Westchester County Executive Rob Astorino, who is considering a challenge against Cuomo, a Democrat, next year. Cuomo publicly said that Christie had called him to rebut a report that he told Astorino he was prepared to go all out to help him beat the Democratic governor next year. Cuomo's comments put Christie in an awkward situation with the national Republican Party, already wary of him because of his embrace of President Obama post-Hurricane Sandy. More recently, Cuomo was virtually silent over a Port Authority controversy in which a Christie appointee ordered two of three lanes on the George Washington Bridge shut down for several days in September, leading to traffic delays of up to four hours that spilled into Fort Lee, N.J. Some insiders said he was letting Christie twist in the wind. Port Authority Deputy Executive Director Bill Baroni said the lanes were ordered closed to conduct a traffic study — a statement contradicted by PA Executive Director Pat Foye, a Cuomo appointee. New Jersey Democrats said the move was retaliation against the Democratic Fort Lee mayor for not endorsing Christie's reelection this year. Cuomo referred to the incident last week as a New Jersey issue. Baroni and another Christie appointee have since resigned from the Port Authority.

Analysts: Big fights ahead for Christie
His national ambitions make him a ripe target
By Bob Jordan, Asbury Park Press
The Courier Post

The recent startling housecleaning at the Port Authority forced two of Chris Christie's closest friends and top advisers out early from jobs that paid a combined \$440,000, a rare political setback for the 51-year-old Republican governor. But analysts say Christie can expect other bruising fights when he begins his second term in office Jan. 21 — thanks to his national ambitions and because New Jersey's term limit for governors makes him a ripe target for state Democrats looking to settle old scores. “There's going to be plenty of heat from inside the state, and the national Democrats, folks who did virtually nothing to help Chris Christie's opponent in the gubernatorial election, are taking Christie seriously now,” said Ben Dworkin, a Rider University political scientist. “That's because he's the presumptive favorite to win the GOP 2016 presidential nomination. He's a threat to the national Democrats.” Bill Baroni, the deputy executive director, and David Wildstein, another

Christie appointee, left the Port Authority of New York and New Jersey in the wake of a furor over lane closures from Fort Lee to the George Washington Bridge. Christie's critics claim the closures were meant as punishment for the town's mayor, who refused to endorse the governor in his re-election bid.

Port Authority Scandal Is Result of Leadership, Patronage Mess, Analysts Say

By Mark J. Magyar
NJ Spotlight

Transportation experts warned of dangers of growing cronyism, gubernatorial interference months before rogue lane closings in Fort Lee. The Bridge-gate scandal that forced the resignations of two of Gov. Chris Christie's Port Authority appointees was the inevitable result of divided leadership, growing patronage, and increased gubernatorial meddling in the operations of the multibillion-dollar New York-New Jersey agency, transportation experts said yesterday. In fact, Jameson W. Doig, who wrote the definitive history of the Port Authority, warned almost two years ago of the dangers inherent in the growing "politicization" of the bistate agency. He also cautioned against the transformation of its 12 commissioners into "obedient assistants to the governors, passively accepting patronage appointments and whatever actions fit a governor's short-term political needs." Doig said yesterday he was not surprised by the growing scandal that has enveloped the Port Authority, the mega-agency that oversees airports, bridges, tunnels, ports, the PATH light-rail system, and the World Trade Center in New York and New Jersey. The scandal has already forced the resignations of Christie's top two operatives at the Port Authority -- Deputy Executive Director Bill Baroni and Interstate Projects Director David Wildstein. It has sparked a series of subpoenas and legislative hearings, and has been seized on by Democrats nationally to attack Christie, the GOP frontrunner for president in 2016.

Doblin: GWB lane closure included 9/11 anniversary

By Alfred P. Doblin
The Record

HERE'S the flaw in David Wildstein's story about ordering a traffic study on whether there was a need for three local lanes to the George Washington Bridge in Fort Lee: 9/11. Wildstein's infamous decision to have a top-secret study of what would happen if two of three local lanes were closed in Fort Lee affected the week of Sept. 9, including the anniversary of 9/11. I do not know what went on in the mind of David Wildstein, then a high-ranking Port Authority of New York and New Jersey official. Maybe he was not just a political appointee, full of his own importance and willing to create a traffic nightmare in a Bergen County town because the Democratic mayor of that town refused to endorse Republican Chris Christie for a second term as governor. Maybe he decided that a double-secret, tell-nobody-in-Fort-Lee traffic study was just the ticket for understanding why those entitled people in Fort Lee thought they had a right to special access to the GWB when people, say, in Westfield do not. While we are on that subject, if the state of New Jersey really wants to help Atlantic City, it should give A.C. residents local lanes to the George Washington Bridge. Damn the geography.

Exec Wrapped Up In George Washington Bridge Scandal Buys Domains With Public Officials' Names David Wildstein Announced Resignation Earlier This Month

By CBSNewYork/AP
CBS NY

Why is the Port Authority official who allegedly ordered the closures of local-access lanes to the George Washington Bridge buying up Internet domain address bearing the names of public officials? The Record of Woodland Park reported that David Wildstein, the Port Authority's second-most powerful appointee from New Jersey who announced his resignation earlier this month, bought domains that use the names of Pat Foye, the authority's top executive; Barbara Buono, a Democratic state senator who lost to Gov. Chris Christie in this year's gubernatorial race; and her running mate, labor leader Milly Silva. It's not clear why David Wildstein made the purchases. He declined the newspaper's request for comment, and a top political strategist for Christie said neither he nor the governor were aware of Wildstein's activities. "This was done independently of the campaign and without any authorization," Mike DuHaime said. "The governor had no knowledge either."

Port Authority official behind GWB closure bought domains named for boss, Christie rivals

By Ryan Hutchins

The Star-Ledger

The growing scandal over September's puzzling closure of George Washington Bridge lanes just got even weirder. A top Port Authority official who ordered the lane closures has been quietly purchasing internet domain names related to the agency's executive director and political adversaries to Republican Gov. Chris Christie, The Record reports. David Wildstein, who plans to resign as the Port Authority's director of interstate capital projects, bought patfoye.com, according to the report. Pat Foye is the authority's executive director, a critic of the closures and was appointed by New York Gov. Andrew Cuomo, a Democrat. Wildstein, who went to high school with Christie, also purchased domain names related to former gubernatorial candidate Barbara Buono and her running mate, Milly Silva, the report says. The Record reported that he owns buonosilva.org and millysilva.com. Buono, a state Senator from Middlesex County, lost to Christie in November's general election. The Record said it was not clear why Wildstein — who once anonymously ran the political site PolitickerNJ — has purchased those and dozens of other domains, noting he declined to comment. Christie's top political strategist told the paper that neither the campaign nor the governor were aware Wildstein was buying the domains.

Ex-Port Authority exec buys officials' web domains

By Associated Press

Wall Street Journal — Full Text

A former Port Authority official who allegedly ordered the mysterious lane closures at the George Washington Bridge has reportedly been buying Internet domain addresses that use the names of public officials. The Record of Woodland Park (<http://bit.ly/1hVkvsh>) says it's not clear why David Wildstein made the purchases. He declined their request for comment, and a top political strategist for Gov. Chris Christie said neither he nor the governor were aware of Wildstein's activities. "This was done independently of the campaign and without any authorization," Mike DuHaime said. "The governor had no knowledge either." Among the addresses that were purchased are ones that use the name of Pat Foye, the authority's top executive; Barbara Buono, a Democratic state senator who lost to Christie in this year's gubernatorial race, and her running mate, labor leader Milly Silva. Those officials and others were unaware Wildstein reserved their Internet identities. Some were stunned to hear about the purchases. "It's amusing, but also creepy and strange," Silva told the newspaper. "The notion that this person purchased domain names I might seek to use is troubling." Internet records show Wildstein has purchased at least 48 domains and has renewed some of them annually. Domain names typically cost less than \$10 a year.

None of the domain names are redirected to sinister websites and most take users to the website of Wildstein's favorite baseball team, the New York Yankees. Wildstein served as the port authority's director of interstate capital projects before he stepped down on Friday. He is a childhood friend of the governor, who had appointed him to the post. Wildstein has been among several officials named in an escalating probe into whether Christie loyalists deliberately created traffic jams at the George Washington Bridge in early September in an act of political retribution. The governor has denied the lane closings at the bridge into New York City were politically motivated. The town on the New Jersey side of the bridge is Fort Lee, whose Democratic mayor did not endorse Christie in his re-election campaign last month. While Christie is a Republican, his campaign focused heavily on bipartisan support to bolster his image as a pragmatic executive who will work with his political opponents when he needs to.

PORT COMMERCE

Changes in China's recycling could cost N.J. towns cash

By James M. O'Neill

The Record

A crackdown on trash halfway around the world has disrupted the U.S. recycling industry and could cost North Jersey municipalities some of the coveted revenue they earn from selling the paper, plastic and aluminum cans that residents put out at the curb. For much of this year, China has rejected bales of recyclables shipped from the United States that are too contaminated by regular trash. China's effort to erect what's become known as a "green fence" against contaminated recyclables has prompted recycling companies here to start charging financial penalties to the towns and corporate clients whose recyclables are tainted with too much regular garbage. "Make no mistake: This is a serious situation that can have major repercussions for the future of the recycling industry in the U.S.," Chris Riviello, managing partner of Atlantic Coast Fibers, a Passaic-based recycling company, told the municipalities it serves in a recent letter. It's not clear how much North Jersey towns stand to lose, but some municipalities make between \$300,000 and \$500,000 on recycling. And towns in Bergen County could be especially vulnerable because they use a system in which their recycling hauls are more likely than those in Passaic County to include regular trash. Given the region's proximity to the Port of Newark, much of the recyclables collected in North Jersey, particularly paper, gets sent abroad, where mills turn it into new products. Much of it is sold to China, which bought \$11.3 billion in scrap metal, plastic and paper from the U.S. in 2011.

TV & RADIO CLIPS

WOR-AM (radio) – GWB lane closures

News 12 NJ – GWB lane closures

WINS AM (radio) – GWB lane closures

WCBS-NY (radio) – GWB lane closures

WCBS-NY – GWB lane closures

WPIX11 – GWB lane closures

WABC-AM – GWB lane closures

NY1 – Fulton Center/ Connection to WTC

From:
Sent:
Subject:

King, Rudolph
Friday, November 15, 2013 7:44 AM
Morning Clips - 11.15.13

.NYNJ

Chairman of Port Authority Comments on Potential \$400 Million Lawsuit it Faces From Jersey City Over Taxes

Joshua Burd

NJBiz – Full Text

The head of the Port Authority of New York and New Jersey defended his agency ahead of a \$400 million lawsuit it could face from Jersey City, which seeks to have the bistate entity pay higher taxes for a host of properties it owns around the city. Port Authority Chairman David Samson told NJBIZ: "We usually do not comment on threatened or pending litigation, but I can tell you the Port Authority is in compliance with its legal and contractual obligations." Earlier this week, Jersey City Mayor Steven Fulop said he planned to sue the agency for \$400 million, citing "economic damages caused by the Port Authority's unfair and outdated tax agreements with the city." Fulop said agreements for scores of properties have cost the city hundreds of millions of dollars in lost tax revenue over several decades, and that agency officials have been completely unresponsive" to his outreach efforts since he took office in July. All told, the city alleges the Port Authority pays \$2.2 million annually for properties whose current assessments should generate more than \$18 million in taxes. Officials from the authority, whose board met this week, have declined to respond ahead of pending litigation. Meantime, some state lawmakers came out in defense of the agency, including Sen. Michael Doherty, who said the threat of the lawsuit was "hypocrisy" considering state tax exemptions enjoyed by the city.

WTC

WTC Security Plan Resisted – Opinion

manda Fung

Crain's NY Business – Full Text

Local residents are not happy with the New York Police Department's security plan for the World Trade Center. In fact, a group of lower Manhattan residents is preparing to sue the NYPD Thursday over the plan, stating that it will leave the center in "fortresslike isolation" and the area around it "as impervious to traffic as the Berlin Wall," according to *The New York Times*.

The WTC Neighborhood Alliance, made up of a dozen residents and one local shop owner, claims that the environmental impact statement for the area was flawed in its analysis and did not take into account alternative solutions. Meanwhile, 72-story 4 World Trade Center officially opened Wednesday. The Silverstein Properties' office tower will be home to the Port Authority of New York and New Jersey and the city's Human Resources Administration.

Residents plan to sue NYPD over WTC security plan

Associated Press – Updated – 11.14.13 – 5:50PM – full Text

NEW YORK (AP) - Some lower Manhattan residents are suing police over the security plan for the World Trade Center site. The WTC Neighborhood Alliance filed a suit Thursday in Manhattan. The plan calls for 3-foot-tall barriers and a secured zone around the trade center. Only vehicles that can prove they have business in the trade center or have been previously certified would be allowed in. The suit says the plan will leave the center in "fortress-like isolation" and the area around it "as impervious to vehicular traffic as the Berlin Wall." The city Law Department says the importance of security at a site that terrorists targeted "cannot be overstated." City lawyers note that pedestrians and bicyclists will be able to move freely there. The suit asks to get the plan annulled.

Moody's Adds WTC Space

By Laura Kusisto

Wall Street Journal – Full Text

Moody's Corp. MCO +0.83% , the anchor tenant of the first tower to be rebuilt in Lower Manhattan after the Sept. 11, 2001, terrorist attacks, is expanding again downtown. The company, which includes both the credit-rating unit and an analytics arm, is taking the top three floors of 7 World Trade Center, a 52-story building developed by Larry Silverstein that was the first to replace those destroyed by the 9/11 attacks. When it opened about seven years ago, some predicted the building would struggle to attract large tenants, but leases by Moody's, which agreed to occupy a third of the tower, and music licensing company BMI provided early evidence the area could bounce back. Moody's is subleasing its 129,000-square-foot space from Germany's Portigon Financial Services, which emerged from WestLB after the company underwent a restructuring a couple of years ago. It leased the space in 2008. Portigon, a portfolio-services provider, is currently undergoing a restructuring and has reduced both administrative and personnel expenses by about a third, according to an August news release. The company didn't respond to a request for comment. The asking rent for the space was \$65 a square foot, significantly higher than the average asking rent for top space in Lower Manhattan, which is nearly \$46 a square foot, according to Newmark Grubb Knight Frank. Moody's has expanded in 7 World Trade Center, even as many financial-services companies cut back on space during the recession. It first leased about 580,000 square feet in 2006 and added about 80,000 square feet of expansion space in 2007. "It's nice to see a downtown tenant expanding. You see so much talk about companies compressing, that it's good to see one going the other way," said Mark Weiss, a broker at Newmark Grubb Knight Frank, who represented Portigon. A spokesman for Moody's said it has seen strong market demand for its research, ratings and analytical products in recent years. "We've secured additional space at 7 World Trade Center to support our needs while remaining committed to downtown," he said. Cushman & Wakefield, which represented Moody's, declined to comment.

TB&T

Doblin: Should Have Been Ice Cream Cones at the GWB - Editorial

Alfred P. Doblin

The Record

THERE IS a logical explanation as to why three local lanes to the George Washington Bridge were mysteriously closed in September. Someone inside the Port Authority of New York and New Jersey wanted to give commuters a gift. Yes, a gift. This employee, someone high up enough to matter, someone with, let's say edge, remembered Governor Christie became a YouTube sensation because he liked his ice cream cones. So it being hot September and all, this Port Authority employee told someone, "Let's get some cones to the GWB." The lower-level employee, not understanding the edgy guy wanted ice cream cones, sent traffic cones instead. Of course, the possibility that the lane closures were political payback aimed at the mayor of Fort Lee for not endorsing Christie for governor is an equally plausible theory. According to The Wall Street Journal, David Wildstein, an upper-level Port Authority employee with ties to Christie, ordered up the cones. Wildstein isn't talking. No one at the Port Authority wants to identify the individual who ordered the lane closures despite continued requests for information by state Sen. Loretta Weinberg, D-Teaneck. Weinberg promises not to relent. I believe her. The executive director of the Port Authority, Patrick Foye, has said the lane closures were "ill-advised" and "subverted" agency policy. The action may even have been illegal. Still, no one is explaining what happened. The Port Authority's logo might as well be a great big clam shell.

GWB Lane Closure Controversy

MY9 NJ

Fort Lee, New Jersey - Controversy continues surrounding the recent unexpected and unannounced lane closures on the George Washington Bridge that impacted thousands of drivers trying to get to work. Senator Loretta Weinberg led the charge yesterday at a Port Authority event to try and get some answers regarding these closures. "Did somebody use the George Washington Bridge for some petty political reason? Maybe it's just because the Mayor's a pain in the rear-end to them because he represents Fort Lee which is the town that leads into the George Washington Bridge so there are a lot of unanswered questions," Weinberg said.

Aviation

Cocaine Diapers, Machine Guns, Ammo Among Haul Confiscated at Area Airports in Last Three Years

Oren Yaniv

NY Daily News

Cocaine stashed in diapers, jeans soaked with liquid-coke, one missile and 1.6 million rounds of ammo — at's some of the haul confiscated from area airports, according to a report released Thursday. An eye-popping total of six tons of hard drugs were seized in Kennedy and Newark Airports over the past three years.

Airport Noise Bill Veto 'Really a Victory'

Scott Eidler

Newsday - Full Text

Gov. Andrew M. Cuomo directed the Port Authority to study aircraft noise over Long Island and hold public hearings about the issue. Cuomo ordered the work after vetoing a bill late Wednesday that called for the study but needed approval from New Jersey lawmakers. The legislation was seen as a pivotal first step for Nassau and Queens residents who have claimed a rise in flights at Kennedy and LaGuardia airports has increased jet noise in their communities. "I recognize that aircraft noise has been a concern for residents of Queens County and Nassau County," the governor wrote in his veto memo. "Therefore, rather than wait for New Jersey to enact companion legislation that would require . . . studies at all Port Authority airports, I am vetoing this bill but directing the Port Authority to conduct noise studies" for LaGuardia and Kennedy. He also called for a "community roundtable" for airport noise and related issues. The veto is "really a victory," State Sen. Kemp Hannon (R-Garden City), sponsor of the Senate bill, said Thursday. "That's what we wanted to get, we want to be able to show the world how some of these homes are being inundated with noise." Co-sponsor Sen. Jack Martins (R-Mineola) said Cuomo's veto was "a better outcome" and "prevented the possibility that New Jersey wouldn't have acted on the legislation." New York's Democratic Sens. Charles Schumer and Kirsten Gillibrand and Democratic Reps. Steve Israel and Grace Meng lauded the governor's decision, noting they had called for such community roundtable hearings. "Residents living among the highest air traffic in the country should have every opportunity to present their views to the appropriate authorities and a vehicle to gather information and hold people accountable," Schumer said in a statement. Assemb. Edward Ra (R-Franklin Square), co-sponsor of the Assembly bill, called Cuomo's directive "the largest step that has been taken on this issue."

Better Airplane Noise Monitoring System to Come to Boro: Officials

Times Ledger

Queens is getting a new system for monitoring noise from area airports, officials from the Port Authority of New York & New Jersey said last week. State Assemblywoman Marge Markey (D-Maspeth) called a meeting Nov. 6 at Maspeth Town Hall for officials from the Port Authority and the Federal Aviation Administration to address longstanding complaints about noise from airplanes flying into and out of LaGuardia and Kennedy International airports. Residents came from Woodside, Middle Village, Maspeth, Elmhurst, Woodside and Jackson Heights for the meeting. Edward Knoesel, manager of the Port Authority's environmental services aviation department, announced a new Airport Noise and Operations Monitoring System is in the process of being implemented throughout the borough.

United Airlines to Serve Atlantic City Airport

Samantha Henry

Associated Press - Full Text

NEWARK, N.J. (AP) - United Airlines will soon offer non-stop flights to Atlantic City International Airport, a move that New Jersey officials hope will boost the falling fortunes of the seaside gambling resort. United Chairman Jeff Smisek was joined Thursday by Gov. Chris Christie and New Jersey's Democratic Senate President Steve Sweeney at Newark Liberty International Airport to announce the airline would begin non-stop daily service to Atlantic City from its hubs in Chicago and Houston - the nation's third- and fourth-largest cities - starting April 1. "United's new Atlantic City service will drive business, tourism and economic development throughout the southern part of the state," Smisek said. The additional service is one of Atlantic City's most pressing needs as its local market continues to decline under pressure from casinos in neighboring states. Casino revenue in Atlantic City has fallen from \$5.2 billion in 2006 to just over \$3 billion last year. Christie said the added service is part of a "renewed focus" his administration - with support from Sweeney and others - had been placing on trying to revive Atlantic City's sagging fortunes. He said they were "giving every opportunity for Atlantic City to continue to grow and prosper and for the citizens of South Jersey and the whole state to benefit from that future growth." Christie made a brief appearance at the airport Thursday morning after canceling

what would have been his first out-of-state speech since winning re-election last week. A Christie spokesman said the governor was fighting off a cold and had to cut back his schedule. The Port Authority of New York and New Jersey took over operation of the Atlantic City International Airport in July, under a 15-year agreement with The South Jersey Transportation Authority. The airport never turned a profit under SJTA control. It saw a 8 percent drop in passenger traffic during the first four months of 2013 compared to the previous year. United announced Thursday that daily flights from Chicago would depart at 8:10 a.m. daily, arriving in Atlantic City at 11:17 a.m. Return flights will depart Atlantic City at 11:52 a.m. and arrive in Chicago at 1:10 p.m. From Houston, United's flight to Atlantic City will depart at 7 p.m. daily, arriving at 11:20 p.m. The return flight will depart Atlantic City at 6 a.m. and arrive in Houston at 8:49 a.m. United Express carrier ExpressJet will operate the Atlantic City flights with 50-seat Embraer ERJ-145 aircraft.

From: Public Affairs Broadcast
Sent: Friday, December 13, 2013 7:30 AM
Subject: Morning Clips

ANYNJ

Investigating Political Hack Work Near the George Washington Bridge

By Jim Dwyer
New York Times -- (Full Text)

Apparently — by which I mean, definitely — a political hack shut lanes entering the George Washington Bridge for five days in September and ruined traffic. The motive remains a matter of speculation, as no credible explanation and only several false ones have been put forward by the agency operating the bridge, the Port Authority of New York and New Jersey. In the interests of informed speculation, please note the following circumstances. First, the mayor of Fort Lee, N.J., the borough adjacent to the bridge and the one that suffered most from the sudden shutdown of two of its three access lanes, had just failed to come through with an expected endorsement of Gov. Chris Christie for re-election. And second, the hack who closed the lanes got his job at the Port Authority through the patronage of Governor Christie, a high school classmate. Governor Christie's man was on a corner in Fort Lee at 7 a.m. on the first day of the lane closings, watching the traffic monstrosity build, according to recent testimony at hearings in New Jersey. So apparently — by which I mean, maybe — this was an act of retribution against the Democratic mayor of Fort Lee for his failure to join others of his party in making the case that Mr. Christie was irresistibly bipartisan. During the four and a half days of mayhem, elected officials pleaded for help from an aide to David Samson, the chairman of the Port Authority. Mr. Samson, another Christie appointee, has yet to talk publicly about what happened and did not respond to emailed questions on Thursday. (As The Record noted, Mr. Samson was openly outraged about jams on other bridges.) A New Jersey Assembly committee has subpoenaed phone, text and email records from the Port Authority, which could map out this episode in all its infuriating detail. The idea that a politician could use government resources to punish an enemy, perceived or otherwise, is not all that startling. But the surprise here is the blunt instrument that was used. By long custom — heck, by interstate pact — the Port Authority is a machine designed for the pleasure of politicians in two states. Jobs are split 50-50: The chairman is appointed by New Jersey's governor, the executive director by New York's. A police official from one state, a deputy from the other. It is the Noah's Ark of patronage, and the agency's bylaws spell out the order in which the two-by-twos are brought on board. The board is composed of gubernatorial contributors, cronies and lobbyists, who carve up billions in contracts and bond deals and construction projects, because the Port Authority is a whirlwind of revenues from tolls and fees. The George Washington Bridge alone brings in \$646 million a year. Fully assembled, the whole Port Authority operation is a political orgasmatron, the machine Woody Allen imagined for the 22nd century in "Sleepers," only without politicians. "It's not like a sewage authority — it has a budget bigger than 26 other U.S. states," said John S. Wisniewski, a Democratic assemblyman who has been running the hearings on the episode. "It's like Louisiana under Huey Long, except it's a collective Huey Long — no one person can control the agency. You have rival gangs." Mr. Christie shares control of the agency and its spoils with Gov. Andrew M. Cuomo, and the two have, for the most part, played nicely with each other. Mr. Christie, though, is said to have complained to Mr. Cuomo about the aggressive digging into the creation of the traffic jams by an appointee of Mr. Cuomo's, Patrick J. Foye, the executive director of the Port Authority, according to The Wall Street Journal. Mr. Foye has testified that he did not learn about the lane closings — the agency's professional staff had objected to them — until they had been in effect for four days, as the calls were going to New Jersey appointees. The official who closed the lanes, David Wildstein, resigned last week just before the legislative hearings began. He has yet to explain his action, though initially, the Port Authority press office announced that it was part of a "traffic study." Mr. Foye has said there was no such study. So for what reason were tens of thousands of people delayed for hours, immense amounts of pollution added to the air, and ambulances, fire trucks and police cars slowed? Perhaps it was retribution. Or maybe it was sheer stupidity. A third explanation is that it was both dumb and nasty. That seems to exhaust the possibilities.

7 more subpoenas issued in escalating probe into George Washington Bridge lane closures

By Shawn Boburg
Record

Seven more subpoenas were issued on Thursday in an escalating investigation by lawmakers into George Washington Bridge lane closures that clogged Fort Lee streets in September and have led to speculation that the span was used for political payback. The additional subpoenas landed as the Christie administration was forced to address a report that the governor had called New York Gov. Andrew Cuomo to complain that one of Cuomo's Port Authority appointees was

pursuing the bridge controversy too vigorously. Christie and Cuomo jointly control the Port Authority. And Cuomo's top executive appointee at the agency has called the lane closures, ordered by a Christie aide, abusive and potentially illegal. Executive Director Pat Foye also provided explosive testimony in Trenton earlier this week. Christie's spokesman, Michael Drewniak, would not confirm the phone conversation between the governors, reported in a Wall Street Journal article that cited an anonymous source. Drewniak said the two governors speak often and that their discussions are private. It's unclear if the call took place before or after Foye's testimony.

PA officials say they were instructed to keep Fort Lee in the dark Fort Lee Suburbanite

In hours-long testimonies before the state Assembly's transportation committee on Dec. 9, two Port Authority officials admitted that they were instructed to keep Fort Lee in the dark about George Washington Bridge lane closures that enveloped the borough in nearly five days of gridlock in September. The state Assembly Transportation Committee, on Dec. 9, hears the testimonies regarding the closing of Fort Lee access lanes to the George Washington Bridge which resulted in heavy, days-long traffic in September. Two Port Authority officials admitted that they were instructed to keep Fort Lee in the dark about lane closures. Cedrick Fulton, director of tunnels, bridges and terminals for the agency, and his subordinate Robert Durando, general manager of the George Washington Bridge and bus station, said David Wildstein, the Port Authority's outgoing director of interstate projects, ordered the "traffic study" that reduced Fort Lee's entrance lanes to the bridge from three to one in order to gauge the impact of the move on lanes reserved for outside traffic. Wildstein thought informing Fort Lee of the planned closures would have skewed the data, said Durando, who was ordered by Wildstein on Sept. 6 to implement the changes — just three days before they went into effect.

TBT

George Washington Bridge: maintaining world's busiest span My Fox New York

The steel plate that was misaligned and backed up traffic on the George Washington Bridge Wednesday was repaired a day later. We should expect more maintenance during late night, because a five-year plan to replace the 80-year-old bridge's steel support cables is underway. Overall how is the maintenance of the George Washington Bridge? A civil engineering professor from CUNY says for its age it is overall good. Traffic on the George Washington Bridge was slow moving even at 2 p.m. Thursday because of sheer volume of vehicles. The George Washington is the busiest bridge in the world; more than 100 million vehicles crossing it so even a minor repair can cause traffic havoc.

AVIATION

Delta Air Lines confirms schedule for Athens–New York, JFK nonstop service in 2014 By Vicky Karantzavelou Travel Daily News

Delta Air Lines has confirmed that its seasonal nonstop flight between Athens 'Eleftherios Venizelos' Airport and New York JFK will recommence, effective May 18, 2014. The flight will operate daily throughout the summer season using a Airbus A330-300 aircraft with 292 seats in conjunction with Delta's joint venture partner Air France KLM and Alitalia. "Delta offers customers from Athens increased choice flying to the United States by offering our service when customers most want to visit – during the peak summer months," said Perry Cantarutti, Delta's senior vice president for Europe, Middle East and Africa. "Customers will also see the changes onboard as we continue to invest in products and services with new onboard offerings and improved facilities at JFK." Delta's flight from Athens features 33 fully flat-bed seats in BusinessElite. Each forward-facing seat converts to a 180-degree full flat-bed and offers direct aisle access in a 1x2x1 configuration. All feature a 10.6" individual screen and a broad range of on demand entertainment in addition to a 110v AC power source and USB port. Delta is also offering Westin Heavenly in-flight bedding, designed and manufactured exclusively for Delta by Westin Hotels & Resorts, in BusinessElite. In addition to the Westin Heavenly In-Flight bedding, BusinessElite passengers will receive Delta's Tumi amenity kit featuring Malin+Goetz products.

TV CLIPS

NEWS 12 NJ – GWB lane closures controversy.

From: Hayes, Anthony
Sent: Saturday, November 23, 2013 8:29 AM
To: Hayes, Anthony
Subject: Morning Clips: 11.23.13

FB&T:

The Assembly Transportation Committee To Hold Hearings On George Washington Bridge Closures The Paramus Post
By Mel Fabrikant
<http://www.paramuspost.com/article.php/20131122161028804>

The Assembly Transportation, Public Works and Independent Authorities Committee will meet on Monday, November 25, 2013 at 10:00 AM in Committee Room 11, 4th Floor, State House Annex, Trenton, New Jersey. The committee will take testimony from invited guests and the public concerning the decision by the Port Authority of New York and New Jersey to close, without prior public notice, access lanes to the George Washington Bridge in Fort Lee, New Jersey from September 9, 2013 to September 13, 2013. The committee will also take testimony concerning the safety hazards and economic losses resulting from that closure.

WTC/PAPD:

NYPD vs. Port Authority in WTC power struggle NY Post By Philip Messing, Kevin Fascik and Natalie O'Neill
<http://nypost.com/2013/11/23/truck-off-nypd-vs-port-authority-in-wtc-power-struggle/>

The guard dogs are marking their territory. For years, the Port Authority and the NYPD have battled over who should provide security at Ground Zero — with each claiming jurisdiction over the hallowed site and trying to squeeze out the other. The PA Police Department lobbed a salvo at its city-cop rivals last month by putting up a guard booth at the site bearing the agency's logo. The move riled NYPD officials, who retaliated Wednesday night by ordering cops to roll up a massive mobile command center, bearing the department's own giant logo, and park just feet away. Angry PAPD bosses first tried to use diplomacy — asking the NYPD in the nicest way possible to lose the truck, sources said. But the department refused.

Not to be outdone by the city cops, the PAPD then looked to its own fleet for retaliation. A few hours later, they pulled up behind the NYPD's truck with a newer, shinier, more high-tech command center that even had a satellite dish on top. "Our truck came in the morning, and they brought theirs in the afternoon. It's like, look, ours is bigger and newer than yours," an NYPD officer told The Post. A PA insider said the guys in charge felt their territory was being invaded. "It's tantamount to the NYPD parking their vehicle in someone else's driveway," said the source.

SUPERBOWL:

At Super Bowl, New York and New Jersey Will Be Top Rivals NY Times By James Barron
http://www.nytimes.com/2013/11/23/nyregion/at-super-bowl-new-york-and-new-jersey-will-be-top-rivals.html?_r=0

For \$9,199, a football fan can buy a sideline-seat-and-hotel-room package to the Super Bowl next year. The seat will be in New Jersey, where the game will be played. But the hotel room will be in New York, where "Super Bowl Boulevard" will stretch from Herald Square through Times Square with a temporary theme park and a 180-foot-tall toboggan slide. A pregame tailgate party will fill a parking lot outside a racetrack in East Rutherford, N.J. But "Taste of the Super Bowl," a glittery event with celebrity chefs from across the country, will take place in New York.

The Super Bowl, the premier sporting event in the country, is coming to the New York City region for the first time, and organizers are enthusiastically promoting it as an event being staged in two states. But while the global spotlight will shine for several hours on Feb. 2 on MetLife Stadium when the game is actually played, almost all of the marquee events that make the Super Bowl a magnet for celebrities, executives and others with big wallets are happening across the Hudson River, in the city.

PANYNJ:

Port Authority taking steps to ease Thanksgiving weekend travel The Jersey Journal By Michaelangelo Conte
http://www.nj.com/hudson/index.ssf/2013/11/port_authority_taking_steps_to_ease_thanksgiving_weekend_travel.html

The Port Authority is taking steps to accommodate the roughly 4.7 million travelers expected to use its bridges, tunnels, airports and PATH trains through the Thanksgiving weekend. PATH trains will operate additional service prior to the evening peak period on Wednesday to accommodate those leaving early for the holiday weekend. Additional service will also be provided to accommodate those attending the Macy's Thanksgiving Day parade in New York City. The Port Authority will provide extra services, including customer service representatives at airports, and will have a full complement of toll collectors at tunnels and bridges.

AVIATION:

\$37M upgrade to fight flooding at LaGuardia Times Ledger By Philip Newman
http://www.timesledger.com/stories/2013/47/laguardiaflood_all_2013_11_22_q.html

Gov. Andrew Cuomo has announced a \$37.5 million project to protect LaGuardia Airport from flooding from storms like Hurricane Sandy, which a year ago shut down the airport at a cost of \$54 million a day. LaGuardia airport contributes in excess of \$13 billion in economic activity to the New York City region. More than 10,000 people work in or for the airport. "Forty million is a lot of money at a time when the economy is slow and the budget is tight," Cuomo said at a news conference Sunday. "But think of it this way. One day of lost service at the airport costs New York about \$54 million."

Parking lot dispute ends in stabbing at JFK (FULL TEXT) NY Post By Matt McNulty <http://nypost.com/2013/11/22/parking-lot-dispute-ends-in-stabbing-at-jfk/>

A parking lot dispute between two hacks at JFK airport ended in violence Friday afternoon, leaving one man with a stab wound to the face, according to authorities. Port Authority cops say an argument began between two male cabbies about 4:45 pm at terminal eight, a parking location at JFK airport in what appeared to be a turf war. Police sources say believe both men are non-medallion cab drivers, and may have been arguing over costumer-poaching, though the victim insisted he wasn't a cab driver, police sources said. One of the men brandished a knife and proceeded to stab the other above the left eye, causing a laceration on his face, authorities say. According to cops, the man was transported to Jamaica with non-life threatening injuries. His assailant initially fled in a bronze colored Acura before cops could arrive, but a police source confirmed a man was in custody and being questioned. However, no charges have been filed as of Friday night, cops said.

From: Hayes, Anthony
Sent: Sunday, November 24, 2013 8:43 AM
To: Hayes, Anthony
Subject: Morning Clips: 11.24.13

Importance: High

TB&T:

Legislators to check if politics was behind GWB traffic tie-up (UPDATED) Bergen Record By Michael Phillis
http://www.northjersey.com/news/Legislators_to_check_if_politics_was_behind_GWB_traffic_tie-up.html

By requesting that four Port Authority executives testify before an Assembly committee on Monday, Democrats want to know whether a traffic nightmare caused by a five-day partial closure of lanes leading to the George Washington Bridge was politically motivated. "I have said at the beginning it's too bizarre for Chris Christie to have called someone at the Port Authority to say close the roads," said state Sen. Majority Leader Loretta Weinberg, D-Teaneck. "However, I think an atmosphere was created to make some people think they can do what they want to do."

For the past three months, repeated questions have been placed to the bi-state agency, overseen by the governors of New York and New Jersey, about why it shut down two of the three approaching lanes to the bridge in early September. Soon after the closure, the authority said the incident was due to a traffic study. Since then, they have said the matter was under review. The person who ordered the bridge's closure was David Wildstein, according to reporting by The Wall Street Journal. Governor Christie recommended Wildstein, who attended high school with Christie, to direct the authority's interstate capital projects. When asked about the allegation, a Christie spokesman said that the governor does not get involved with traffic studies.

Man found dead in water under George Washington Bridge NY Daily News By Thomas Tracey
<http://www.nydailynews.com/blogs/theshack/2013/11/man-found-dead-in-water-under-george-washington-bridge>

FULL TEXT: An unidentified man -- possibly a jumper -- was found dead on the rocks underneath the George Washington Bridge, officials said Saturday. Police sources said the gruesome discovery was made just before 2:30 p.m. The victim, a white male, was found in the water washed up on a cluster of rocks under the bridge, officials said. Cops were trying to ID the man Saturday afternoon. An autopsy was slated for Sunday.

There's no getting around N.J.'s road construction blitz.

By John Cichowski

Road Warrior Columnist

http://www.northjersey.com/news/233195061_Road_Warrior_There_s_no_getting_around_N_J_s_road_construction_b_litz_all_this_road_repair_work_come_from_.html

Motorists didn't have to drive far to find a little piece of hell on Earth last week. From Routes 3 and 287 to the New Jersey Turnpike, road delays — most of them construction-related — turned our daily sprints into agonizing crawls. Few of them rivaled the messes on Routes 80 and 95 after a 2-square-foot piece of the eastbound upper deck of the George Washington Bridge crumbled away on Monday afternoon, causing Route 95 to back up. As it happens, the upper deck was in the process of being replaced anyway, but not the part that fell away. The rest of this \$87 million job was accelerated, but that's creating delays that still continue.

AVIATION:

Suspect arrested in stabbing of livery cab driver outside JFK NY Daily News By Barry Paddock

<http://www.nydailynews.com/new-york/nyc-crime/stabbed-article-1.1527273#ixzz2IZIQZMqg>

Covered by multiple outlets: NY Post, Wall Street Journal, AP, CBS radio, 1010WINS radio, NBC, ABC, NY 1, and assorted blogs

FULL TEXT: Fellow livery cab driver Guang Zheng was busted near his Flushing, Queens, home and charged with assault and criminal possession of a weapon for stabbing the victim in the head, officials said. Police have arrested a suspect in the stabbing of a livery cab driver outside Kennedy Airport, authorities said Saturday.

Guang Zheng was busted 10 p.m. Friday near his Flushing, Queens, home by Port Authority police for stabbing a fellow livery cab driver in the head hours earlier outside the airport, authorities said. He was charged with assault and criminal possession of a weapon. The victim, who is recovering at Jamaica Hospital, was trying to break up a fight between Zheng and another driver, officials said. Port Authority police have arrested Zheng in the past, most recently in October, for operating an unlicensed livery cab service outside the airport, officials said. Cops impounded his 2007 brown Acura after his latest arrest.

World's longest flight to come to an end at Newark Liberty Airport The Star-Ledger By Tom De Poto
http://www.nj.com/business/index.ssf/2013/11/worlds_longest_flight_to_come.html

The longest commercial airline flight ends its run this evening when a jet from Singapore touches down at Newark Liberty International Airport. There won't be any farewell party, but there will be a twinge of sadness for some of the passengers who have endured the 19-hour trip. "I will miss them," said Ken Jongasma, an engineer with Honeywell who has made the trip several times for business.

Singapore Airlines offered the only nonstop flights to Changi International Airport from the United States. It ended its Los Angeles-to-Singapore route on Oct. 22. The 9,506-mile Newark route over the Arctic Circle will end operations tonight.

PANYNJ:

Fast-food using E-ZPass, while MTA and Port Authority miss out NY Post By Mary Kay Linge
<http://nypost.com/2013/11/24/fast-food-using-e-zpass-while-mta-and-port-authority-miss-out/>

New York's crushing toll burden could be lighter if the MTA and Port Authority would milk the cash cow they helped create. But millions of dollars have slipped through the fingers of toll officials who can't be bothered to make extra money off the E-ZPass tags in 24 million local vehicles. Now a private company is independently using E-ZPasses as a payment method at fast-food drive-through windows. But the MTA, for its part, seemed to dismiss the idea of cashing in on such a scheme.

"We're a toll-collection agency," said MTA spokeswoman Judie Glave. "We're not in the business of making money through fast-food restaurants." In a brand-new program, five Wendy's restaurants on Staten Island are now piggybacking on the E-ZPass network. A device at the restaurants reads the tag and links its number to the credit- or debit-card account that the driver has loaded into the company's database. "It's completely unrelated to your E-ZPass account," said Eli Grinvald of iDriveThru, the firm that developed the concept. If they were paying transaction fees to the toll authorities, the five restaurants could send up to \$150,000 a year to public coffers.

And if all 49 of the city's McDonald's drive-throughs did the same, they could be kicking in \$1.47 million in fees annually. Multiply that by thousands of area drive-through eateries, pharmacies and coffee shops, and the big bucks could have eased the need for toll hikes like the one hitting PA crossings next week.

United States : Port authority announces sale of \$1.5 billion in consolidated bonds HispanicBusiness.com
http://www.hispanicbusiness.com/2013/11/23/united_states_port_authority_announces_sale.htm

\$90 million in present value savings secured through refunding of outstanding bonds. The Port Authority of New York and New Jersey today announced the sale of three series of tax-exempt consolidated bonds in the total aggregate principal amount of \$1.5 billion. The three series of bonds consist of the 178th Series, with a principal amount of \$476 million, subject to the alternative minimum tax, and a final maturity of December 1, 2043; the 179th Series, with a principal amount of \$915 million and a final maturity of December 1, 2043; and the 180th Series, with a principal amount of \$109 million and a final maturity of June 1, 2021. The three series were issued with coupons ranging from 3.00 to 5.00 percent, at an aggregate true interest cost to the Port Authority of 4.07 percent.

PATH:

PATH stations to close for last time this month

News12 New Jersey

VIDEO: <http://newjersey.news12.com/news/path-stations-to-close-for-last-time-this-month-1.6484940>

FULL TEXT: HOBOKEN - This weekend will be the last this month that some PATH stations will be closed to undergo recovery work. The World Trade Center and Exchange Place stations closed late last night and will reopen at around 5

a.m. on Monday. Extra trains will run from Journal Square to 33rd Street on the Hoboken Line. The closures began the weekend of Nov. 8 in order for crews to do post-Sandy repairs.

From: Baroni, Bill
Sent: Tuesday, November 26, 2013 12:39 PM
To: Nicole Crifo
Subject: FW: Afternoon Clips: 11.26.13

From: Schwarz, Arielle
Sent: Tuesday, November 26, 2013 12:31 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 11.26.13

TB&T

Hearings Sought in New York on George Washington Bridge Lane Closures

By Ted Mann
The Wall Street Journal

The Port Authority of New York and New Jersey attempted to tamp down legislative inquiry into the reason for the closure of local access lanes onto the George Washington Bridge on Monday, when an executive testified for roughly 90 minutes before New Jersey legislators in Trenton. They may have to prepare for a second round of questioning: New York wants answers, too. State Sen. Adriano Espaillat wrote on Monday to three Republican committee chairman, seeking hearings into the temporary lane closures, which some officials in New Jersey have suggested were intended to punish the Democratic mayor of Fort Lee, N.J. "While the September incident appears to have been initiated by New Jersey appointees acting with the intent of influencing their home state's political process, the Port Authority remains a bi-state agency," Mr. Espaillat wrote to Sens. Charles Fuschillo, Carl Marcellino and Michael Ranzano, the chairmen of committees on transportation, investigations and public authorities, respectively.

Port Authority toll hike Sunday for EZ Pass drivers
WABC - Full Text

Starting this Sunday, the Port Authority will raise the EZ Pass toll for all of its bridges and tunnels. That means off-peak tolls will go to \$9, while peak tolls will rise to \$11. The cash price will remain the same: \$13. Tolls for trucks are also going up. All rates apply to the Lincoln & Holland tunnels, the George Washington, Bayonne & Goethals bridges, and the Outerbridge Crossing. Peak hours are weekdays from 6-10 a.m. and 4-8 p.m., and Saturday and Sunday, 11 a.m. - 9 p.m. Off-peak hours are all other times. It is the third in a series of five Port Authority toll hikes that will end in 2015.

NY man dies in crash near George Washington Bridge
Associated Press - Full Text

Police say an upstate New York man died after his van struck a tractor trailer while approaching the George Washington Bridge in Fort Lee. The crash occurred when the truck slowed down, forcing officials to close two lanes and tying up traffic for hours Monday. Port Authority Police spokesman Joe Pentangelo tells The Record (<http://bit.ly/1qbGxnc>) newspaper the 71-year-old was from Highland, N.Y. His name has not been released. No summonses were issued.

AVIATION

Delta, US Air waive fees ahead of Thanksgiving Nor'easter
By Ben Mutzabaugh
USA TODAY

Airlines have started to waive change fees as a potent storm that's already made a mess for air travelers in Texas threatens to do the same at some of the nation's busiest — and most delay-prone — airports at the peak of Thanksgiving travel. That storm is forecast to hit the mid-Atlantic by Tuesday morning and the rest of the Northeast by Wednesday, the frantic day-before-Thanksgiving that clogs airports across the USA. Already, the storm forced American Airlines to cancel nearly 1,000 flights at its Dallas/Fort Worth hub Sunday and Monday. ... United, the nation's biggest carrier, operates at

major hub at Newark Liberty International. No. 2 Delta operates hubs at both New York LaGuardia and New York JFK. American and JetBlue each operate hubs at JFK. One of US Airways' biggest hubs is at Philadelphia. All of those airports can suffer delays — and occasionally spikes in cancellations — just from low clouds or strong winds from directions unfavorable to their runway layouts.

Storm Expected To Slow Holiday Rush At Area Airports

NY1 News – Full Text

A looming storm could make things tough for travelers looking to get out of the city in time for Thanksgiving. Meteorologists say the Big Apple could see up to five inches of rain by Wednesday night and wind gusts up to 45 to 50 mph. Wednesday is traditionally the busiest travel day of the year, but the storm system is threatening to disrupt air traffic across the nation. Travelers who spoke with NY1 at LaGuardia Airport say they just want to beat the weather and get where they're going. "I just want to take off and land on time, that's what I want," said one air passenger. "Oh yeah, I don't want to have to rent a car here and drive all the way to North Carolina." "It's always busy this time of the year so you just want a flight with no delays," said another air passenger. Delta and JetBlue are offering free modifications to people looking to change their plans and leave ahead of the storm. The Port Authority says more than a million people will travel through its airports this weekend. AAA is expecting nearly 43.5 million Americans to travel more than 50 miles for Thanksgiving.

Residents Sound Off On LaGuardia Airplane Noise, But No Relief on Horizon

By Katie Honan

DNAInfo

The weekends are when physician Reena Karani, 43, says she likes to sleep in at her apartment and just "live." The past year, though, she's been woken up at sunrise to the "absolutely ear-shattering" sound of jets above her Jackson Heights apartment, just seconds after take off from nearby LaGuardia Airport. "The weekends have become unbearable," she said, noting that this has been the loudest of her 13 years in the neighborhood. She's not the only one. A town hall meeting on Nov. 25, sponsored by Councilman Danny Dromm, was packed with dozens of residents who say the sound of airplanes over their heads — often in the very early morning, on weekends — has become hard to adjust to.

New York Airport Workers Organize to End Two-Tier Wage System

Passenger service workers earn significantly lower wages than the largely unionized airline employees with whom they work. Now they're organizing to change that.

By Allegra Kirkland

The Nation

Shareeka Elliott arrives to work in the dark and returns home in the dark. At 6 am, when she finishes her eight-hour shift as a cleaner at John F. Kennedy International Airport, she takes two buses, the B15 and B83, for an hour-and-a-half commute to the house in East New York that she shares with seven family members. The commute is grueling; the work, more so. Her hourly wage of \$7.90 provides barely enough to cover basic living expenses for her and her two young daughters, and she receives no healthcare or benefits. If she misses a day, she is expected to provide documentation of her whereabouts. At 26 years-old, she is locked into a job that offers no prospect of becoming a career.

PABT

NJ Transit offering extra trains, buses for people who want to leave, stay for Thanksgiving

By Mike Frassinelli

The Star-Ledger

NJ Transit is adjusting rail and bus routes on Thanksgiving and the days book-ending it to accommodate holiday travelers, parade-goers and shoppers. The statewide transportation agency is offering extra rail and bus service on Wednesday for workers who want to start their holiday early or for travelers to Newark Liberty International Airport. On what is typically the airport rail station's busiest day of the year — with twice the ridership of a usual weekday — NJ Transit has scheduled "early getaway" train service from New York Penn Station, Newark Penn Station and Hoboken Terminal beginning at 1 p.m. on the Northeast Corridor, North Jersey Coast, Raritan Valley, Morris & Essex, Pascack Valley and Port Jervis lines, and additional buses on select routes from Port Authority Bus Terminal between noon and 4:30 p.m.

Woodbury Common set for Black Friday onslaught

Popular mall has plans in place

By Judy Rife

Times Herald-Record

When the late U.S. Gen. George Patton observed that "success demands a high level of logistical and organizational competence," he was talking about winning battles and wars. When State Police Sgt. Mike Quinn makes the very same point today, he's talking about managing traffic around Woodbury Common Premium Outlets on Black Friday. "In the first 24 hours, we'll see tens of thousands of cars; tens, tens, of thousands," said Quinn, a 10-year veteran of the shopping holiday detail. "And every year, there are more stores and more shoppers, so we can't stop looking for solutions that keep the traffic moving." ... The heavy traffic has been a bonanza for Short Line, which has seen its Woodbury Common service grow year after year. The bus company operates on a "load and go" basis at the Port Authority Bus Terminal and at the shopping center.

PAPD

Port Authority, NYPD duke it out for control of WTC security

By Julie Strickland

The Real Deal

The Port Authority and New York City Police Department are locked in a game of one-upmanship at Ground Zero, duking it out for jurisdiction over security at the site. The tit-for-tat began when the Port Authority Police Department set up guard booths at the site decked out with the agency's logo. NYPD officials responded by pulling up in a large mobile command center, with their own logo, parked a few feet away, the New York Post reported. The PAPD then pulled up behind the truck with a shiny new command center crowned with a satellite dish. "Our truck came in the morning, and they brought theirs in the afternoon," an NYPD officer told the New York Post. "It's like, look, ours is bigger and newer than yours." A PA official, meanwhile, told the Post that his colleagues felt their space was being invaded. The competing agencies are also at odds over who should be paying for security at the site, and both told the Post that they have plans to patrol the area next year, after 1 World Trade Center opens.

This Man Nearly Went To Jail For Photographing Paramedics

Gothamist

On November 30th, 2011, a man jumped in front of a train at the 23rd Street F/M station. J.B. Nicholas, an NYPD credentialed photographer and paparazzo, arrived to take photos of paramedics rescuing the man, and was arrested by Port Authority police for obstructing governmental administration. After two trials, a hung jury, and the mysterious absence of a police witness, Nicholas was finally acquitted of the charge last week. Despite the law clearly permitting photography of police and rescue personnel performing their public duties so long as there is no physical interference, it's not uncommon for journalists to be arrested on the job. Still, Nicholas's case was unusual. His first trial ended in a hung jury last June. The vote was 5-1 to convict. "At one point this woman from the jury came out on the second day of deliberations and told the judge, 'We're having a problem. One of the jurors is no longer participating in conversations because he's saying the police in this case are acting like they do in Russia,'" Nicholas explains. "She said it to try and get him removed for some language barrier, but the judge shot that down."

PANYNJ

Daily Blotter

By Antonio Antenucci, Kirstan Conley and Lorena Mongelli

New York Post - Full Text

The owner of a plumbing company was arrested for stealing thousands of dollars in Port Authority funds that were supposed to be used for his workers' benefit, authorities said. Paul Rasole, 43, who ran Paramount Plumbing and operated out of the Howland Hook Marine Terminal, pocketed more than \$58,000 provided by the Port Authority and intended to be used for his employees' fringe benefits between July 2011 until March 2012, according to a criminal complaint. The complaint states that on approximately 20 occasions, Rasole falsified weekly payroll reports, saying he had made payments to the Joint Plumbing Industry Board for benefits. Instead, he kept the money, the complaint says. Rasole was charged with grand larceny and falsifying business records.

TV CLIPS

- NY1/toll increases

From: Public Affairs Broadcast
Sent: Thursday, October 17, 2013 6:30 PM
Subject: Evening Clips 10.17.13

.VIATION

PA to roll out new JFK enviro study Oct. 18

Runway plan draws ire; meeting 10/24

The Queens Chronicle

The Port Authority of New York and New Jersey will host a public meeting in Rosedale on Oct. 24 to discuss a revised environmental assessment of a proposal to shift a runway at John F. Kennedy International Airport. The PA is actively seeking to relocate runway 4L-22R 700 feet to the north of its present position, and add a 500-foot-wide, 1,000-foot-long safety overrun zone at the end. The overrun zone and the widening of the runway by 150 feet have been mandated by Congress. The runway is 11,351 feet long. The plans are being spurred by the desire to accommodate larger commercial aircraft, such as the Airbus A380.

JFK Shake Shack Wins Foodie Award

The Forum

The Shake Shack that recently opened in John F. Kennedy International Airport's Terminal 4 just landed major accolades from The Moodie Report, which named the spot the "Best Fast Food/Quick Service Restaurant" at the annual Airport Food and Beverage Awards ceremony. Shake Shack, part of the celebrated restaurateur Danny Meyer's Union Square Hospitality Group, was selected by a panel of industry experts who assessed a record number of entries from airports and railway stations around the globe. Shake Shack's location in the newly expanded Terminal 4 on Delta's B Concourse is operated in partnership with SSP America and is the restaurant's first location in a U.S. airport. Terminal 4 is home to 30 international and domestic airlines and boasts an annual passenger volume approaching 15 million people. "We're thrilled to bring the experience of Shake Shack to JFK," Shake Shack CEO Randy Garutti said in a prepared statement about the award, which was presented at a ceremony held in Dubai in the United Arab Emirates. "Together with SSP America, we're working to change the paradigm on what travelers should expect from airport dining."

Newark Airport Passenger Causes Rescreening Delays

ABC Local - (Full Text)

Passengers at a Newark Airport terminal were being rescreened after a passenger passed through security without being properly screened. TSA agents at Terminal C temporarily stopped screening passengers after a prechecked passenger who failed the security machine screening left the checkpoint. The passenger was located and passenger rescreenings have resumed. The brief breach caused delays at the screening areas.

Someone Tried To Get This Amazing Sword Through Security At LaGuardia

By Alex Davies

Business Insider

TSA airport security officers find a lot of crazy and frightening contraband, including a surprising number of swords hidden in canes. There are enough of these floating around that the TSA has felt the need to clarify the term — and give some helpful advice — on its blog last year: Sword + Cane = Sword Cane. These seem to be a very common item and the majority of people who possess them had no idea there was a sword in their cane. Tip - if you have a second-hand cane, try pulling it apart. You might be surprised. The latest one was discovered at Akron (CAK). Recently, agents at New York's LaGuardia Airport found what is without doubt the coolest sword cane we've ever seen.

TBT

Lawmakers Seek Subpoenas in George Washington Bridge Investigation

By Ted Mann and Heather Haddon

Wall Street Journal - (Full Text)

A leader of the New Jersey Senate moved to subpoena the Port Authority of New York and New Jersey Thursday, in an escalating dispute over the closure of lanes onto the George Washington Bridge that snarled local traffic last month. Majority Leader Loretta Weinberg introduced a resolution Thursday to grant a Senate committee subpoena powers to investigate the incident. The resolution, which was reviewed by The Wall Street Journal, would empower the Senate State Government, Wagering, Tourism and Historic Preservation Committee to compel testimony and records from the authority in its investigation. It would have to be approved by the full Senate before taking effect, though no vote has been scheduled yet. The local access lanes were closed during the week of Sept. 9, apparently without notifying a host of officials, including executives at the authority, police and leaders of Fort Lee, N.J. The borough was inundated with traffic jams related to the closures, local leaders said, until Port Authority Executive Director Patrick Foye learned of the closures and ordered them reversed. In an email to other authority executives, Mr. Foye said the closures had potentially endangered lives and violated state and federal law. In a written statement from its press office, the Port Authority later explained that the lanes had been closed because of a previously unannounced traffic study, but the authority has declined to provide any evidence or findings from the study, and Mr. Foye's email cast doubt on that explanation because it revealed that the relevant offices within the authority had never been notified that the closures would occur. In Bergen County political circles, people familiar with the matter said the closures were seen as a gesture from Gov. Chris Christie's appointees at the Port Authority to Fort Lee Mayor Mark Sokolich, a Democrat who had been asked — two weeks before the closures — to endorse Mr. Christie's reelection. On Sept. 12, the fourth day of the lane closures, Mr. Sokolich wrote a personal appeal to a Port Authority Deputy Executive Director Bill Baroni, a Christie ally, pleading for the lanes to be reopened. In a letter stamped "PERSONAL" and not copied to other executives at the authority, which was reviewed by the Journal, Mr. Sokolich asks if the closures are punishment of some sort. "Having received absolutely no notice of this decision, not having obtained any response to our multiple inquiries concerning same, and try as we may to understand its rationale without the benefit of a response from the Port Authority, we are reaching the conclusion that there are punitive overtones associated with this initiative," Mr. Sokolich wrote. "What other conclusion could we possibly reach?" Mr. Sokolich has since softened that opinion, and told The Journal at the end of September that the notion that the closures were punitive was simply "rumors." A campaign spokesman for Mr. Christie has called the idea "crazy." In the letter, Mr. Sokolich also says that Port Authority police at the bridge told commuters that the closures and subsequent traffic jams were "the result of a decision that I, as the Mayor, recently made." Ms. Weinberg said this week that she believes the lane closures were intended as political gesture, not for a legitimate traffic study. Mr. Foye and spokesmen at the authority's press office would say only that the closures are the subject of an "internal review." He didn't give an estimate for the completion of the review.

PORT

Port of New York and New Jersey Debuts Online Rail Services Tool

By the Daily News

Canadian Transportation and Logistics

As part of its ongoing commitment to provide its client base with state-of-the-art conveniences, the Port of New York and New Jersey has debuted another powerful online service, the Intermodal Rail Services Tool, said a release. Via the tool's simple interface, users can input departure points and destinations for all ExpressRail trains inbound to and outbound from the port and its various hubs. The tool displays a listing of all trains that make the specified run, including which service provider handles the route (CSX, Norfolk Southern, Canadian-Pacific Railways, or combinations thereof), any applicable cut off times, and departure times for trains on separate days of the week. "We're pleased to offer this type of value added service," said Dennis Lombardi, Deputy Director of Port Commerce at The Port Authority of New York and New Jersey.

Baltimore ILA Strike Goes to Arbitration

Joseph Bonney

Journal of Commerce – (Full Text)

A longshoremen's union local and employer representatives plan to meet with an arbitrator on Oct. 18 to try to resolve a strike that idled public docks at the Port of Baltimore for a second day today. Members of International Longshoremen's Association Local 333 struck on Oct. 16 after voting down a proposed local contract with the Steamship Trade Association of Baltimore. The port's other ILA locals refused to cross the picket lines. The container ship CCNI Antofagasta left port today without discharging its cargo, said Richard Scher, spokesman for the Maryland Port Administration. The ship's next scheduled call is Charleston. The CCNI Antofagasta's departure left four ships idled at MPA docks. Additional vessels are anchored outside the port "in a wait-and-see mode," Scher said. The port administration is not a party to the contract between the ILA and its employers, or to their negotiations. However, Scher said the Steamship Trade Association advised that the union and employer association were scheduled to meet Friday with the arbitrator. "We're hopeful they can resolve this," Scher said. The strike is limited to Baltimore's public docks, and has not affected non-ILA bulk operations. Other East and Gulf coast ports where ILA workers are employed are continuing normal operations. The local

contract in Baltimore is a supplementary agreement to the six-year coastwide master contract that the ILA negotiated last spring with United States Maritime Alliance, the employers' coastwide umbrella organization. Baltimore was one of several ports where local negotiations continued after the master contract was settled. ILA members at Virginia ratified their local contract on Aug. 30 after voting down two previous proposals. The ILA's master contract covers container and roll-on, roll-off wages, as well as medical benefits, container royalties and other coastwide issues. Local contracts cover work rules, pensions and other port-specific issues. Top ILA and USMX officials traveled to Virginia and Baltimore in August to meet with local negotiators in an effort to work out a settlement. Federal mediators have been working to broker a deal between the union and employers at Baltimore. Local 333 said it had filed a charge with the National Labor Relations Board, accusing the Steamship Trade Association of refusing to bargain in good faith. The employer association contends Local 333 is violating a no-strike clause in the master contract. The master contract was signed last spring after nearly a year of contentious negotiations that included threats of a coastwide strike.

ILA strike shuts down Baltimore terminals

By Chris Dupin

American Shipper - (Full Text)

A strike by members of the International Longshoremen's Association shut down the Port of Baltimore's public terminals on Wednesday and was continuing on Thursday. Richard Scher, a spokesman for the Maryland Port Administration, said ships at the port's public marine terminals were not being worked. Work on five ships was idled on Wednesday. Private terminals that handle commodities such as coal, sugar and salt remain open. Scher said mediators were to meet with representatives from Local 333 of the ILA and employers represented by the Steamship Trade Association (STA) of Baltimore on Thursday. While ILA union members approved a national master contract in April, ILA members were continuing to negotiate local Baltimore issues with the STA. Local 333, which represents Longshoremen and Cargo Repairmen and is the largest local in the port, said its members went on strike after its members "soundly rejected" a local contract. Three other ILA locals in Baltimore have approved local contracts. In a press release, the union said its members were "protesting the companies' refusal to negotiate in good faith over a new contract covering the workers terms and conditions of employment." Local 333 said it had filed charges with the National Labor Relations Board against the STA. "Despite Local 333's efforts to negotiate an agreement, which included mediation under the auspices of Federal Mediation and Conciliation Service, the STA has refused to bargain over subjects that are mandatory under the law, and has engaged in other conduct inimical to reaching agreement," Local 333 said in its press release. The union was "eager to enter into a new contract with the STA," said Local 333 President Riker McKenzie. "We cannot accept STA's refusal to negotiate over matters that the law requires them to negotiate." Neither McKenzie nor Michael P. Angelos, the president of the STA, were immediately available for comment on exactly what the issues preventing an agreement were. Scher noted that the Maryland Port Authority is not involved in the negotiations, but the agency said in a statement it "continues to strongly encourage both sides to reach an agreement." The American Association of Port Authorities says in 2012, Baltimore handled 677,876 TEU, making it the 16th busiest container port in the country. Baltimore is also a leading port for roll-on, roll-off cargo and bulk cargo. In terms of cargo volume, 33.4 million tons of waterborn foreign trade moved through the Baltimore Customs district, making it the 12 busiest in the nation, according to Census Bureau statistics cited by the AAPA.

WTC

Angry Atheists Continue Relentless Attack on the Ground Zero Cross

By Matthew Clark

American Center for Law and Justice

Following a big victory for the Ground Zero Cross earlier this year, where a federal judge threw out an atheist lawsuit to tear down the Cross, angry atheists are now appealing that ruling to a federal appeals court. The Ground Zero Cross, two intersecting steel beams found in the wreckage of the World Trade Center, became a symbol of hope and healing for first responders on the ground in the wake of the 9/11 terrorist attacks and for thousands of Americans across the nation. Angry atheists, from the particularly vitriolic American Atheists, demanded that it be torn down. They attempted to make a federal case of their hurt feelings and lost. The trial court correctly noted that the Cross was a historic artifact - an actual piece of 9/11 history. It really meant something to those affected.

Inspector general's report says contractor used fraud to win WTC contracts

By Steve Strunsky

Star Ledger

A Canadian businessman is under criminal investigation after an inspector general's report found that he fraudulently obtained hundreds of millions of dollars in World Trade Center construction contracts intended for women or minority-owned firms, officials from the Port Authority of New York and New Jersey said. The investigation involved findings by the

Port Authority Inspector General's office that the businessman, Larry Davis, set up a front company to qualify for the steel contracts, then farmed out the work to non-minority firms. A Port Authority official familiar with the investigation who insisted on anonymity because criminal charges had not yet been filed, said the inspector general's report had been referred to the U.S. Attorney's office for the Southern District of New York and that an indictment against Davis was anticipated soon. The investigation, first reported by the New York Times, is continuing, the official said.

WTC contractor to face criminal fraud charges: report
The Real Deal

DCM Erectors, the contractor installing the steel skeletons of the office tower at 1 World Trade Center and the Port Authority of New York & New Jersey's \$3.4 billion transportation hub, has been targeted in federal and state probes for alleged criminal fraud. Larry Davis, DCM's owner, has been accused of shirking requirements to hire a particular percentage of subcontractors run by minorities or women, the New York Times reported, citing unnamed sources. By depriving the businesses of work on large projects, DCM misused millions of dollars, sources said. The 18-month-long investigation focused on construction at the World Trade Center Transportation Hub and the office tower. DCM has completed about \$1 billion total in work so far on the projects. Davis is likely to be charged with mail and wire fraud and money laundering, the Times reported. The Port Authority advanced money to DCM in an effort to keep the construction on track, as reported last year.

PANYNJ

Police: N.C. man trying to cross GWB was carrying loaded shotgun
By Dan Iver
NJ.com

A North Carolina man attempting to cross the George Washington Bridge Tuesday was arrested after being caught with a loaded shotgun in his car, police said. Jeremy Brewton, 28, of Charlotte, was headed toward the bridge's upper level toll plaza in Fort Lee at around 11:57 a.m. when Det. T.J. Cullen noticed his minivan had heavily tinted windows, according to Capt. Thomas Ottina. Cullen ran the vehicle's license plate, and pulled Brewton over after finding that his North Carolina registration was suspended. An odor of marijuana was present in the van, Ottina said, and Cullen received Brewton's consent to search the vehicle, eventually finding a 12-gauge Mossberg shotgun loaded with two slugs.

From:
Sent:
Subject:

Public Affairs Broadcast
Thursday, November 21, 2013 6:34 PM
Evening Clips 11.21.13

VIATION

For JFK, the King of Camelot, an Airport in Queens

By Richard Morgan
Wall Street Journal

Four days after President Kennedy's assassination 50 years ago, the school board in Bethpage, Long Island, convened to christen John F. Kennedy Middle School, among the world's first posthumous memorials to the slain icon. It was not the last. There were myriad memorials, namesakes and other tributes to the fallen president — within months of his death, his face was on the 50-cent coin — notably the Kennedy Center, in Washington, D.C.; the Kennedy Space Center, in Cape Canaveral, Fla.; or the Kennedy School of Government at Harvard University. But one of the very earliest was in New York City and known as the man was in his day, by his initials: an international airport in Queens simply called by many JFK.

PANYNJ

Officials on Hot Seat for George Washington Bridge Closing

By Ted Mann
Wall Street Journal

A New Jersey legislative committee has demanded that major players at the Port Authority of New York and New Jersey and elsewhere explain why the authority shut off local lanes to the George Washington Bridge in September, triggering major traffic jams. Among those invited to testify on the matter Monday is David Wildstein, the authority's director of interstate capital projects. The Wall Street Journal reported this month that Mr. Wildstein made the call to close the toll lanes, triggering the traffic jams. Also called to testify were Patrick Foye and Bill Baroni, the executive and deputy executive director of the authority, respectively; Michael Fedorko, the authority's superintendent of police; Fort Lee Mayor Mark Sokolich; and Fort Lee Police Chief Keith Bendul.

Building Congress honors New York industry leaders

Real Estate Weekly

More than 1,000 members of the New York building community gathered to pay tribute to four industry legends and the Port Authority of New York & New Jersey during the New York Building Congress 2013 Industry Recognition Dinner on November 12 at the Grand Hyatt in Manhattan. Delta Air Lines Senior Vice President Gail A. Grimmatt and Mancini Duffy/TSC Chairman and Chief Executive Officer Anthony P. Schirripa, FAIA, IIDA, received Industry Recognition Awards. This year's George A. Fox Public Service Award was shared by E-J Electric Installation Co. Chairman J. Robert Mann Jr. and President and Chief Executive Officer Anthony E. Mann. In addition, the Building Congress bestowed Special Recognition to the Port Authority of New York & New Jersey for its rapid and expert response to Superstorm Sandy. New York City Department of Education (DOE) Chancellor Dennis M. Walcott delivered greetings and praised the industry for its ongoing support and execution of the DOE's capital plan.

PORTS

Waterfront Commission Postpones NY-NJ Hearing

Joseph Bonney
Journal of Commerce (Full text)

The Waterfront Commission of New York Harbor's scheduled Nov. 25 hearing on longshore hiring practices at the Port of New York and New Jersey has been postponed until a to-be-determined date in December. The commission has been locked in a dispute with the New York Shipping Association and International Longshoremen's Association over the makeup of the pool of applicants for longshore jobs at the port. The Port Authority of New York and New Jersey, which

doesn't hire dockworkers but is landlord to port terminals, has been trying to mediate a truce. The Waterfront Commission had scheduled three public hearings this month. Monday's hearing was to have been the third; all three have been postponed. The NYSA and ILA have asked the commission, created in 1953 to root out criminal influence on the docks, for authority to hire 682 longshoremen and clerks, including up to 300 replacements for workers scheduled to take early retirement next April under a new labor contract. NYSA President John Nardi has warned that unless the new workers can be recruited, hired and trained before the veteran workers retire, the port faces more labor shortages like the ones that contributed to severe delays last summer. The Waterfront Commission wants more diversity in the job applicant pool. The NYSA and ILA contend the commission is interfering with the new contract's formula under which 51 percent of job referrals will be military veterans, 25 percent referrals by the ILA, and 24 percent referrals by the NYSA.

From:
Sent:
Subject:

Public Affairs Broadcast
Monday, November 25, 2013 6:39 PM
Evening Clips 11.25.13

IBT

N.Y. man, 71, killed in accident on George Washington Bridge

By Matthew McGrath

Record

A 71-year-old man from Upstate New York was killed in a car accident this morning in the northbound express lanes of Interstate 95 approaching the upper level of the George Washington Bridge. The driver side of the white work van the man was driving crashed into the rear corner of a tractor trailer that was slowing in traffic, said Joe Pentangelo, a spokesman for the Port Authority of New York and New Jersey. Police draped a blue tarp over the van as they conducted their investigation. The truck driver is 49 and from Arkansas. The trailer was registered in Mississippi.

Port Official Explains Bridge Lane Closure Before Skeptical Lawmakers

By Ted Mann

Wall Street Journal Blog – (Full Text)

An official from the Port Authority of New York and New Jersey defended the agency's temporary closure of local access lanes onto the George Washington Bridge in September before a skeptical committee of the state Assembly, while apologizing for failing to alert local officials and executives within the authority itself. Bill Baroni, deputy executive director of the bi-state authority, said the closures arose from an internal effort to gauge the "fairness" of the existence of local access lanes for the borough of Fort Lee, N.J., which only sends a small fraction of the daily traffic across the span into New York. "Is anybody going to argue this is fair?" Mr. Baroni asked the Assembly's transportation committee. Mr. Baroni said the authority's changes generated about two usable days' worth of data, showing that changing the lanes from restricted use for locals to general use by others heading for the bridge extended commuting times for Fort Lee drivers but lowered travel times for others. He did not provide the data, and said the Port Authority had not collected enough because of traffic problems in New York on the first day of the week, and the abrupt termination of the lane alterations when New York officials within the authority learned of the lane changes late in the week of Sept. 9. The Democratic committee leadership was openly skeptical in a hearing that at times turned contentious, with vice-chairwoman Linda Stender at one point telling Mr. Baroni that the committee was trying to get at the real purpose of the lane closures, which snarled traffic throughout Fort Lee for a week before they were reversed by the authority's executive director, who had not been informed that the changes had been ordered. The committee chairman, Assemblyman John Wisniewski, a former state Democratic Party chairman, at one point told Mr. Baroni, "You are masterful at avoiding the answer and we appreciate your dancing skills." Afterward, Ms. Stender said she still suspected the lane closures had been the result not of a traffic study, as the authority initially said and as Mr. Baroni insisted Monday. Rather, she suspected the move was a show of political muscle toward the Democratic mayor of Fort Lee, Mark Sokolich, who was asked and declined to endorse Mr. Baroni's political patron, Gov. Chris Christie, for reelection, according to people familiar with the matter. Mr. Sokolich suggested that the closures were "punitive" in a private letter to Mr. Baroni in September, but has since recanted. He was invited to testify but did not attend Monday's hearing. Mr. Christie's official spokesman has said that the governor was not involved in questions of traffic patterns on the bridge and has referred questions to the authority since the controversy began. A spokesman for Mr. Christie's campaign said at the time that the notion the lane closures were political was "crazy." Democrats in Trenton remained skeptical. "I think he was sent to divert from the root question, which was, 'Was this done for political purposes, as opposed to for policy reasons?'" Ms. Stender said after the hearing. "That there is not a paper trail or an email that explains the communication of how that was decided is ludicrous, and totally not believable," she said. "So it leads one to believe that somebody picked up a phone and made a phone call, and made (another) phone call because there was not legitimate purpose behind it. It was done to intimidate a mayor." After his appearance, Mr. Baroni parried further inquiries about the lane changes and when he had learned of them. He declined to say why neither he, Mr. Foye, and other authority officials had ever explained their motives before Monday's hearing — including a press briefing last week in which Mr. Baroni and Mr. Foye refused to answer questions because of what they said was an ongoing internal review of the matter. The results of that review were Mr. Baroni's testimony before the committee, he said. Asked why he had not explained the matter sooner, he would say only, "It's a beautiful day to be in Trenton." Mr. Baroni, a former state senator and a top appointee of Mr. Christie at the authority, was an animated and at times genteelly combative witness. After months of failing to provide any detailed explanation of the purpose of the lane closures, Mr. Baroni and a pair of staffers arrived about 20 minutes late for the committee hearing, to the apparent surprise of some

committee members. They had with them a large aerial photograph of the Jersey-side approach to the George Washington Bridge. On it, Mr. Baroni sketched the movements of traffic cones that are used in normal circumstances to stake off a trio of lanes during rush hour to allow traffic from local streets exclusive access to three toll booths on the upper level of the bridge. The deputy executive director also provided new detail about how the lane closures occurred. Mr. Baroni said that an official from the Port Authority Police Benevolent Association, its police department's union, suggested the lane changes in July to David Wildstein, a political operative and former Republican mayor who is another of Mr. Christie's allies within the authority, according to people familiar with the matter. Mr. Wildstein made a series of calls to realign the lanes the morning of Sept. 9, according to people familiar with the matter, but had made his decision to conduct the traffic changes by Sept. 5, Mr. Baroni said. Mr. Baroni said he learned of the plans some time on the weekend before the lanes were changed. (Mr. Wildstein, whose job title is director of interstate capital projects, was invited to testify on Monday, along with Mr. Foye and authority police, but did not attend.) Mr. Wildstein consulted with the Port Authority's internal engineering department to design "options" for changing the layout of lanes, Mr. Baroni said. That account seems to run counter to the assessment that Mr. Foye gave his fellow executives in an outraged email in September, after he discovered the lane closures and ordered them reversed. In that email, Mr. Foye said that the relevant internal officials of the authority, including traffic engineers, leaders of the authority's bridge and tunnel division and the police, didn't receive appropriate consultation and didn't sign off on the closures before they happened. Mr. Baroni acknowledged that the authority should have announced the planned closures more widely. "Communication was flawed internally, communication was flawed with our neighbors — no question," he said. But he repeatedly turned the conversation from the purpose of the closures — and especially from efforts to establish a timeline of how the plans were communicated to some officials within the authority — to a debate about the principle of setting aside local access to transportation infrastructure. Rattling off the names of highways in the districts of individual legislators, Mr. Baroni repeatedly returned to what he called the central question of fairness, as Mr. Wisniewski tried, without success, to divert the conversation back to the incidents of the week of Sept. 9. Afterward, Mr. Wisniewski said he still wanted Messrs. Foye and Wildstein to appear before him and testify, and did not rule out issuing subpoenas compelling them to appear. He also said he suspected "political mischief," comparing Mr. Baroni to Claude Rains's disingenuous captain in Casablanca, who proclaims himself "shocked" at the discovery of gambling. "Suddenly Bill Baroni is shocked there are three lanes dedicated to Fort Lee after three years at the Port Authority? The hiring of (David) Wildstein was required to bring this to light? I'm sure Mr. Wildstein's an intelligent man. He's also a political operative, he's a political appointee, and it does smell like political chicanery," Mr. Wisniewski said.

More questions after Port Authority official says NYC bridge lanes were closed for a study
By Angela Delli Santi, Associated Press
The Republic — (Full Text)

An official with the Port Authority said a traffic study was to blame for massive delays approaching the George Washington Bridge from Fort Lee in September, but the head of the New Jersey Assembly's Transportation Committee said a hearing Monday into unannounced lane closures ended with more questions than answers. Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey, apologized for what he acknowledged was the agency's failure to communicate to local officials that two of three local-access lanes to the upper level of the George Washington Bridge would be closed for a week starting Sept. 9. The study was canceled after three days because of gridlock. Democrats on the panel, some of whom believe the lane closures were a show of force by Gov. Chris Christie's administration after the Democratic mayor of Fort Lee wouldn't endorse the governor for a second term, were skeptical throughout the hearing. Chairman John Wisniewski complimented Baroni on his ability to dodge questions, and Assemblywoman Linda Stender got into a shouting match with him. "You are masterful at avoiding the answer and we appreciate your dancing skills," Wisniewski told the chief witness. Baroni is a former Republican state senator from Mercer County and Chris Christie ally who was appointed by the governor to the bistate agency. According to The Wall Street Journal, Fort Lee Mayor Mark Sokolich suggested that the closures were "punitive" in a private letter to Baroni, but since recanted. He was invited to testify Monday, but declined. Baroni maintained that the traffic study was commissioned after questions were raised to David Wildstein, a former Republican mayor and another Christie ally at the authority, about having three traffic lanes set aside for drivers from Fort Lee. "Is it fair," Baroni asked. He said two days' worth of data showed the commute time was longer for Fort Lee drivers without the special lanes, while the drive time for everyone else was about 4 minutes shorter (a third day of data was discarded because of a major accident). Afterward, Wisniewski offered this assessment of the lane closures: "I think at best this was clumsy and ham-handed and not befitting an agency that is entrusted with billions of dollars every year. At worst, this was political mischief by a political appointee and another political appointee that they did not make available for testimony." The issue may not be over. The Journal last month published emails from another agency official, Executive Director Patrick Foye, in which he called the closures "abusive" and possibly a violation of state and federal laws. Foye wasn't available Monday due to a scheduling conflict. Wisniewski is hoping Foye will testify at a later date. He did not rule out sending subpoenas to him and Wildstein if they won't appear voluntarily. The issue also could resurface at the next Port Authority board meeting on Dec. 4.

Port Authority's Baroni: GWB lane closures were for traffic study

By Michael Phillis
Record

Major traffic delays for five days in September at the entrance to the George Washington Bridge were not due to politics, but to a traffic study that suffered from poor communication to the public, according to testimony from a Port Authority executive that was panned as evasive Monday by Democrats. Democrats have alleged that a Governor Christie Port Authority appointee who made the decision to close the lanes did so because he was mad at the Fort Lee mayor for not endorsing Christie. Those charges were refuted during testimony by Port Authority Deputy Executive Director William Baroni before the Assembly Transportation Committee.

Port Authority official says GWB lane closures were intended to test fairness of local access

By Steve Strunsky
The Star-Ledger

In friendly but contentious testimony, the state's top official from the Port Authority of New York and New Jersey told lawmakers that local access lanes to the George Washington Bridge were closed in September as part of a traffic study. Port Authority Deputy Executive Director Bill Baroni, a former state senator from Mercer County, said the study, conducted Sept. 9 through 13, demonstrated that reverting two of three local access lanes from Fort Lee to the bridge's main approach shaved 4 minutes off the average approach time for commuters using the bridge's upper level. Baroni said only 4.8 percent of morning inbound commuters are from the Fort Lee area, even though the three specially designated local access lanes make up 25 percent of the 12 lanes on the bridge's upper level. "Is that fair?" Baroni asked members of the Assembly Transportation, Public Works and Independent Authorities Committee during a hearing on the closures this morning. The Star-Ledger

Wisniewski: 'veil of secrecy' still hangs over why Port Authority shut Fort Lee lanes

By Bill Mooney
Politicker NJ

It was like watching two people wrestle for control of the wheel. Assembly Democrats wanted Port Authority Deputy Executive Director Bill Baroni to answer questions today about the specific timetable that led up to a traffic nightmare in Fort Lee in September when George Washington Bridge lanes were closed. Baroni sought to talk about the overall issue of bridge traffic congestion. The Democrats wanted chain of command specifics: Who knew what when? Who called who when?

Port Authority traffic jam causes head-on collisions of D's and R's

By Bill Mooney
Politicker NJ

Political anger continued to echo along Statehouse corridors today after the hearing this morning into Port Authority lane closures at the George Washington Bridge in September. Transportation Committee Chairman John Wisniewski, (D-19), Sayreville, a longtime critic of the Authority, blasted Deputy Executive Director Bill Baroni after the former senator's appearance, using words like "ham-handed" to describe the Authority lane closure process, and calling Baroni's appearance and attitude "clownish." Assemblywoman Linda Stender, (D-22), Scotch Plains, accused the Christie administration appointee of participating in a cover-up. Though today's hearing was in the Assembly, upper chamber lawmakers made their feelings clear.

Photos: Bill Baroni testifies before the Assembly Transportation Committee on GWB lane closures 11-25-2013

By Tony Kurdzuk
The Star-Ledger

Philip Kwon, attorney for the Port Authority of New York and New Jersey (right), sits with Bill Baroni, Deputy Executive Director of the Port Authority of New York and New Jersey, as they listen to testimony in the Assembly Transportation, Public Works and Independent Authorities Committee at the Statehouse. The committee called the hearing inviting all of the top executives of the Port Authority to appear, in order to ask them questions concerning the suspicious abrupt local access lane closures of the George Washington Bridge in September. Baroni was the only executive from the Port Authority to appear.

Wisniewski: Questions Remain on Port Authority's GWB Lane Closures

Mei Fabrikant
Paramus Post

Assembly Deputy Speaker John Wisniewski (D-Middlesex), chairman of the Assembly transportation committee, released the following statement after hearing testimony from Bill Baroni, Deputy Executive Director of the Port Authority of New York and New Jersey, on the agency's decision to close - without prior public notice - access lanes to the George Washington Bridge in Fort Lee from Sept. 9 to Sept. 13.

Penn Station Is Without Question the Busiest Transit Center in the U.S.

By Julian Kinble

Complex City Guide - (Full Text)

New York City's Penn Station is busier than the JFK International Airport, LaGuardia Airport and Newark Liberty International Airport, unsurprisingly making it the busiest transit center in America. With the holiday just around the corner, it's about to become a zoo. On a daily basis, 1,200 trains pass through the station. Dispatchers, who are the "train station equivalents of air traffic controllers," oversee operations from the Penn Station Control Center, which is located two blocks from the station. The Star-Ledger adds that 650,000 people pass through Penn Station every day, which is not only more than the three airports in the area combined, but two times more than Hartsfield-Jackson Atlanta International Airport—the busiest airport in the U.S. What's more, there's work being done to make it even larger. Now if only something could be done to make it less of an eyesore.

AVIATION

Bird strike startles passengers at JFK airport in New York City

United Press International

A bird strike at New York City's JFK Airport startled passengers on a Virgin American flight, officials said. The incident happened Sunday evening as Virgin American flight 220 from San Francisco landed at the airport, WABC-TV, New York, reported. Two birds hit one of the plane's engines and the cockpit filled with the smell of smoke. The pilot declares an emergency, but landed safely.

Bird Strike Scares Passengers At JFK Airport In New York City

RTT News - (Full Text)

No one was injured after a bird strike at New York City's JFK Airport startled passengers on a Virgin American flight, officials said. The incident happened Sunday evening as Virgin American flight 220 from San Francisco landed at the airport, WABC-TV, New York, reported. Two birds hit one of the plane's engines and the cockpit filled with smoke and a terrible smell. The pilot declared the situation an emergency, but was able to land the aircraft safely. The plane was inspected for damage after it had landed.

WTC

Security "Turf War" at World Trade Center?

By Al Barbarino

Commercial Observer

The New York Post reported that a running dispute over who will provide security at the revamped World Trade Center site - the Port Authority of New York & New Jersey or the NYPD - has erupted into a "turf war." The tiff was most recently on display as "rival" command center vehicles for the respective police departments pulled up outside of the site, with the NYPD snubbing Port Authority requests to roll off, according to the report. While one law enforcement source called the rivalry "childish" and another apparently laughed it off as a "playground fight," they suggested that the "higher-ups" are anything but amused.

TV & RADIO CLIPS

NEWS12NJ - Testimony before the NJ Assembly Transportation Committee

WCBS-NY (CBS) - Testimony before the NJ Assembly Transportation Committee

WCBS-NY (radio) - Testimony before the NJ Assembly Transportation Committee

WNYC-FM (radio) - Testimony before the NJ Assembly Transportation Committee

WNET-TV (PBS) - Testimony before the NJ Assembly Transportation Committee

News12NJ - Missing Teen

WABC-NY (ABC) - Missing Teen

WNYW-NY (FOX) - Missing Teen

WNYC-FM (Radio) - Missing Teen

From: Schwarz, Arielle
Sent: Monday, December 09, 2013 12:30 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 12.9.13

TB&T

N.J. roads, rails slowed as wintry weather hits state this morning

By Jeff Goldman
The Star-Ledger

Motorists are facing slippery conditions as rain replaces the snow that blanketed New Jersey. Parts of the state where temperatures are at or below freezing remain under a winter weather advisory until 1 p.m. because of the possibility of ice. The state Transportation Department is treating highways with salt. Speed restrictions are in place on some roads. Three lanes are flooded on the Garden State Parkway just south of the Toms River toll plaza. ... The speed limit on the George Washington Bridge has been reduced to 45 mph, according to 511nj.org, the Department of Transportation's traffic website. There is also a 45 mph speed limit on the New Jersey Turnpike between the southern end and Exit 8. Speed restrictions remain in effect at the Goethals Bridge, Bayonne Bridge and Outerbridge Crossings between New Jersey and Staten Island.

Icy roads, speed restrictions slow down the morning commute

By Matthew McGrath and Katie Sobko
NorthJersey.com

The National Weather Service has extended a winter weather advisory for the area until noon due to freezing rain, and the winter weather is slowing down the morning commute. Motorists are facing slippery conditions this morning with ice-coated roadways. There are speed restrictions on the Garden State Parkway and the George Washington Bridge. Other North Jersey highways are all moving slow with delays caused by volume. Two people are dead following a car crash on Interstate 78 in Hunterdon County. State Police say the vehicle veered off the eastbound lanes and slammed into a tree Sunday night. Police have not released the names of the victims.

ANYNJ

Port Authority chief to testify today on September GWB lane closures

By Steve Strunsky
The Star-Ledger

The Assembly Transportation, Public Works and Independent Authorities Committee is scheduled to hear testimony this morning on the controversial closing of local access lanes to the George Washington Bridge in September. Executive Director Patrick Foye of the Port Authority of New York and New Jersey is scheduled to testify during a 10 a.m. hearing at the State House in Trenton, three days after the Port Authority official at the center of the controversy said he will resign effective Jan. 1. The official, David Wildstein, said he was accelerating plans he had already made to leave the agency sometime next year because the Sept. 9-13 closures were becoming "a distraction." The unannounced closures clogged local streets and angered commuters and officials accustomed to advance notice.

Port Authority Chief To Testify On Unannounced GWB Lane Closures

Lawmakers Seek Answers Over September Gridlock
CBS New York

The executive director of the Port Authority of New York and New Jersey is expected to tell what he knows about the unannounced closing of George Washington Bridge access lanes that caused traffic gridlock in September. Patrick Foye was subpoenaed to appear before the Assembly Transportation Committee Monday. Meantime, the director of bridges and tunnels for the Port Authority says he knew beforehand that shutting local-access lanes to the George Washington Bridge would cause gridlock in Fort Lee. Cedrick Fulton says he told his boss "this will not end well" before the lanes were closed in September.

Port Authority exec: GWB lane closings 'will not end well'

Associated Press – Full Text

The director of bridges and tunnels for the Port Authority of New York and New Jersey says he knew beforehand that shutting local-access lanes to the George Washington Bridge would cause gridlock in Fort Lee. Cedrick Fulton says he told his boss "this will not end well" before the lanes were closed in September. Fulton is testifying before the Assembly Transportation Committee Monday. The panel subpoenaed Fulton and two other authority officials to answer questions about the lane closures. The special hearing follows the resignation Friday of Dave Wildstein, the agency official at the center of the controversy. Democrats suspect a political motive. They claim the lanes were shut to punish Fort Lee's Democratic mayor for not endorsing Christie's re-election. The governor has denied it.

LIVE NOW: Talk Chris Christie's pick for AG, medical marijuana and more with Star-Ledger experts

By Susan K. Livio
The Star-Ledger

Gov. Chris Christie spent most of his week away from the Statehouse, but that didn't dampen the always lively Jersey political scene. The Republican governor nominated another loyal former federal prosecutor to be the state's attorney general, said he was done with more revisions to New Jersey's medical marijuana program and that he'll only accept a pared down version of a bill to allow the children of unauthorized immigrants. Christie also took off on his first mission to stump for Republican gubernatorial candidates, something that will occupy much of his time over the next year. By week's end the official of the Port Authority at the center of the controversial closing of local access lanes to the George Washington Bridge in September called it quits, just days after Christie mocked suggestions that the action as political retribution against the Fort Lee mayor. It all gets another hearing at the Statehouse today.

PATH

Man assaulted at West Village PATH station

WABC – Full Text

Authorities are searching for three suspects who attacked a man at a PATH station in the West Village Sunday morning. Police say a 44-year old man was assaulted at about 6:30 a.m. at the Christopher Street station. The suspects then fled the scene. Photos have been released of the three men police are looking for. Anyone with any information is urged to call the Port Authority Police at 1-800-828-7273. All calls will be kept confidential.

Man Attacked in Christopher Street PATH Station: Police

NBC New York – Full Text

Police are looking for three men and three women who attacked a PATH train rider in the Christopher Street station in Manhattan Sunday morning, authorities said. Port Authority police say the 44-year-old victim told detectives the suspects were blocked the turnstiles, and when he asked them to move, they started arguing with him. The argument escalated to a beating, and the victim suffered cuts to his forehead and lip and an injury to his left hand, police said. He was treated at the scene by EMTs. Anyone with information about the 6:30 a.m. attack is asked to call 1-800-828-7273.

Port Authority PD seeks public's help finding PATH station beating suspects

By Jerry DeMarco
Cliffview Pilot – Full Text

Port Authority police are seeking the public's help in identifying six suspects in the beating of a 44-year-old man at the Christopher Street PATH station in Manhattan early yesterday. All told, police are searching for three male suspects (photos above and left) and three female suspects, one of whom is pictured below. The victim sustained cuts to his head, lip and hand, for which he was treated at Jersey City Medical Center before being released. Anyone with any information about the incident or the identities of the suspects is urged to call the PAPD: 1-800-828-7273. All calls will be kept confidential.

AVIATION

Snowy Owls, Listed as Threat to Planes, Shot Down at JFK Airport: Source

By Pei-Sze Cheng
NBC New York

The agency that oversees New York's airports has added snowy owls to its no-fly list, shooting down at least two at Kennedy Airport and issuing an alert to kill any more that are spotted there, an airport source told NBC 4 New York. The

Port Authority of New York & New Jersey issued the shoot-to-kill order for the birds after one flew into a jet's engine while the plane was on a tarmac at Kennedy last week, the source said. Port Authority workers shot two snowy owls with a shotgun on Saturday amid concerns that they would also fly into planes. A wildlife specialist who works for the Port Authority spent 45 minutes chasing one of them down, the source said. The Port Authority had no immediate comment. This isn't the first time the Port Authority has killed birds over flight concerns. More than 1,000 geese were caught and jassed near Rikers Island between 2003 and 2009 to curb the potential threat to aircraft, according to the Daily News.

Report: Port Authority Targeting Snowy Owls At JFK
3 Owls Reportedly Shot, Killed At JFK Over The Weekend
CBS New York

It's open season on snowy owls at area airports after the Port Authority apparently added them to the list of birds it kills in order to prevent bird strikes, according to published reports. Port Authority workers used shotguns to go after snowy owls at John F. Kennedy International Airport, killing three over the weekend, according to a report in the Daily News. David Karopkin, founder of Goose Watch NYC, said many birdwatchers are upset by the report. "People that I know who are doing bird watching and going out to Floyd Bennett Field and other places around Jamaica Bay have been so excited to see the snowy owls coming into New York City for the first time in a very long time," he told 1010 WINS' Mona Rivera.

TV CLIPS

- Eyewitness News/PATH assault
- NY1/snowy owls
- Good Day New York/snowy owls
- NBC New York/snowy owls

From: Schwarz, Arielle
Sent: Wednesday, December 11, 2013 12:30 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 12.11.13

PANYNJ

Group linked to Hillary Clinton attacks Chris Christie over Port Authority lane closure flap

By Jenna Portnoy
[The Star-Ledger - Full Text](#)

The George Washington Bridge flap just went national. A Democratic group connected to Hillary Clinton is launching an attack against Gov. Chris Christie based on the Port Authority of New York and New Jersey's closure of lanes to the nation's busiest bridge, according to a report on CNN.com. Christie and Clinton have been the focus of dozens of national polls measuring support for potential 2016 presidential contenders. State lawmakers suspect top Port Authority employees appointed by Christie closed local lanes in Fort Lee to punish the town's mayor for not endorsing the Republican governor's re-election bid. David Wildstein resigned this week, saying the controversy was a distraction. Christie has denied involvement in the closures, joking that he was working the cones on the sly. "Correct the Record, formed in part to defend Hillary Clinton, is an arm of American Bridge, an pro-Democratic group that specializes in opposition research. The group launched a graphic Tuesday showing the Republican Garden State leader in front of the George Washington Bridge with a traffic sign that says 'political retribution' and 'Lane closed. Expect Christie?'" CNN reported today. State Sen. Loretta Weinberg (D-Bergen) anticipated national attention last week. "There's a big huge country out there that might think this is a view into politics of this administration or how politics is done in the state of New Jersey, but I don't think we have a complete picture yet," Weinberg told The Star-Ledger on Friday.

First on CNN: Dem group goes after Chris Christie on bridge controversy

[CNN](#)

A Democratic group is going up with one of their first attacks against New Jersey Gov. Chris Christie over his administration's lane closures to one of the nation's busiest bridges, allegedly for political purposes. Correct the Record, formed in part to defend Hillary Clinton, is an arm of American Bridge, an pro-Democratic group that specializes in opposition research. The group launched a graphic Tuesday showing the Republican Garden State leader in front of the George Washington Bridge with a traffic sign that says "political retribution" and "Lane closed. Expect Christie?" The issue began in September, on the first day of school, when two of the three access lanes from Fort Lee to the bridge were shut down. The closures sparked speculation by Democrats that the action amounted to political retaliation against the mayor of Fort Lee who did not endorse Christie's re-election.

Subpoena Christie's political appointees to answer for GWB lane closures: Editorial

[The Star-Ledger](#)

The first time Bill Baroni spoke to lawmakers about the George Washington Bridge brouhaha, it was a laugher. That was just two weeks ago, when Baroni, deputy executive director of the Port Authority of New York and New Jersey, blamed a secret "traffic study" for traffic jams that crippled Fort Lee in September. Now that his cover story is starting to unravel, legislators should subpoena Baroni to testify again — this time under oath, with the threat of perjury hanging over his head. Baroni wants us to believe the Port Authority was studying the bridge's traffic patterns when it blockaded two-thirds of Fort Lee's entry lanes, sparking three days of gridlock starting Sept. 9. The agency, he testified, wanted to measure the effect of the Fort Lee shutdown on other bridge traffic. (Hint: It moves faster.)

Chris Christie Caught in Crony's Traffic Jam

By Joe Coscarelli
[New York Magazine](#)

New Jersey Governor Chris Christie arrives to speak at his election night event after winning a second term at the Asbury Park Convention Hall on November 05, 2013 in Asbury Park, New Jersey. Incumbent Governor Chris Christie defeated his Democratic opponent Barbara Buono by a commanding margin. It's certainly starting to look like the New Jersey governor's crew sought petty retribution against a political enemy by purposely causing traffic on the George Washington Bridge. Yes, really. It all feels very New Jersey, which is not the best thing for Chris Christie's national aspirations. The

brewing scandal all started with a jam on the bridge in September, when three lanes from Fort Lee, New Jersey, were shut down for a "traffic study." But testimony from Port Authority officials yesterday confirmed the initial, somewhat outlandish speculation (and later, solid reporting): There was no study — instead, Christie appointee (and high-school buddy) David Wildstein may have ordered the lanes shut to get back at the Fort Lee mayor, a Democrat, for not endorsing the governor in his landslide run for reelection. "Mr. Wildstein instructed me 'do not speak to anyone in Fort Lee,'" Robert Jurando, the General Manager of the George Washington Bridge, testified. Wildstein and his boss on the Jersey side, Bill Baroni, kept the plan from their New York counterparts as well. Baroni later testified under oath about the traffic study that no one else has heard of. Wildstein has since resigned.

Tollgate-gate: Did a Christie Ally Cause a Traffic Jam as Political Punishment?

By Philip Bump

The Wire

New Jersey Gov. Chris Christie high school pal is accused of severely disrupting traffic in one town in an act of political retribution. It sounds almost too "Jersey" to be believed, but a hearing held by the Port Authority of New York and New Jersey on Monday suggested that the claim has merit. That ally, David Wildstein, was a high-ranking member of the Port Authority staff until resigning his position last week. From September 9th to 13th, two of the three toll booths on the western side of the Port-Authority-managed George Washington Bridge were closed. That resulted in a massive backup into Fort Lee, New Jersey — which was completely unprepared for the interruption that happened to coincide with the first week of school. And Wildstein, according to testimony from the hearing, appears to be entirely to blame. Wildstein is a long-time participant in New Jersey politics, a high school friend of Christie's, and the appointed second-in-command of the Jersey contingent at the Port Authority. Wildstein ordered the lane closures leading onto the bridge — one of three routes from New Jersey into Manhattan — according to testimony on Monday. And it was Wildstein who assured transit staffers they didn't need to inform Fort Lee. "Don't worry about that," Wildstein reportedly said. "We will take care of it." He didn't. Last week, Wildstein resigned, calling the issue "a distraction."

HOW A CULTURE OF FEAR CAN DAMAGE YOUR ORGANIZATION

A RECENT EXAMPLE OF HOW LEADERSHIP GOES OUT THE WINDOW WHEN INTIMIDATION RULES.

By Anya Kamenetz

Fast Company

Between September 9 and 13 of this year, some lanes were closed leading to the George Washington Bridge between New Jersey and New York City, causing crippling traffic backups in the town of Fort Lee, NJ. The Port Authority official who ordered the lane closings, David Wildstein, has just resigned. He was an old high school pal of New Jersey Governor Chris Christie. Originally, the story was that the lanes were closed for a "traffic study," but Port Authority officials have testified that there was no study. Many suspect that the real motivation was political—a petty revenge for the mayor of Fort Lee's failure to endorse Christie, who cruised to re-election in November. The crux of this story, for anyone who runs an organization, is why others at the Port Authority both obeyed Wildstein's nonsensical orders and kept them secret in advance from police, the citizens and the press.

Record Talk Radio to host Port Authority reporter Shawn Boburg Thursday

The Record – Full Text

We'll talk about Shawn's recent story "Prince of the Port" which profiled the late Guy Tozzoli, the former Port Authority executive behind the \$10 sale of the World Trade Center name. We will also discuss the legislative hearing on Monday that delved into the events that led up to a massive traffic jam for several days on the New Jersey side of the George Washington Bridge in September. If you have a question for Shawn, email John Ensslin your suggestions.

Saving Pouch Camp: Its preservation is a Staten Island triumph

Staten Island Advance

Staten Islanders will benefit for generations from the deal with the Boy Scouts of America to preserve about 100 wooded acres at Pouch Camp in the heart of the Greenbelt. It's a triumph of good government and good will. From the grass roots here, to state offices in Albany, advocates for saving the William H. Pouch Scout Camp waged a campaign to keep the bucolic tract in Sea View out of the hands of developers. We commend and thank all who joined the effort. Their success means that 25,000 youngsters each year will continue to enjoy outdoor Scout activities. Plus the public will retain access to key trails through the Greenbelt. How this was brought about could serve as a text-book example for doing good on Staten Island. Gov. Andrew Cuomo said the state will pay \$6 million to the Greater New York Councils of the Boy Scouts of America (GNYS/BSA), the owner of the property, for a conservation easement to protect 50 acres of Pouch Camp. Previously, the Port Authority of New York and New Jersey made a \$4 million payment to the GNYS/BSA for an

easement to secure 43 acres from development. The money came from the PA's Harbor Estuary Program for the environment, not from tolls.

AVIATION

Snowy Owl visits Springfield yard

By Greg Saulmon
[The Republican](#)

Bitter cold temperatures were not the only Arctic visitor to the city Wednesday morning, as a Snowy Owl cozied up in a backyard at the edge of the city's McKnight and Metro Center neighborhoods. "I think it's very interesting it decided to come and visit us," said resident Willie Palmer, who operates a daycare at her Armory Street home. "The children are loving it." Speaking in her kitchen as the female owl sat a stone's throw away on a metal fence, Palmer said she enjoys reading the National Wildlife Federation magazine Big Backyard with the children in her care. "And today, we actually have a live owl in our big backyard," she said. ... A Snowy Owl controversy arose earlier this week when the New York Daily News reported that the Port Authority, concerned about the potential for collisions with airplanes, had adopted a policy of killing Snow Owls at John F. Kennedy International Airport. The newspaper reported: The agency that oversees the city's airports has added the majestic snowy owl to the list of birds it kills to protect airplanes from bird strikes. The Port Authority's "wildlife specialists" started exterminating the owls Saturday, killing three at JFK Airport with a shotgun, a Port Authority source said.

WTC

DAN TANGHERLINI: FEDERAL AGENCIES PLAN TO MOVE INTO ONE WORLD TRADE CENTER

By Nicole Fray
[ExecutiveGov](#) - Full Text

The U.S. General Services Administration has announced plans to move its office and two other federal agencies to the One World Trade Center in New York City by late 2015. GSA, U.S Army Corps of Engineers and U.S. Customs and Border Protection plan to move their regional or New York offices into the building in order to fulfill a goal to help redevelop the World Trade Center after 9/11, GSA said Tuesday. "We are excited to return to the World Trade Center Complex, which federal agencies have been a part of since 1973," said Dan Tangherlini, administrator for GSA. "From the day that the Port Authority started planning reconstruction, the federal government committed to remaining an important part of this building and the redevelopment of Lower Manhattan," Tangherlini added. The agencies plan to move into floors 50 through 55 of the building and to build collaborative and flexible work areas meant to reduce each agency's footprint by approximately 40 percent. GSA's regional headquarters and USACE New York District office will leave the Jacob K. Javits Federal Building in Manhattan, while CBP's New York Field Office will move from a leased office in Midtown Manhattan. GSA obtained a lease agreement from Port Authority in 2012 to rent about 270,000 feet of space in One World Center for a 20-year initial term.

From: Schwarz, Arielle
Sent: Thursday, December 12, 2013 12:31 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 12.12.13

PANYNJ

Governors Spoke Privately About Bridge Controversy

Chris Christie Complained to Andrew Cuomo That His Appointee Was Pressing too Hard for Answers

By Ted Mann, Erica Orden, and Heather Haddon

The Wall Street Journal

New Jersey Gov. Chris Christie called New York Gov. Andrew Cuomo this week to complain about a Cuomo appointee's handling of a growing controversy over traffic pattern changes on the George Washington Bridge, a person familiar with the matter said. Mr. Christie, a Republican, complained in a private phone call to Mr. Cuomo, a Democrat, that Patrick Foye, the executive director of the Port Authority of New York and New Jersey, was pressing too hard to get to the bottom of why the number of toll lanes onto the bridge from Fort Lee, N.J. was cut from three to one in early September, according to this person. The lane closures occurred without notice to local authorities, officials have said, and snarled traffic for a week in the small borough on the Hudson River bluffs. Messrs. Cuomo and Christie share control of the sprawling Port Authority, which oversees Hudson River bridges and tunnels and the region's airports and is rebuilding the World Trade Center complex in Manhattan.

Gov. Cuomo Calls Port Authority Controversy Over GWB Lane Closures a 'New Jersey Issue'

By Ken Lovett

New York Daily News – Full Text

Blame New Jersey. That was basically Gov. Cuomo's response when asked about the ongoing controversy regarding the September lane closures on the George Washington Bridge. "This is more of a New Jersey issue," Cuomo said to host Susan Arbetter on public radio's "The Capitol Pressroom" this morning. He noted the New Jersey state Legislature is holding hearings on the issue. "I don't know anything more than basically what's been in the newspapers, but this is basically a New Jersey issue," Cuomo said. For four days in September, two of the lanes on the George Washington Bridge were ordered closed, leading to delays of up to four hours that backed up into Fort Lee, NJ. Port Authority Deputy Executive Director Bill Baroni, an appointee of New Jersey Gov. Chris Christie, has since said the lane closures were done for a traffic study. But Cuomo-appointed Port Authority Executive Director Pat Foye, who ordered the bridge fully reopened after four days, said he wasn't aware of such a study. A host of lawmakers have called for Baroni to be fired by Christie. Some have said the lane closures that impacted Fort Lee were ordered by a close associate of Christie in retaliation for the Democratic mayor not endorsing the Republican governor's re-election bid—a notion Christie has dismissed.

A bridge too far

By Carl Golden

NJ Voices

By any measure, the last four years of Democratic control of the Legislature yielded the party little political benefit. In his first term, Gov. Christie dominated the public debate so completely that legislative majorities teetered on the edge of irrelevancy. For four years, the budgets Christie wanted were the ones he got. The current budget, in fact, was approved by the Legislature nearly three weeks before the fiscal year deadline and with nary a substantive change from the governor's original recommendation. His flurry of vetoes were all sustained, even on issues which enjoyed broad public support --- gun control, reinstatement of a surtax on millionaires and same sex marriage, for example. The Democratic leadership huffed and puffed and vented their collective outrage, only to be casually dismissed with a tart made-for-Youtube retort from a governor who enjoyed seventy per cent plus approval ratings.

Respite room comforts family of sick kids

By Debra Rubin

New Jersey Jewish News

Rabbi Yosef Carlebach's grandson was born last year with a heart condition so serious doctors gave him little chance of surviving. However, after "many surgeries" that took him around the country and finally to the Children's Specialized Hospital in New Brunswick, the boy, Mendel Avtzon, is expected to fully recover. Along the way to that recovery, Carlebach said, he was given the unexpected opportunity to perform mitzvot for others. The infant's condition also gave the executive director of Rutgers Chabad the chance to meet and ultimately partner with the hospital's president and CEO, Amy B. Mansue, to help others facing the serious illness of a child. ... Also honored at the dinner was former State Sen. Bill Baroni, deputy executive director of the Port Authority of New York and New Jersey. He was given the Ner Tamid Award on the seventh night of Hanukka for his role in ensuring the lighting of hanukkiot at Port Authority sites, including at its bridges and tunnels. Rabbi Mendy Carlebach of Chabad of North and South Brunswick said he and Baroni had lit a menorah the previous night at 7 World Trade Center in lower Manhattan.

Audit finds Becton in 'good' financial shape, but must monitor projects purchase and change orders

By Kelly Nicholaides
South Bergenite

Despite paying over \$1 million for extras over budget from capital reserves, and having \$1,669,000 left over for extras not covered by the Port Authority of NY/NJ and Federal Aviation Administration soundproofing and HVAC grants, the Becton Board of Education needs to pay closer attention to purchase orders and change orders, an audit reveals. However, the board is financially sound, particularly taking into consideration a massive \$19,165,000 soundproofing and HVAC project, auditor Jeff Bliss told the board at the Dec. 11 meeting. "Financially, you're in good shape. There's a couple of things you need to tweak," Bliss said. "You're in a very good position. There's no structural deficit to make up for."

East Harlem Group Using Homeless to Tackle Trash Problem Wins \$100K Grant

By Jeff Mays
DNAinfo

The merchant association that is using homeless people to help clean the streets of El Barrio won a \$100,000 grant from the city Department of Small Business Services Wednesday to help turn the area near the Metro-North station into an "Uptown Grand Central." Kwanza Smith, executive director of the New East Harlem Merchants Association, said the money will be used to fund the group's collaboration with the Association of Community Employment Programs for the Homeless. A group of 6 to 8 men will clean between Fifth and Second avenues, between 124th and 126th streets Monday through Friday. ... Now NEHMA is working with the Grand Central Partnership to get planters and other artifacts from Grand Central Terminal to beautify the area which is one of only three tri-modal transportation hubs, with buses, subways and commuter rail, in the city along with Penn Station and Port Authority.

PORTS

Dozens of developers show interest in Bayonne Harbor land

By Felix Alarcon
The Jersey Journal

More than two dozen development firms have already responded to Bayonne's official "request for an expression of interest" in 55 acres of undeveloped land at the Peninsula at Bayonne Harbor as the city is seeking high-end commercial interests. "Many exciting redevelopment projects are already bringing jobs and tax ratables to Bayonne," Mayor Mark Smith said. "The 55 acres that are now available for redevelopment at the Peninsula at Bayonne Harbor will offer the biggest opportunity in several years to make a major impact on the future of Bayonne." City officials said: "While some of the Peninsula property has been sold to the Port Authority, there are still dozens of city-owned acres scheduled for private redevelopment projects. This 55-acre tract known as the Harbor Station South is one of them." Smith said the submissions are intended to be "high-level concept plans."

AVIATION

During Super Bowl week, Teterboro Airport will require reservations for arrivals, departures

By Richard Newman
The Record

Private jet travel during Super Bowl week will not be the hassle-free, come-and-go-as-you-please experience travelers normally expect at local airports. Teterboro Airport, one of the busiest in the country for private jets, and at six miles away the closest one to MetLife Stadium, will not be able to handle all of the Gulfstreams, Falcons and Bombardiers expected to fly into the area for Super Sunday. That's why federal authorities have declared that for a six-day period, from 6 a.m. on the Wednesday before the game until 6 a.m. on the Tuesday after, the only aircraft that will be cleared for landings and

takeoffs will be those that made reservations well in advance. Normally, reservations are not required at Teterboro. Pilots who fail to comply with the temporary Previous Permission Required rule will be diverted to other airports, said Kirk Stephan, marketing manager at Meridian, one of several aircraft service station operators at Teterboro that are taking Super Bowl week reservations. "If you don't have a PPR, you won't be able to fly in or out of Teterboro," Stephan said.

NTC

Years late and over budget, Fulton Transit Hub nearly complete

But displaced businesses decry a lack of relocation services

By Julie Strickland

The Real Deal

Ten years and millions over budget, Fulton Street Transit Center is near completion. The City Council's Transportation Committee got an update on the Metropolitan Transportation Authority's \$1.4 billion Lower Manhattan megaproject Wednesday. The massive undertaking will ultimately link 11 different subway lines at 6 stations. By 2016, the center will also connect with the Port Authority's World Trade Center Transportation Hub. However, costly delays have been a source of ongoing frustration, city officials told the committee. "It's disappointing that the Fulton Center's project costs have increased by millions of dollars and that the construction itself has encountered so many unforeseen holdups," James Vacca, a Bronx Councilman, told NY1. Another bone the community had to pick with the MTA is the displacement of 150 area businesses, which an MTA official said Wednesday will not have first dibs on the hub's retail space when it opens next year. The authority said it will announce Fulton Center's master lease holder for the site's 65,000 square feet of retail space within the next month, and that the winner will offer market-rate rentals to retailers.

PATH

Booze Will Be Banned on LIRR During SantaCon

By Alan Neuhauser

DNAinfo

Leave the eggnog at home. The Long Island Rail Road is closing the doors on soused Santas this weekend — instituting a 24-hour booze ban from noon Saturday through noon Sunday that overlaps with the SantaCon bar crawl. "We do it based on experience, based on when we've had difficulties...when we're going to be inundated with a lot of people under 21, or maybe just over 21, where they've created problems in the past," LIRR spokesman Salvatore Arena said. The LIRR typically allows passengers to drink alcohol aboard the train, but it does "occasionally institute a ban for short periods of time," Arena said, such as on St. Patrick's Day and the night before Thanksgiving. It also prohibits alcohol consumption between midnight and 5 a.m. on Friday and Saturday nights. ... "As of now, a final determination has not yet been made regarding our policy for Saturday/Sunday," spokesman Will Smith said in a statement Wednesday, adding that alcohol consumption is prohibited aboard its buses at all times. The Port Authority, meanwhile, prohibits drinking on PATH trains. Representatives for Metro-North did not return a request for comment.

From: Schwarz, Arielle
Sent: Friday, December 13, 2013 12:31 PM
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Subject: Afternoon Clips: 12.13.13

PANYNJ

NJ Governor: Top appointee resigns amid probe

Associated Press – Full Text

New Jersey Gov. Chris Christie has announced one of his top appointees has resigned amid an escalating probe into ramp closings on a bridge into New York City. Friday's announcement came after Democrats called for Port Authority of New York and New Jersey executive deputy executive Bill Baroni to step down. Democrats have been holding hearings into the closing that took place leading to the George Washington Bridge in September. Baroni said they were closed for a traffic study. Democrats claimed they were closed to punish a Democratic mayor for not endorsing the Republican governor's re-election campaign. Christie announced Deborah Gramiccioni would replace Baroni at the bistate agency. She worked with Christie at the U.S. Attorney's Office.

Gov. Christie announces top Port Authority official has resigned after GWB flap

By Brent Johnson

The Star-Ledger

Gov. Chris Christie today announced Bill Baroni, executive director of the Port Authority of New York and New Jersey, has resigned, effective immediately. The announcement comes as the scandal over the closure of lanes to the George Washington Bridge has reached a national level. Baroni has said lanes were closed for a traffic study, but Democrats believe the move was retribution against the Fort Lee mayor for his failure to endorse Christie for governor. The governor said Deborah Gramiccioni will be taking over for Baroni. "This was nothing that I hadn't planned already," Christie said of the replacement of Baroni. "The fact is that Senator Baroni said when he testified that a mistake was made. They believe that the study needed to be done but they didn't do it correctly within the protocols of the Port Authority," Christie said.

Top Christie Port Authority appointee Baroni resigns amid escalating probe into GWB lane closures

By Michael Linhorst

The Record – Full Text

Governor Christie announced the resignation of the Port Authority's Executive Director at a news conference today. Bill Baroni is the second executive to announce plans to leave the bi-state agency in the last two weeks. Baroni and the other executive, David Wildstein, have come under fire for closing several lanes to the George Washington Bridge normally dedicated to Fort Lee traffic. Critics have suggested the lane closures were a political move by Christie's appointees after the Democratic mayor of Fort Lee chose not to endorse Christie during the gubernatorial election. In Baroni's place, Christie is appointing Deb Gramiccioni, who worked with him in the U.S. Attorney's office and is now his deputy chief of staff. She has had oversight of all state authorities and has worked on Port Authority issues, Christie said. Christie insisted that Baroni's resignation is not a result of the controversy over the bridge lane closures. He said Baroni, who has worked at the Port Authority for four years, was going to resign at the start of Christie's second term anyway.

Christie Ally Baroni Resigns In Wake of George Washington Bridge Controversy

By Ted Mann and Heather Haddon

Wall Street Journal – Full Text

Gov. Chris Christie announced the resignation Friday of Bill Baroni, his top executive appointee at the Port Authority of New York and New Jersey. Mr. Baroni had been besieged with calls for his resignation since testimony on Monday that undermined his explanation for the closure of traffic lanes onto the George Washington Bridge in September. Democratic lawmakers have said the lane closures were intended as political retaliation against the Democratic mayor of Fort Lee, N.J., the town at one end of the bridge. Mr. Baroni is the second of Mr. Christie's political allies to resign from the Port Authority over the bridge matter. David Wildstein, a subordinate to Mr. Baroni and longtime associate of Mr. Christie who ordered the lane closures and that they be kept secret from local and New York officials, resigned last week. Mr. Christie suggested that Mr. Baroni's resignation was not connected to the bridge controversy. "Senator Baroni offered his resignation and I accepted it," he said at a news conference Friday. "But this was nothing I hadn't planned already." Mr.

Baroni was Mr. Christie's top executive appointee at the Port Authority, which is jointly run by the governors and New York and New Jersey through their appointees in its senior management ranks and on its board of commissioners. Mr. Christie named Deborah Gramiccioni, a member of his executive staff, to replace Mr. Baroni at the authority.

Christie accepts official's resignation in bridge controversy

By Michael O'Brien
[NBC News - Full Text](#)

New Jersey Gov. Chris Christie, R, accepted the resignation of a port authority official who ordered the closures of lanes on a major thoroughfare, creating a political controversy in the Garden State. Amid a growing Democratic uproar, Christie said he had accepted the resignation of Bill Baroni, the deputy executive director of the New York-New Jersey Port Authority, and a former state Republican lawmaker. Baroni has become a target of scrutiny for having ordered the closure of two lanes on the George Washington Bridge, one of the busiest thoroughfares between New York and New Jersey, in September. The lane closings created massive gridlock in Ft. Lee, N.J., the mayor of which had declined to endorse Christie's re-election. The political appointee identified as having ordered the closing, David Wildstein, resigned from his position as the port authority's director of interstate capital projects last week. Democrats have characterized the lane closings as retribution by Christie against political opponents. Christie on Friday "unequivocally" denied ordering the lane closures, and said he was personally not well-acquainted with Ft. Lee Mayor Mark Sokolich.

Port Authority executive resigns amid GWB lane closure mystery

[My Fox NY - Full Text](#)

New Jersey Gov. Chris Christie announced Friday that one of his top appointees had resigned amid an escalating probe into ramp closings on the George Washington Bridge. The announcement came after Democrats called for Port Authority of New York and New Jersey deputy executive director Bill Baroni to step down. Democrats have been holding hearings into the closing that took place leading to the George Washington Bridge on September 8. Baroni said they were closed for a traffic study. The inspector general for the Port Authority is investigating serious allegations of political retribution, that the democrat mayor of Fort Lee was punished because he did not support Republican Christie's reelection. The GWB is the busiest bridge in the world with more than 100 million vehicles crossing it.

Who put the cones out? Ledger Live dissects the George Washington Bridge lane closure flap

Brian Donohue
[The Star-Ledger](#)

The plot continues to thicken in the controversy over the traffic-snarling secret closure of George Washington Bridge local entrance lanes in September. The explanation that the lane closures were done as part of a traffic study conducted by Port Authority appointee David Wildstein, a close ally of Gov. Chris Christie, have been exposed as just too bizarre to believe by a probe by the state Assembly transportation committee. And so, an explanation once seemed utterly ridiculous - that the lanes were closed to create traffic havoc in the town of Fort Lee as some sort of political retribution against the town's Democratic mayor - has actually emerged as the only logical explanation. There's plenty of hypocrisy to go around. Democrats, a party who for years have loaded the Port Authority with patronage appointees, are suddenly aghast at the specter of possible political meddling at the agency. And Gov. Chris Christie, so quick to verbally bludgeon teachers union officials, school superintendents and anyone else running afoul of his good government standards is sloughing off a boondoggle officials say actually created a threat to public safety.

Baroni out at Port Authority

Bill Mooney
[PolitickerNJ](#)

Gov. Chris Christie accepted Bill Baroni's resignation from the Port Authority of New York and New Jersey Friday. Baroni was dismissed over the growing controversy surrounding a traffic nightmare that occurred in September when two of three lanes in Fort Lee were shut without advance notice, turning the George Washington Bridge host town into a parking lot. Another N.J. appointee to the bi-state agency, David Wildstein, fingered by other Authority officials as the person who made the decision to close the lanes and who also ordered those officials to tell no one about it, tendered his resignation earlier. And on Monday, N.Y.'s top official at the Authority, Patrick Foye, said that there was no traffic study conducted. On Nov. 25, Baroni had told N.J. lawmakers that the decision to close lanes could have been handled better, but that it was necessary to look into why Fort Lee had lanes dedicated to it at the expense of other bridge users. Then on Thursday, Transportation Chairman Assemblyman John Wisniewski issued more subpoenas for documents from seven Authority officials, including Baroni and Wildstein, who is a former PolitickerNJ editor.

DNC takes jab at Christie over George Washington Bridge lane closures [video]

By Herb Jackson
[The Record](#)

In a new web video that concludes with the message "New Jerseyans Deserve Answers," the Democratic National Committee is jumping into the controversy over the closure of Fort Lee entrance lanes to the George Washington Bridge in September. The video not only highlights the suggestion the traffic study ordered by a now-resigned Christie appointee on the Port Authority of New York and New Jersey was connected to the Fort Lee mayor's decision not to endorse the governor's re-election, it also notes Christie's complaints about New York officials at the agency talking too much about what happened. The Assembly Transportation Committee, chaired by former Democratic State Chairman John Wisniewski, issued subpoenas on Thursday for more Port Authority records and testimony. Another national Democratic SuperPAC has also weighed in on the issue, indicating the party that largely ignored Christie as he campaigned for re-election was gearing up for his potential run for the presidency in 2016.

Did Christie Ask for GWB Lane Closures To Get Back at Fort Lee Mayor?

By Judy Pokras
[New Jersey Newsroom](#)

Media outlets are asking if Gov. Chris Christie arranged to have two of the George Washington Bridge's three tollbooth lanes coming from Fort Lee shut down in September (without warning residents) as a rebuke to the town's mayor, Democrat Mark Sokolich, who did not agree to endorse Christie's re-election bid. As Arturo Garcia writes for The Raw Story, MSNBC host Rachel Maddow was one of those who raised the question on her Monday show: 'You could still get on the bridge,' she explained. 'But a trip that took 30 minutes now lasted four hours. Happy first day of school, everybody. The backup was so bad it gridlocked not just near the bridge but basically the whole town.' 'It sounds crazy, right?' Maddow asked. 'It sounds mice-out-of-planes crazy. Somebody closes down a couple of lanes on the onramp to the busiest bridge in America because they're out to get your town? It sounds crazy, right?'

So after 2016, we're all basically #%&^@ed
[Philly.com](#)

Meet the 2016 GOP frontrunner for president: New Jersey Gov. Chris Christie called New York Gov. Andrew Cuomo this week to complain about a Cuomo appointee's handling of a growing controversy over traffic pattern changes on the George Washington Bridge, a person familiar with the matter said. Mr. Christie, a Republican, complained in a private phone call to Mr. Cuomo, a Democrat, that Patrick Foye, the executive director of the Port Authority of New York and New Jersey, was pressing too hard to get to the bottom of why the number of toll lanes onto the bridge from Fort Lee, N.J., was cut from three to one in early September, according to this person. The lane closures occurred without notice to local authorities, officials have said, and snarled traffic for a week in the small borough on the Hudson River bluffs.

AVIATION

Family of pilot killed in Teterboro crash to receive \$7.5M settlement

James Kleimann
[NJ.com](#) - Full Text

The family of the pilot who was killed in a plane crash over Teterboro in 2009 will receive \$7.5 million in a settlement with plane owners Quest Diagnostics, according to The Record. George Maddux, 54, of Pennsylvania, was the captain of the two-seater Beechcraft BE-58 Baron that aborted a landing, struck a 35-foot-tree near Teterboro Airport, and crossed Route 46 before striking the ground and bursting into flames on Aug. 21, 2009. The plane was transporting medical samples for plane owner Quest Diagnostics at the time of the crash. In the lawsuit, the Maddux family claimed that then-42-year-old co-pilot Sanil Gopinath was at the controls at the time of the crash, backed up by an interview with Gopinath in which he says he was at fault, The Record reported. Gopinath survived his injuries, but Maddux was pronounced dead two weeks later. Maddux's widow argued in court papers that Gopinath was not experienced enough or qualified to fly a plane, and should have never been hired by Quest Diagnostics, according to The Record.

Snowy owl invasion is a boon for birders, headache for airports

By Mary Forgiione
[Los Angeles Times](#)

Can an airport be mistaken for the arctic tundra? Not to pilots, but certainly to snowy owls invading the Northeast and Midwest in record numbers this year. What has turned into a headache for airports may be a boon to birdwatchers traveling for the holidays who want to add this usually reclusive creature to their life lists. "We're experiencing what could be the largest-ever influx of Arctic snowy owls into the Northeast and the Great Lakes states," a statement from the

Cornell Lab of Ornithology released Tuesday says. "And more may be on the way." Sightings have included urban areas like New York City's Jones Beach and Chicago's Lincoln Park. No one's exactly sure why there's an owl boom this year. Experts say summer breeding conditions in the eastern Arctic must have been excellent to have so many birds appearing so far south. The owls love wide open marsh and dune areas, some of which only exist at airports. "Airports provide the most similar habitat that these owls can find to where they want to be," eBird.com reports. And that's the problem. JFK and LaGuardia airports reported five planes struck by the owls in the past two weeks, prompting a few owls at JFK to be shot on orders from the Port Authority of New York & New Jersey. The public outcry led by New York chapters of the Audubon Society and others caused the airport authority to have a change of heart.

PAPD

Port Authority PD: Westwood man stopped with 4 ounces of pot near GWB

By Jerry DeMarco

Cliffview Pilot – Full Text

A Westwood man was carrying more than a quarter-pound of pot in his car when he was stopped near the George Washington Bridge for having a headlight out, Port Authority police said this morning. PAPD Office Frank Emblem stopped the black 2008 Chrysler 300 sedan at 7:40 last night at Bruce Reynolds Boulevard and Lemoine Avenue, the authority's Joseph Pentangelo told CLIFFVIEW PILOT. Emblem "immediately noticed a strong smell of marijuana from inside the car," Pentangelo said. The officer obtained consent to search the vehicle from the driver, 25-year-old Nathaniel Carter of Westwood, and found a jar with more than three ounces of pot and a plastic bag with an ounce more, Pentangelo said. Emblem, a 20-year veteran, also reported finding a scale with marijuana residue. Carter, who was wanted on warrants elsewhere, was arrested and charged with drug offenses, Pentangelo said. Emblem also issued five traffic summonses to Carter for having a defective headlight, tinted windows and drugs in the car, as well as for driving without a license and while on the suspended list, he said. Carter was being held on \$5,000 bail in the Bergen County Jail following a court appearance this morning in Fort Lee.

TV CLIPS

- News 12 New Jersey/Bill Baroni resignation
- CBS New York/Bill Baroni resignation
- Eyewitness News at Noon/Bill Baroni resignation
- CNN/Bill Baroni resignation

From: Albiez, Cheryl Ann
Sent: Friday, November 22, 2013 12:36 PM
Subject: Afternoon Clips 11.22.13

ANYNJ

Top Port Authority officials 'invited' to testify on GWB closures under threat of subpoena

By Steve Strunsky
The Star-Ledger

Under threat of subpoena, top executives of the Port Authority of New York and New Jersey have been invited to testify at an Assembly hearing scheduled for Monday on the unannounced closing of local access lanes to the George Washington Bridge in September. "Please be advised that failure to appear before the committee will result in the issuance of subpoenas to require personal appearance to testify before the committee on this matter," stated copies of a letter to the four executives. The Nov. 20 letter was from Assemblyman John Wisniewski (D-Middlesex), who chairs the assembly Transportation, Public Works and Independent Authorities Committee, which will hold the 10 a.m. hearing on Monday in Trenton.

NJ Assembly committee seeks Port Authority testimony on lane closures at George Washington Bridge in Fort Lee

By Abbott Koloff
The Record – Full Text

Top Port Authority executives have been asked to testify before a state Assembly committee on Monday about lane closures at the George Washington Bridge that caused massive traffic jams for four days in September, the chairman of the state's Assembly Transportation Committee said Thursday night. If the executives don't testify, subpoenas could be issued compelling them to do so, John Wisniewski, D-Sayreville, said. "They know the committee has subpoena power." He said Port Authority executives invited to testify include Executive Director Patrick Foye, Deputy Executive Director Bill Baroni and David Wildstein, the authority's director of interstate capital projects. Baroni and Wildstein are Governor Christie's top appointees to the authority. Foye was appointed by New York Gov. Andrew Cuomo. Wildstein was identified in a report published in The Wall Street Journal as the person who made the decision to close two of three local access lanes from Fort Lee to the bridge. Foye, in a leaked email made public last month, said the closures may have been illegal and violated the Port Authority's established procedures. When he found out that the lanes were closed, he ordered them reopened.

New York State possible savior for Staten Island's Mount Manresa

By Maura Grunlund
Staten Island Advance

New York state has indicated a willingness to provide some of the funding that would be needed to preserve the 15.4-acre Mount Manresa tract for public use, but only if services are done on-site for people with disabilities. State Sen. Diane Savino (D-North Shore/Brooklyn) and Assemblywoman Nicole Malliotakis (R-East Shore/Brooklyn) are working with On Your Mark and other nonprofits to acquire the property and preserve the land for public use. ... The funding would be part of the state budget process ending in late March or early April and the city budget in late June. The officials also hope to obtain funds from the Port Authority, as was done in the preservation of parcels such as Pouch Camp and Mount Loretto.

PORTS

Miami to begin port dredge in readiness for Panama canal expansion

Reuters

The long-awaited dredge of Miami's port will begin this week as it and other cities up and down the east coast scramble to prepare for the massive ships that will pass through the Panama Canal when expansion work there is completed in 2015. "The investment in the deep dredge will pay dividends in years to come," Port Director Bill Johnson said in a news release on Thursday announcing the commencement of the 18-month project, "making Florida an even more powerful player in the global marketplace." ... The deep dredge of New York Harbor is slated to wrap by 2014 as the New York/New Jersey

Port Authority set aside \$1 billion to raise the Bayonne Bridge to 64 feet so the large vessels can pass underneath. The Port of Baltimore recently completed work on one berth that can accommodate the larger ships.

TITAN Salvage Receives Defense Logistics Agency Award The Maritime Exchange

The Defense Logistics Agency (DLA) recently presented Houston-based TITAN Salvage with its Hurricane Sandy Award for exhibiting "unprecedented support" immediately following the storm that devastated much of the Northeastern coast in late October 2012. The award was presented during the Business Alliance Awards ceremony in Fort Belvoir, VA. During the ceremony, Vice Adm. Mark D. Harnitchek, director, DLA, presented TITAN's Samina Mahmood, U.S. commercial manager, with a framed flag hand-crafted by the agency's "flag ladies," the group of women who have been embroidering the country's official flags for more than 150 years. ... TITAN was later hired by the N.Y. Port Authority to remove the stricken barge New York from the Port of Newark, where it was stranded. TITAN successfully removed the vessel and refloated it in only three days using the company's roller bags.

TB&T

Volume slows traffic on Route 139 approaching Holland Tunnel The Jersey Journal – Full Text

Commuters can expect volume delays this morning on the lower level of Route 139/Jersey Avenue on the eastbound side of the roadway approaching the Holland Tunnel, according to 511nj.org. In addition, the site reports delays due to volume on the Pulaski Skyway northbound approaching 1 & 9 truck route approaching Newark.

WTC

One World Trade Center Fast Facts CNN

Here is some background information about One World Trade Center. Upon its completion, which is expected in early 2014, it will be the tallest building in the United States. Characteristics: * Upon completion of construction Building height: 1,362 feet, the height of the original WTC South Tower. Building, with observation deck, height: 1,368 feet, the height of the original WTC North Tower. Building, with observation deck and antenna, height: 1,776, the year the Declaration of Independence was signed. Base: 200 feet square, the same as the original twin towers. Stories: 104

From: Schwarz, Arielle
Sent: Wednesday, October 02, 2013 12:33 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 10.2.13

PABT

1 killed, 4 injured when NJ Transit bus and van collide on Garden State Parkway in Saddle Brook

By Matthew McGrath and Jim Norman

[The Record](#)

One woman is dead and four are critically injured in the wake of a Tuesday night bus accident on an exit ramp of the Garden State Parkway. A NJ Transit bus and a passenger van — carrying 23 people including the driver — collided on the ramp of Exit 159, said Sgt. Brian Polite, a State Police spokesman. Police said they do not know who the owner of the van is. All they know is that the van was heading to a church function in Newark. The collision killed a woman named Velma Castro. Police did not immediately have an age or hometown for the woman. ... A spokesman for NJ Transit said the bus, on route number 163, was carrying no passengers as it was returning to the Midtown Port Authority bus terminal. The driver of the bus was not injured, the spokesman said.

Woman killed in collision between van, NJ Transit bus on Parkway in Saddle Brook

By Myles Ma

[NJ.com](#)

One woman was killed Tuesday night in a collision involving an NJ Transit bus and a commercial passenger vehicle on the southbound Garden State Parkway, officials said. The woman was one of more than 20 passengers traveling in the vehicle. Four other passengers were critically injured, Sgt. Brian Polite, a State Police spokesman, said. The rest of the passengers, as well as the driver of the NJ Transit bus, were treated for minor injuries. The 163 line bus was empty and headed back to the Port Authority Terminal in Manhattan, William Smith, a spokesman for NJ Transit, said.

NJ TRANSIT Bus Crash Leaves 1 Dead, 4 Injured On Garden State Parkway

an Flips Over; Traffic Backed Up On Parkway Hours Later

[CBS New York](#)

One person died and four people were critically injured when a NJ TRANSIT bus and a church van collided on the Garden State Parkway Tuesday night. The accident happened around 7:30 p.m. at exit 159 southbound, authorities said. NJ TRANSIT bus No. 8982 was headed back to the Port Authority Bus Terminal in Manhattan on its route, when it was involved with a crash with a Ford Econoline passenger van, police said.

1 Killed, 4 Injured In Garden State Parkway Crash

By Dan Alexander

[New Jersey 101.5](#) – Full Text

Authorities are investigating a crash involving a New Jersey Transit bus and a van that left one woman dead and four injured. The bus, which was carrying no passengers, and the van collided on the Garden State Parkway at Exit 159 in Saddle Brook Tuesday. State Police Sgt. Brian Polite tells The Record newspaper the van swerved into the lane the bus was in, struck the bus and rolled over. The van had 22 passengers; four of them are still in critical condition reports WABC TV. The NJ Transit was heading back to the Midtown Port Authority bus terminal according to the Record. The driver was not hurt. WABC TV identifies the victim as Velma Castro.

TB&T

George Washington Bridge lane closures prompted angry email from Port Authority chief

By Myles Ma

[NJ.com](#) – Full Text

Closing local access lanes to the George Washington Bridge last month was likely illegal and may have even caused deaths because of traffic, Patrick Foye, executive director of the Port Authority of New York and New Jersey, said in an

email to authority executives reviewed by the Wall Street Journal. Foye said he, local and Port Authority Police, Fort Lee Mayor Mark Sokolich and commuters were never notified about the closures. The Port Authority has said the move was part of a study of traffic safety patterns at the George Washington Bridge. The lanes reopened within minutes of Foye's email on Sept. 13. Two of the three local access lanes from Fort Lee to the bridge closed without warning that day. The resulting backup clogged local lanes and delayed buses on the first day of school, Fort Lee officials said.

PORTS

Corps of Engineers highlights importance of work at New York/New Jersey Dredging News Online

The US Army Corps of Engineers, in partnership with The Port Authority of New York and New Jersey, is continuing work to improve the main shipping channels in the port by deepening them to a depth of 50ft, allowing more efficient access to the world's largest oceangoing ships. Deepening the Arthur Kill Channel approaching the New York Container Terminal is now underway in the waters off of Elizabeth, NJ and Staten Island to allow large ships to safely transit the shipping channel and a critical component in providing safe navigation access to the port.

AVIATION

Federal Shutdown Reaches Deep Into Region *Tourist Attractions Closed, Government Workers Furloughed* By Sean Gardiner and Sarah Armaghan The Wall Street Journal

The federal government's partial shutdown rippled across the region Tuesday, closing top New York City tourist attractions, furloughing thousands of public workers and even prompting the removal of poison-ivy-eating goats from a national-historic site. In Battery Park on Tuesday, a sign informs visitors that the Statue of Liberty is closed due to the shutdown. Rod Rioja, 35 years old, of Washington, D.C., had made his way to the tip of Manhattan with his girlfriend and her mother to visit the Statue of Liberty, only to learn it was closed. "This was supposed to be the main attraction of our trip; we postponed it from yesterday and went to Central Park instead," he said. "Hopefully we'll come back once the government opens back up. It kind of ruined our trip." Many services deemed essential—such as mail delivery—went on as usual. The shutdown also didn't affect air travel, said Ron Marsico, a spokesman for the Port Authority, which oversees the city's airports.

New email scam purports to be from the FBI Mid-Hudson News – Full Text

Chances are we have all received emails purporting to be from an individual overseas stating he would like to funnel millions of dollars through us and in return, we would receive a large fee. Some of those emails say they are from foreign governments, banks or wealthy individuals. The latest scam is now purporting to come from the FBI, with a "special agent" saying \$4.1 million has been received from overseas at JFK Airport and that it was meant for you. The FBI's Goshen office advises that if you receive such an email, do not open it; just delete it as it may contain a virus that could corrupt your computer. If you do receive such an email, they say you should run malware and anti-virus protection programs to ensure that your computer has not been compromised.

Infrared De-icing Speeds Process and Reduces Cost By Kim Rosenlof Aviation International News

Aircraft departing from two U.S. airports have a quicker and more environmentally friendly option for de-icing than traditional glycol. At New York John F. Kennedy (JFK) International Airport and Wisconsin's Rhinelander-Oneida County Airport (RHI), departing aircraft that require de-icing can roll into an open-ended hangar where targeted infrared (IR) waves remove frost, snow and ice with a minimum of glycol usage, increasing aircraft throughput and decreasing de-icing time and cost. While these systems are not new, growing environmental concerns and airline cost-cutting measures could prompt new interest in IR de-icing technology.

PANYNJ

Michael Reilly, Retired NYPD Lieutenant and Impressively Coherent Write-In Candidate for Mayor, Talks About the Job By Graham Rayman

The Village Voice

As the November 5 general election approaches, the major candidates are doing their usual two-step. Among the other lesser-known candidates, there is the write-in campaign for mayor of Mike Reilly, a retired NYPD lieutenant and member of Staten Island's school board. We write about Reilly, a 40-year-old married father of three, because he's kind of a sensible voice of the outer-borough middle class--a group that the major candidates claim to champion, but often disappoint. ... Reilly is also a proponent of stopping the constant transfers of police officers out of their home precincts to do security in high-tourist areas like Times Square and lower Manhattan. "I would move 400 police officers back into patrol precincts from the World Trade Center command. Right now they have 600 assigned down there. We can use retired Police officers as patrolmen down there. They can be paid as Port Authority contractors. That would add manpower to the precincts and reduce response times."

Port Authority Donates Three SUVs to Belleville Police

Vehicles will replace Belleville police SUVs.

By Adam Bulger

Belleville Patch

Belleville received three donated SUVs from the NY/NJ Port Authority that will be used to replace vehicles in the aging Police SUV fleet this week. Belleville Township Manager Kevin Esposito said the donated vehicles include a 2001 Chevrolet Suburban, 2006 Ford Explorer, and 2005 Ford Escape. "Although the donated vehicles are not new, they are in great shape and are replacing SUVs that are nearly 20 years old which carry a significant maintenance burden," Esposito said in an email. "Not only have we upgraded vehicles in the fleet, but the Township will save money on vehicle upkeep and repair."

TV CLIPS

- News 12 New Jersey/NJ transit bus crash

From: Schwarz, Arielle
Sent: Thursday, October 03, 2013 12:30 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 10.3.13

AVIATION

Unruly passenger escorted off NY bound plane

By John Gregory
[ABC Local](#) – Full Text

An unruly passenger was escorted off a plane, after reportedly going on a tirade mid-air, during a flight from LAX to JFK Thursday. It appears the man unleashed a verbal onslaught after being told by a flight attendant that they did not accept cash. The incident occurred on a Virgin America flight. According to passengers, the man grabbed a bottle of wine from the flight attendant two hours into the flight. Witnesses say he became agitated when he was told he could not pay with cash. An off-duty California Highway Patrol officer happened to be on the plane and sat with the man until the plane landed safely at JFK. Passengers say the man admitted to being drunk and also told them he smoked marijuana before the flight. "Go buy me a bottle of Hennessey or something man, I need a drink", the man is heard saying in video footage. He never did get that bottle of Hennessey. Once the plane landed in New York, he was escorted off by authorities without incident. The man was interviewed by Port Authority police in New York and released without any charges being filed.

Southwest Airlines fires the pilot captain who crashed at LaGuardia by landing jet nose first, injuring nine

By Lizzie Edmonds
[The Daily Mail \(UK\)](#)

The captain of a jet that crash-landed nose first at New York's LaGuardia Airport in July this year has been fired, the airline has revealed. About 150 people were aboard the Southwest Airlines Boeing 737 when the flight from Nashville, Tennessee, skidded off the runway and came to rest on its nose. Nine passengers suffered minor injuries. The airline said on Wednesday that the captain of the flight had been dismissed, with the first officer receiving additional training.

Southwest Airlines fires captain for rough LaGuardia landing

By Cheryl K. Chumley
[The Washington Times](#)

You're fired: That's what Southwest Airlines executives told a captain on Wednesday after finding him responsible for a hard-enough landing at LaGuardia Airport in New York that left several injured. A spokeswoman for the airline said the pilot had flown for the company for 13 years, The New York Post reported. But in July, he landed the Boeing 737-700 so roughly — nose wheels first — that nose gear collapsed and 10 passengers were injured. The airline determined the captain wrongfully took control of the craft from his co-pilot at a crucial time in flight — when the plane was flying below 400 feet. Pilot changes are rarely conducted at that level because of the risk of losing control.

TB&T

Hundreds of runners take part in last jog across Bayonne Bridge until 2015

By Brandon Gould
[The Jersey Journal](#) – Full Text

With the Bayonne Bridge construction set to begin next month, the BCB 4 Mile Bayonne Bridge Run & 2 Mile Walk on Sept. 29, allowed people to make the journey across the bridge on foot for the last time until 2015. The event raised funds for the Independence Fund as well as Hope for the Warriors — two organizations that raise money for wounded veterans — and attracted hundreds of participants. The top three men's finishers were Jose Luis Davila (23:27.2), Dylan Caban (24:26.5) and Juan Baute (24:27). The top three women's finishers were: Leslie Cassano (26:44), Carolyn Rodgers (29:10.5) and Renée Condo (31:40.40). The bridge was officially closed to pedestrian traffic on Aug. 5, and will remain closed to walkers and joggers for the duration of the project to raise the span. The project is expected to be completed by the fall 2015.

Port Authority Chief 'Appalled' By Decision To Close Down GWB Approach Lanes

Pat Foye Seeking Answers, Says He Was Unaware Of Lane Closure
CBS New York

The head of the Port Authority of New York and New Jersey is seeking answers after lanes heading to the George Washington Bridge were closed last month. Two of the three lanes approaching the GWB tolls caused gridlock over four straight days beginning Sept. 9. The lanes were reopened following rush hour on Sept. 13. Port Authority Executive Director Patrick Foye didn't even know about it until reporters starting asking questions, the Bergen Record reported. He went on to say closing the lanes was an abusive decision and failing to notify the public was hasty and ill-advised. Initially, a port authority statement claimed the lane closures were part of a traffic pattern study.

PABT

Spring Valley woman, 39, killed in N.J. church van crash was a 'leader'

By Steve Lieberman
The Journal News

A Spring Valley woman killed Tuesday night when a van from her church collided with a bus was remembered as a leader in her church Wednesday. Velma Castro died at the scene after the van collided with an NJ Transit bus along the Exit 159 ramp of the Garden State Parkway, New Jersey State Police Sgt. Adam Grossman said. Castro, the mother of four children who would have turned 40 this month, attended the Ministerio Bethel International Pentecostal Church branch in Spring Valley, said the Rev. David Castillo, pastor of the Newark church. ... The bus had completed its route and was not carrying any passengers, Grossman said. The vehicle was heading back to the Port Authority Bus Terminal in Manhattan. The bus driver suffered neck and back injuries.

PAPD

Retired Port Authority police officer loses second suit against Englewood

By Rebecca Baker
The Record

A retired Port Authority police officer who was sentenced to 10 days in jail for a traffic violation lost his second lawsuit against the city of Englewood over his conviction. Curt Kellinger of Saddle Brook sued the city, its police department and arresting officer Lynn Gladstone, accusing them of false arrest, malicious prosecution and cruel and unusual punishment. He also alleged the police department conducted arrests without probable cause and failed to train and supervise police officers. U.S. District Judge William J. Martini, in a written decision last month, said Kellinger had "come nowhere close" to proving that Englewood has a policy of cruel and unusual punishment or that Gladstone had personal involvement in his sentencing.

PANYNJ

Embattled DOE Loan Program Re-Starts Under New Management

Peter Davidson, a former investment banker, takes the helm. "The truth is not at all what the popular perception is," he says.

By Maria Gallucci
InsideClimate News

Peter Davidson walked nervously toward a U.S. Senate conference room in Washington, D.C. A lanky man with graying, wavy hair and thick-rimmed glasses, he was still studying the notes he had prepared when he stepped inside to face a dozen members of the Senate Committee on Energy and Natural Resources. ... Davidson left the private sector in 2009 and spent two years at New York's state economic development agency. He then joined the Port Authority of New York and New Jersey as the senior advisor for energy and economic development. That job sparked his passion for clean energy and led to his appointment at the Energy Department.

WTC

Victims of World Trade Center toxic dust face deadline for registering with \$2.8 billion Victims Compensation Fund

People with illnesses that are possibly linked to the toxic dust created when the World Trade Center collapsed have until Thursday to register for the fund. Everyone who may qualify — even those in doubt — is encouraged to join the more than 40,000 people who have already registered.

By Joseph Straw

New York Daily News

People who have illnesses that might be linked to the toxic dust created by the collapse of the World Trade Center have until Thursday to register for the \$2.8 billion Victims Compensation Fund. The number of registrations has surged in the past several months as the deadline approached. Nearly 7,000 people have signed up in the last few days alone, pushing the total number of registrations to more than 40,000, said fund administrator Sheila Birnbaum "The volume has been staggering," Birnbaum said.

TV CLIPS

- ABC Local (Los Angeles)/unruly passenger escorted off flight

From: Schwarz, Arielle
Sent: Friday, November 15, 2013 12:30 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 11.15.13

AVIATION

Atlantic City Lands Flights

Christie Lures United in Bid to Boost City's Economic Fortunes

By Ted Mann

The Wall Street Journal – Full Text

United Airlines agreed to begin daily flights to and from Atlantic City International Airport from its hubs in Houston and Chicago in April, Republican Gov. Chris Christie said Thursday, boosting his efforts to reverse the city's sagging economic fortunes. United's arrival in Atlantic City was a coup in part because aviation experts say it's difficult to convince airlines to serve the small airport, which the Port Authority of New York and New Jersey took over earlier this year. The airport currently hosts a single commercial carrier, Spirit Airlines, SAVE -0.45% and previous efforts to add new commercial service have foundered. The Wall Street Journal reported in September that a Port Authority executive had offered a deal to United in which the authority would fund an extension of the PATH rapid transit line to Newark Liberty International Airport in exchange for a commitment to serve Atlantic City. An authority official said Thursday that Mr. Christie's representatives within the authority have been "absolutely insistent" that hundreds of millions of dollars be included in the next capital plan to begin work on the PATH project. The full project could cost from \$2 billion to \$4 billion, the official said, and some within the authority question the use of the funds on a connection to the Newark airport. The capital plan isn't expected to be released before the end of the year. A United spokesman said the airline received no incentives to provide the Atlantic City service, though he didn't rule out applying for any existing incentive programs provided by the airport. "Any discussions about the PATH train are irrelevant to the Atlantic City service," spokesman Rahsaan Johnson said. Announcing the new flights at Newark airport alongside United CEO Jeff Smisek, Mr. Christie said the expansion would help Atlantic City "grow and prosper," but warned it was up to local businesses to ensure the city's success. State Senate President Steve Sweeney was among a number of Democrats who hailed the service expansion, saying it could help "unlock the nation to come into Atlantic City." "Atlantic City was good to the entire state for a long time," Mr. Sweeney said. "Let's give it back." Some aviation experts are skeptical that United would risk a potential money-losing service expansion without assurances elsewhere, such as the potential for a one-seat ride from Lower Manhattan to Newark that a PATH extension would bring. "It's hard to know whether it's a virtual carrot or a real carrot," Robert Mann, an aviation consultant, said of the New Jersey push to fund the PATH extension. "It would be of very great interest to United."

United gives boost to Atlantic City airport with 2 routes

By Ben Mutzabaugh

USA TODAY

United Airlines will add service to Atlantic City International Airport (ACY) this spring, offering nonstop service to its hubs at Houston Bush Intercontinental and Chicago O'Hare. Starting April 1, United will offer one daily round-trip flight to both cities on 50-seat Embraer ERJ-145 regional jets operated by United Express affiliate ExpressJet. United's arrival is a major shot in the arm for the New Jersey airport, which has struggled to both lure and to hold on to major carriers. Currently, the airport has regularly scheduled service on just one airline: ultra low-cost carrier Spirit Airlines. New Jersey officials have been working for years to gain traction for the airport near the southern New Jersey gambling and beach city. As part of that effort, the South Jersey Transportation Authority (SJTA) reached a deal with the agency that runs the three big New York City-area airports to take over operations at ACY. That operator – the Port Authority of New York and New Jersey – stated this summer that one of its goals would be to lure more airlines to the sparsely used airport.

United to launch service at Atlantic City airport

By Jacqueline L. Urgo

Philly.com

In a move that New Jersey and local officials hope will boost the sagging fortunes of Atlantic City gaming and tourism in the region, United Airlines said Thursday that it would launch daily nonstop service to and from its two largest hub airports, Chicago and Houston, at Atlantic City International Airport beginning in April. The announcement was made by Gov. Christie and United CEO Jeff Smisek during a news conference at Newark Liberty International Airport, a major

United hub. "This is an investment in South Jersey," Smisek said. "United's new Atlantic City service will drive business, tourism, and economic development throughout the southern part of the state."

What's in an airport name?

By Todd Leopold
[CNN](#)

You know the airport names: Hartsfield-Jackson. O'Hare. Logan. Lambert. But, all too often, they're just names. What about the people these American airports are named for? You might be surprised to find out just who's being honored by having their monikers on some of America's most important travel links. We'll skip the presidential airports -- JFK, Reagan National and so on, and look at some of the less evident namesakes. Check out the gallery to meet the people behind the airport names.

PAPD

Facebook to the Rescue: Authorities Use Social Media to Prevent N.Y.C. Bridge Suicide

By Kelli Bender
[People Magazine](#)

If you thought social media served no greater purpose than to waste time at work or locate old pals, think again. One Facebook status ended up saving a New Jersey teen's life this week. According to the New York Daily News, an unidentified 18-year-old posted a picture of New York City's George Washington Bridge along with the words "I'm thinking of jumping" on Tuesday. A friend of the New Jersey college student immediately noticed the troubling status and expressed his concern to authorities. To boost prevention efforts, New Jersey officers passed the information on to the Port Authority Police Department. The department's Lt. Thomas Michaels handed out a photo of the teen to his staff and contacted the college student on Facebook, encouraging the young man to call him for help. In a few hours Lt. Michaels' phone was ringing.

Suicidal teen saved by New Jersey police

Comment0 Share
By Sue Robinson
[The Examiner](#)

A teenager prepared to commit suicide was saved by police authorities in New Jersey. The 18-year-old troubled teen reached out on his Facebook page to announce his decision to jump over a bridge, according to NBC News reports on Nov. 14. The picture of the George Washington Bridge -- infamous for numerous successful suicides -- was posted online along with his message, "I am ready to jump." Local New Jersey police authorities along with the Port Authority Police Department were contacted by another Facebook user who read the unsettling message; they were able to reach out to the teen via his online Facebook page.

PANYNJ

Weiner Lesniak scores another no-bid contract with Jersey City

By Terrence T. McDonald
[The Jersey Journal](#)

Powerful law firm Weiner Lesniak won a no-bid contract to represent Jersey City in its lawsuit against the Port Authority, thanks to a unanimous vote by the City Council last night. The Parsippany firm counts among its partners state Sen. Raymond Lesniak, D-Union. The contract, awarded 8-0 by the council with Councilwoman Candice Osborne absent, sets payment at \$150 per hour, not to exceed \$50,000. Corporation Counsel Jeremy Farrell told the council at its Tuesday caucus that the city doesn't expect the firm will be able to represent the city in the suit for just \$50,000. But the small amount will force the administration to give the council frequent updates as the body mulls whether to renew the contract at \$50,000 intervals, Farrell said.

Analysis: Winners and losers from the week in politics

By Darryl Isherwood
[NJ.com](#)

With the closeout of the gubernatorial race, election fatigue set in this week across New Jersey as voters took a break from the constant talk of turnout and coattails. But in New Jersey we know there is always another election around the corner and as an added bonus for the junkies, speculation over Gov. Chris Christie's presidential run began at 8:01 p.m. on Election Night. ... The Port Authority of New York and New Jersey: Already dealing with a rash of criticism over

allegations that September lane closures at the George Washington Bridge were politically motivated, the bi-state agency now faces the threat of a lawsuit from Jersey City over "unfair and outdated" tax agreements.

From: Schwarz, Arielle
Sent: Monday, November 25, 2013 12:31 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 11.25.13

TB&T

Baroni: GWB lane closures were for traffic study
Associated Press – Full Text

An executive with the Port Authority of New York and New Jersey says the agency was wrong to close two local-access lanes of the George Washington Bridge without notice in September. Deputy Executive Director Bill Baroni says two of three lanes for Fort Lee-based traffic were closed for a traffic study. Baroni says Fort Lee is the only town with lanes specifically designated for their use at rush-hour. He says that's not fair to commuters from the rest of Bergen County. Baroni is appearing before the Assembly Transportation Committee Monday to answer questions about the unannounced closures that caused gridlock and raised questions whether they were politically motivated. Committee Chairman John Wisniewski says Baroni is dancing around the issue.

40-year-old man killed in accident on George Washington Bridge; delays continue
By Matthew McGrath
The Record – Full Text

A 40-year-old man was killed in a car accident this morning in the northbound express lanes of Interstate 95 approaching the upper level of the George Washington Bridge. The man, driving a white work van, crashed the driver side of his van into the rear corner of a tractor trailer that was slowing in traffic, said Joe Pentangelo, a Port Authority of New York and New Jersey spokesman. Police draped a blue tarp over the van as they conducted their investigation. One lane was shut down for more than four hours as first responders investigated the crash and worked to clean the roadway. Delays have reached an hour and impact every road leading to the bridge. But delays on the New Jersey Turnpike appear to be the longest and most severe. Motorists should take alternate routes to Manhattan.

George Washington Bridge crash kills 1, causes major traffic delays
WABC – Full Text

One driver was killed in a two vehicle crash at the inbound George Washington Bridge, causing delays for the morning commute. Investigators say a man driving a white construction van rear ended a tractor trailer just before 6:15 a.m. Monday on I-95 near the Fletcher Avenue overpass in Fort Lee. The driver of the van was pronounced dead at the scene. The driver of the tractor trailer was not hurt. Two inbound Interstate 95 express lanes were closed for the investigation, which lasted through the morning commute. More than one hour delays were reported well into the morning as Port Authority Police worked to clear the scene.

Driver killed in George Washington Bridge crash, officials say
By Myles Ma
NJ.com

Update, 11:10 a.m.: All lanes of the Manhattan-bound approach to the George Washington Bridge had reopened by 10:40 a.m. after a fatal accident, Joseph Pentangelo, a spokesman for the Port Authority, said. Update, 10:35 a.m.: Two upper-level toll lanes are open after a fatal accident near the George Washington Bridge, Joseph Pentangelo, a spokesman for the Port Authority, said. The rest of the lanes will open after maintenance vehicles leave the scene, Pentangelo said.

Port Authority's free shuttle service ends high-use run on Bayonne Bridge
By Felix Alarcon
The Jersey Journal

Service on the Port Authority of New York and New Jersey's pedestrian and bicyclist shuttle on the Bayonne Bridge has concluded for the time being and figures show passengers took advantage of the service, officials said. "It ended the last week of October," said PA spokesman Chris Valens. "The shuttle was a success and its (ridership) continued to increase." According to the numbers released by the PA, during the 11 weeks of the service, 940 passengers traveled to Staten Island,

along with 204 bicyclists. Going in the reverse direction, from Staten Island to Bayonne, 947 passengers and 190 bicyclists used the service.

PATH

Christopher Street PATH Station Closed Overnight

The station will be closed overnight on Monday and Tuesday this week.

By Zak Koeske

[Hoboken Patch](#) – Full Text

The Christopher Street PATH station in Manhattan's West Village will be closed overnight Monday and Tuesday, the Port Authority of New York and New Jersey announced. The station, which follows Hoboken as the first Manhattan stop on 33rd Street-bound lines, will close at 11 p.m. and re-open at 5 a.m. on both days. Passengers who would normally board at Christopher Street to head back into Hoboken should instead enter at the 9th Street PATH station on 6th Avenue in Greenwich Village, according to a Port Authority alert.

PABT

Report: Missing Marlboro teen spotted in NYC, reward offered

By Ashley Peskoe

[NJ.com](#)

A missing autistic teenager from Marlboro may be in New York City, and a reward is being offered for his safe return, according to reports. Michael Karwan, 19, of Marlboro, was reported missing Tuesday night, police said. The high-functioning autistic teenager may have gone to New York City, where Rep. Michael Grimm has joined the search, SILive.com reported. Karwan was spotted at the Port Authority Bus Terminal on Wednesday, SILive.com and ABC 7 reported, and his favorite comic book store is in Times Square.

AVIATION

Thanksgiving Travel Delays Could Become the Norm

By Ryan Holeywell

[Aviation Pros](#)

For many folks, Thanksgiving travel is a major headache. The Wednesday before Thanksgiving is always one of the busiest travel days of the year, with many airports experiencing twice their normal daily volume. This year, 2.42 million passengers are expected to fly next Wednesday, according to industry estimates. More passengers means long waits at check-in counters, bottlenecks at security checkpoints and the inevitable delayed flights. ... At John F. Kennedy airport in New York, for example, its four-way intersecting runway isn't adequate to meet demand, and its proximity to other airports causes congested airspace. Potentially, it could solve some of the problem by expanding beyond its existing boundaries, but that would cause political and funding obstacles. The airport in Newark, N.J., faces similar challenges. By 2024, unmet demand at just those two airports alone could result in \$24 billion in lost spending, mostly from international travelers, according to the area's regional planning organization.

Those Horrible Air Travel Holiday Crowds? That's the New Normal

By Barbara Peterson

[Conde Nast Traveler](#)

Holiday travel will be up slightly on the nation's airlines this Thanksgiving, with more than 25 million passengers taking a flight over the 12-day period that kicks off Friday, says the Airlines4America, the industry trade group. So if you're waiting till Wednesday to take off—infamously, one of the busiest air travel days on the calendar—expect planes that average 85% full and conga lines at security. As if holiday air travel weren't stressful enough, a just-issued report predicts that holiday-like overcrowding could become the norm at many of the country's largest airports in just a few years. The Travel Industry Association, along with the Eno Center for Transportation, found that 24 of the top 30 U.S. airports could be seriously congested by the end of the decade if nothing is done to expand and modernize the air travel system. Already, 20% of major airports inflict holiday-style agita on their customers at least once a week, including New York's JFK, Orlando, Las Vegas, and Chicago Midway airports, the study said.

Analysts: United Airlines flights to Atlantic City unlikely reverse city's decline

By Tara Nurin

[NJ Spotlight](#)

When Gov. Chris Christie stood with the CEO of United Airlines last week to announce the arrival of the world's busiest commercial passenger carrier to Atlantic City International Airport (ACY), he proclaimed, "It speaks volumes that a company like United Airlines recognizes the full and future potential of Atlantic City International Airport . . . The decision to bring air service to the seaside resort opens Atlantic City and ACY to the world." But two prominent Atlantic City analysts take a far more skeptical view that United, the latest in a string of major airlines to attempt service at ACY, can succeed where others have failed to reverse the well-documented downturn in the resort city's fortunes. Wayne Schaffel, a former Bally's Park Place executive who now consults for New Jersey's casino and tourism industry, warned, "It's the 11th hour and Atlantic City needs airlines to succeed . . . They are the only hope Atlantic City has. Failure means the city will not be a viable business entity in 18 months."

PAPD

Bail raised to \$1 million for Bronx man in Cliffside Park kidnapping

By Jerry DeMarco
Cliffview Pilot

A Municipal Court judge today hiked bail to \$1 million for a Bronx fugitive extradited to Bergen County in connection with the September abduction of a Cliffside Park man. Basilio Garcia, 32, was arrested earlier this month by Port Authority police for his alleged role in the Sept. 2 abduction of a 36-year-old borough man from Main Street in what police said was a failed attempt to collect a debt. Besides kidnapping, aggravated assault and weapons offenses, Garcia (above, left) faces a long list of other charges stemming from the discovery of several bogus credit and ID cards in his car, which the trio abandoned after it crashed in Fort Lee.

WTC

NYPD and Port Authority Wage War Over Control of WTC Site

By Peter Lesser
The Latino Post

It's been more than 12 years. We responded to terror and picked ourselves up by the bootstraps. We persevered. We built up the monumental skyscrapers that our enemies destroyed in Sept. of 2001. But now that the World Trade Center is nearing completion, a new battle wages. Who gets ownership of the new WTC? The NYPD and Port Authority are currently in a brutal turf war over the property rights of One World Trade Center. The ongoing battle is nothing new and shouldn't surprise any seasoned New Yorkers, however, new details surrounding the controversy have recently surfaced. Here's the most recent play by play. The Port Authority Police Department put a "guard booth at the site bearing the agency's logo."

PANYNJ

Tenafly mulling landmark status for home

By Deena Yellin
The Record

The Historic Preservation Commission will consider nominating 53 Knickerbocker Road as a historic landmark at its Dec. 5 meeting. The landmark status would be local and would give the home, which dates to 1920, protection from demolition and some types of alteration because changes would be subject to commission review. Situated on a 6-acre property, the home is known as the Mackay-Lowe estate. It is an excellent example of early 1920s traditional architecture with decorative detailing, according to the designation report prepared by T. Robins Brown, an architectural historian. Frank J. Forster, a nationally known New York City architect, designed the home. Historic experts say the house is an example of a country estate house in the Dutch Colonial Revival style, with brownstone and clapboard walls. Its significance is enhanced by its association with owners Malcolm Mackay, a financier, philanthropist and author, and Donald V. Lowe, a chairman of the Port Authority of New York and New Jersey and a paper manufacturer, said David Wall, the Historic Preservation Commission's chairman.

Amick: Trenton's election system badly needs reforming

By George Amick
The Times of Trenton

Last year, the civic group Majority for a Better Trenton proposed a change in the way the city elects a mayor and council that would save money and increase voter participation. However, the group couldn't collect enough petition signatures to

put its plan on the November ballot, and city council declined to call a referendum on its own. ... That would be easier if today's Legislature contained members who understood and appreciated instant runoff voting. Unfortunately, those who did have left the Legislature, such as former Sens. Bill Schluter of Pennington and Bill Baroni of Hamilton. Baroni, for one, sponsored bills calling for a serious study of the system; I used to get an enthusiastic telephone call from him whenever another foreign country or U.S. city successfully conducted an IRV election.

PORTS

ILA, NYSA Sue Waterfront Commission

By Joseph Bonney
Journal of Commerce

The New York Shipping Association and the International Longshoremen's Association filed a lawsuit Friday seeking to enjoin the Waterfront Commission of New York Harbor from "interference" in hiring of dockworkers. The lawsuit in U.S. District Court in Newark, N.J., was the latest development in a bitter dispute between the commission and the NYSA and ILA over the makeup of the pool of dockworker job applicants submitted to the commission for approval. The NYSA and ILA said that despite "significant efforts" by the Port Authority of New York and New Jersey to broker an agreement on hiring, "the parties were unable to reach a suitable solution to their differences and now must look to the courts for help." "During the past several months, in defiance of the limitations on its authority in the statute that created it, the commission has gone off the rails to pursue a future role for itself that is well outside the purposes and goals that led to its creation," the lawsuit said.

TV CLIPS

- Eyewitness News/missing teen possibly spotted and crash on GWB
- CBS New York/PATH suspensions

From: Schwarz, Arielle
Sent: Tuesday, November 26, 2013 12:31 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 11.26.13

TB&T

Hearings Sought in New York on George Washington Bridge Lane Closures

By Ted Mann
The Wall Street Journal

The Port Authority of New York and New Jersey attempted to tamp down legislative inquiry into the reason for the closure of local access lanes onto the George Washington Bridge on Monday, when an executive testified for roughly 90 minutes before New Jersey legislators in Trenton. They may have to prepare for a second round of questioning: New York wants answers, too. State Sen. Adriano Espaillat wrote on Monday to three Republican committee chairman, seeking hearings into the temporary lane closures, which some officials in New Jersey have suggested were intended to punish the Democratic mayor of Fort Lee, N.J. "While the September incident appears to have been initiated by New Jersey appointees acting with the intent of influencing their home state's political process, the Port Authority remains a bi-state agency," Mr. Espaillat wrote to Sens. Charles Fuschillo, Carl Marcellino and Michael Ranzano, the chairmen of committees on transportation, investigations and public authorities, respectively.

Port Authority toll hike Sunday for EZ Pass drivers

WABC – Full Text

Starting this Sunday, the Port Authority will raise the EZ Pass toll for all of its bridges and tunnels. That means off-peak tolls will go to \$9, while peak tolls will rise to \$11. The cash price will remain the same: \$13. Tolls for trucks are also going up. All rates apply to the Lincoln & Holland tunnels, the George Washington, Bayonne & Goethals bridges, and the Outerbridge Crossing. Peak hours are weekdays from 6-10 a.m. and 4-8 p.m., and Saturday and Sunday, 11 a.m. - 9 p.m. Off-peak hours are all other times. It is the third in a series of five Port Authority toll hikes that will end in 2015.

1 man dies in crash near George Washington Bridge

Associated Press – Full Text

Police say an upstate New York man died after his van struck a tractor trailer while approaching the George Washington Bridge in Fort Lee. The crash occurred when the truck slowed down, forcing officials to close two lanes and tying up traffic for hours Monday. Port Authority Police spokesman Joe Pentangelo tells The Record (<http://bit.ly/1gbGxnc>) newspaper the 71-year-old was from Highland, N.Y. His name has not been released. No summonses were issued.

AVIATION

Delta, US Air waive fees ahead of Thanksgiving Nor'easter

By Ben Mutzabaugh
USA TODAY

Airlines have started to waive change fees as a potent storm that's already made a mess for air travelers in Texas threatens to do the same at some of the nation's busiest — and most delay-prone — airports at the peak of Thanksgiving travel. That storm is forecast to hit the mid-Atlantic by Tuesday morning and the rest of the Northeast by Wednesday, the frantic day-before-Thanksgiving that clogs airports across the USA. Already, the storm forced American Airlines to cancel nearly 1,000 flights at its Dallas/Fort Worth hub Sunday and Monday. ... United, the nation's biggest carrier, operates at major hub at Newark Liberty International. No. 2 Delta operates hubs at both New York LaGuardia and New York JFK. American and JetBlue each operate hubs at JFK. One of US Airways' biggest hubs is at Philadelphia. All of those airports can suffer delays — and occasionally spikes in cancellations — just from low clouds or strong winds from directions unfavorable to their runway layouts.

Storm Expected To Slow Holiday Rush At Area Airports

NY1 News – Full Text

A looming storm could make things tough for travelers looking to get out of the city in time for Thanksgiving. Meteorologists say the Big Apple could see up to five inches of rain by Wednesday night and wind gusts up to 45 to 50 mph. Wednesday is traditionally the busiest travel day of the year, but the storm system is threatening to disrupt air traffic across the nation. Travelers who spoke with NY1 at LaGuardia Airport say they just want to beat the weather and get where they're going. "I just want to take off and land on time, that's what I want," said one air passenger. "Oh yeah, I don't want to have to rent a car here and drive all the way to North Carolina." "It's always busy this time of the year so you just want a flight with no delays," said another air passenger. Delta and JetBlue are offering free modifications to people looking to change their plans and leave ahead of the storm. The Port Authority says more than a million people will travel through its airports this weekend. AAA is expecting nearly 43.5 million Americans to travel more than 50 miles for Thanksgiving.

Residents Sound Off On LaGuardia Airplane Noise, But No Relief on Horizon

By Katie Honan
DNAInfo

The weekends are when physician Reena Karani, 43, says she likes to sleep in at her apartment and just "live." The past year, though, she's been woken up at sunrise to the "absolutely ear-shattering" sound of jets above her Jackson Heights apartment, just seconds after take off from nearby LaGuardia Airport. "The weekends have become unbearable," she said, noting that this has been the loudest of her 13 years in the neighborhood. She's not the only one. A town hall meeting on Nov. 25, sponsored by Councilman Danny Dromm, was packed with dozens of residents who say the sound of airplanes over their heads — often in the very early morning, on weekends — has become hard to adjust to.

New York Airport Workers Organize to End Two-Tier Wage System

Passenger service workers earn significantly lower wages than the largely unionized airline employees with whom they work. Now they're organizing to change that.

By Allegra Kirkland
The Nation

Shareeka Elliott arrives to work in the dark and returns home in the dark. At 6 am, when she finishes her eight-hour shift as a cleaner at John F. Kennedy International Airport, she takes two buses, the B15 and B83, for an hour-and-a-half commute to the house in East New York that she shares with seven family members. The commute is grueling; the work, more so. Her hourly wage of \$7.90 provides barely enough to cover basic living expenses for her and her two young daughters, and she receives no healthcare or benefits. If she misses a day, she is expected to provide documentation of her whereabouts. At 26 years-old, she is locked into a job that offers no prospect of becoming a career.

PABT

NJ Transit offering extra trains, buses for people who want to leave, stay for Thanksgiving

By Mike Frassinelli
The Star-Ledger

NJ Transit is adjusting rail and bus routes on Thanksgiving and the days book-ending it to accommodate holiday travelers, parade-goers and shoppers. The statewide transportation agency is offering extra rail and bus service on Wednesday for workers who want to start their holiday early or for travelers to Newark Liberty International Airport. On what is typically the airport rail station's busiest day of the year — with twice the ridership of a usual weekday — NJ Transit has scheduled "early getaway" train service from New York Penn Station, Newark Penn Station and Hoboken Terminal beginning at 1 p.m. on the Northeast Corridor, North Jersey Coast, Raritan Valley, Morris & Essex, Pascack Valley and Port Jervis lines, and additional buses on select routes from Port Authority Bus Terminal between noon and 4:30 p.m.

Woodbury Common set for Black Friday onslaught

Popular mall has plans in place
By Judy Rife
Times Herald-Record

When the late U.S. Gen. George Patton observed that "success demands a high level of logistical and organizational competence," he was talking about winning battles and wars. When State Police Sgt. Mike Quinn makes the very same point today, he's talking about managing traffic around Woodbury Common Premium Outlets on Black Friday. "In the first 24 hours, we'll see tens of thousands of cars; tens, tens, of thousands," said Quinn, a 10-year veteran of the shopping holiday detail. "And every year, there are more stores and more shoppers, so we can't stop looking for solutions that keep the traffic moving." ... The heavy traffic has been a bonanza for Short Line, which has seen its Woodbury Common

service grow year after year. The bus company operates on a "load and go" basis at the Port Authority Bus Terminal and at the shopping center.

PAPD

Port Authority, NYPD duke it out for control of WTC security

By Julie Strickland
The Real Deal

The Port Authority and New York City Police Department are locked in a game of one-upmanship at Ground Zero, duking it out for jurisdiction over security at the site. The tit-for-tat began when the Port Authority Police Department set up guard booths at the site decked out with the agency's logo. NYPD officials responded by pulling up in a large mobile command center, with their own logo, parked a few feet away, the New York Post reported. The PAPD then pulled up behind the truck with a shiny new command center crowned with a satellite dish. "Our truck came in the morning, and they brought theirs in the afternoon," an NYPD officer told the New York Post. "It's like, look, ours is bigger and newer than yours." A PA official, meanwhile, told the Post that his colleagues felt their space was being invaded. The competing agencies are also at odds over who should be paying for security at the site, and both told the Post that they have plans to patrol the area next year, after 1 World Trade Center opens.

This Man Nearly Went To Jail For Photographing Paramedics Gothamist

On November 30th, 2011, a man jumped in front of a train at the 23rd Street F/M station. J.B. Nicholas, an NYPD credentialed photographer and paparazzo, arrived to take photos of paramedics rescuing the man, and was arrested by Port Authority police for obstructing governmental administration. After two trials, a hung jury, and the mysterious absence of a police witness, Nicholas was finally acquitted of the charge last week. Despite the law clearly permitting photography of police and rescue personnel performing their public duties so long as there is no physical interference, it's not uncommon for journalists to be arrested on the job. Still, Nicholas's case was unusual. His first trial ended in a hung jury last June. The vote was 5-1 to convict. "At one point this woman from the jury came out on the second day of deliberations and told the judge, 'We're having a problem. One of the jurors is no longer participating in conversations because he's saying the police in this case are acting like they do in Russia,'" Nicholas explains. "She said it to try and get him removed for some language barrier, but the judge shot that down."

PANYNJ

Daily Blotter

By Antonio Antenucci, Kirstan Conley and Lorena Mongelli
New York Post – Full Text

The owner of a plumbing company was arrested for stealing thousands of dollars in Port Authority funds that were supposed to be used for his workers' benefit, authorities said. Paul Rasole, 43, who ran Paramount Plumbing and operated out of the Howland Hook Marine Terminal, pocketed more than \$58,000 provided by the Port Authority and intended to be used for his employees' fringe benefits between July 2011 until March 2012, according to a criminal complaint. The complaint states that on approximately 20 occasions, Rasole falsified weekly payroll reports, saying he had made payments to the Joint Plumbing Industry Board for benefits. Instead, he kept the money, the complaint says. Rasole was charged with grand larceny and falsifying business records.

TV CLIPS

- NY1/toll increases

From: Schwarz, Arielle
Sent: Wednesday, December 04, 2013 12:30 PM
To: Schwarz, Arielle
Subject: Afternoon Clips: 12.4.13

PANYNJ

NYC mayor-elect De Blasio chooses a deputy

Associated Press – Full Text

Mayor-elect Bill de Blasio has appointed Anthony Shorris as his first deputy mayor. Shorris is a former executive director at the Port Authority of New York and New Jersey. He now works at the NYU Langone Medical Center. Shorris also served as deputy education chancellor and former Mayor Edward Koch's finance commissioner. He also directed Princeton University's Policy Research Institute at the Woodrow Wilson School of Public and International Affairs. The first deputy mayor is traditionally the mayor's right hand, in charge of running the city's day-to-day operations. Mayor Michael Bloomberg changed the structure somewhat. Patricia Harris was first deputy mayor and top aide, but Bloomberg empowered the deputy mayor of operations to run things. De Blasio has suggested he'll alter the structure back to the more traditional format.

NYC's First Deputy Mayor to Be Former Port Authority Exec

NBC New York – Full Text

Mayor-elect Bill de Blasio has announced his first deputy mayor will be Anthony Shorris, a senior vice president at NYU and former executive director of the Port Authority. The first deputy mayor oversees the operations of City Hall, advises the mayor on policy and personnel, and oversees certain city agencies. Harvard-educated Shorris has also worked as city finance commissioner and deputy chancellor of operations for the Department of Education. Outgoing Mayor Bloomberg's first deputy mayor is Patricia Harris. She has served since 2005.

De Blasio Picks Ex-Director of Port Authority to Be Top Aide

By Kate Taylor and David W. Chen

The New York Times

Mayor-elect Bill de Blasio on Wednesday made the first big appointment of his administration, naming Anthony E. Shorris, a former executive director of the Port Authority and commissioner in the Koch administration, to be his top deputy. Mr. de Blasio, speaking at a packed news conference in Lower Manhattan, said Mr. Shorris would become his first deputy mayor. In that post, Mr. Shorris would be responsible for running the day-to-day operations of city government, and would most likely act as mayor when Mr. de Blasio is outside of the five boroughs. Mr. Shorris, 56, currently a senior vice president at the NYU Langone Medical Center, had a long and varied career in government. He served as deputy budget director and as finance commissioner during the Koch administration, and as a deputy schools chancellor during the Bloomberg administration. In 2007, he was appointed executive director of the Port Authority of New York and New Jersey by Gov. Eliot Spitzer; the next year he was removed by Gov. David A. Paterson.

De Blasio names Anthony Shorris first deputy mayor

By Emily Ngo

Newsday – Full Text

Mayor-elect Bill de Blasio Wednesday named Anthony Shorris, a former executive director of the Port Authority, to be his first deputy mayor. Shorris, 56, has also served in several city government posts since Mayor Ed Koch's administration, including finance commissioner and deputy chancellor of the Board of Education. He is currently senior vice president, vice dean and chief of staff at NYU Langone Medical Center. "This will be the person I turn to run the day-to-day operations of government," de Blasio said.

Mayor-elect Bill de Blasio names Anthony Shorris as first deputy mayor

Shorris, former executive director of the Port Authority, is currently senior vice president and chief of staff at NYU Langone Medical Center.

By Jennifer Fermino

New York Daily News – Full Text

Anthony Shorris, a seasoned city government hand and veteran troubleshooter, has been named first deputy mayor in Mayor-elect Bill de Blasio's first major appointment. Shorris, former executive director of the Port Authority, is currently senior vice president and chief of staff at NYU Langone Medical Center. Shorris has a long history in city government, having served as deputy schools chancellor from 2001 to 2003 and held posts in the Finance Department and the city budget office under Mayor Ed Koch. Shorris has a long history in city government, having served as deputy schools chancellor from 2001 to 2003 and held posts in the Finance Department and the city budget office under Mayor Ed Koch. He has a long history in city government, having served as deputy schools chancellor from 2001 to 2003 and held posts in the Finance Department and the city budget office under Mayor Ed Koch. He is married to Maria Laurino, who was a speechwriter to former Mayor David Dinkins. De Blasio also named top campaign aides Dominic Williams as chief of staff and Emma Wolfe as director of intergovernmental affairs.

De Blasio Appoints Anthony Shorris as First Deputy Mayor The Wall Street Journal

New York City Mayor-Elect Bill de Blasio on Wednesday named Anthony Shorris as his first deputy mayor. Mr. Shorris is senior vice president and vice dean of New York University's Langone Medical Center and is the former executive director of the Port Authority of New York and New Jersey. Mr. de Blasio called him "a natural leader for our team because of his extraordinary experience and accomplishment." The mayor-elect also appointed Dominic Williams, an aide who worked with Mr. de Blasio in the public advocate's office, as chief of staff to Mr. Shorris. He also named Emma Wolfe, another aide from the public advocate's office, as director of intergovernmental affairs. Mr. Shorris said, "all I ever guaranteed [Mr. de Blasio] is a lot of effort and a few mistakes."

Mayor-elect Bill de Blasio announces Anthony Shorris as first deputy mayor PIX11 - Full Text

Mayor-elect Bill de Blasio has appointed Anthony Shorris as his first deputy mayor. Shorris is a former executive director at the Port Authority of New York and New Jersey. He now works at the NYU Langone Medical Center. Shorris also served as deputy education chancellor and former Mayor Edward Koch's finance commissioner. He also directed Princeton University's Policy Research Institute at the Woodrow Wilson School of Public and International Affairs. The first deputy mayor is traditionally the mayor's right hand, in charge of running the city's day-to-day operations. Mayor Michael Bloomberg changed the structure somewhat. Patricia Harris was first deputy mayor and top aide, but Bloomberg empowered the deputy mayor of operations to run things. De Blasio has suggested he'll alter the structure back to the more traditional format. The announcement marks the first public revelation of the team that de Blasio will surround himself with, less than a month before he takes office on Jan. 1. There had been considerable speculation that de Blasio would announce his choice for police commissioner. Speculation has centered around Bill Bratton, who served as former Mayor Rudolph Giuliani's top cop between 1994 and 1996. Bratton was credited with spearheading the city's dramatic decline in crime, and went on to have similar successes in other cities in the years since, including Los Angeles. Giuliani has endorsed Bratton to assume the job anew, almost 20 years after Bratton last held it.

Former Port Authority Leader Named First Deputy Mayor NY1

Mayor-elect Bill de Blasio's administration took further shape Wednesday as former Port Authority executive director Anthony Shorris was named first deputy mayor. Speaking at City Hall, de Blasio said Shorris will be in charge of managing the day-to-day operation of city government and ensuring core services are provided across the five boroughs. Shorris was most recently employed by NYU Langone Medical Center. He also served as deputy education chancellor and former Mayor Edward Koch's finance commissioner. De Blasio also revealed public advocate chief of staff Dominic Williams will serve in the same role under Shorris and appointed his deputy campaign manager and political director Emma Wolfe to serve as the new administration's Director of Intergovernmental Affairs.

Port Authority meets today amid lingering subpoena question on GWB closures By Steve Strunsky The Star-Ledger

The Port Authority of New York and New Jersey is scheduled to hold its December monthly meeting this afternoon, as the issue of September's closing of local access lanes to the George Washington Bridge continues to hang over the agency. The most pressing question regarding the unannounced closures is whether the agency's executive director, Patrick Foye, will comply with a subpoena issued last week demanding that he testify before the Assembly Transportation, Public Works and Independent Authorities Committee at a hearing this Monday. Foye, an appointee of New York Gov. Andrew Cuomo, had declined an invitation to testify voluntarily at a Nov. 25 hearing, citing a scheduling conflict.

AVIATION

Airport loose change bill would benefit servicemembers

By Ledyard King
USA TODAY

The jingle of loose change abandoned at airport checkpoints might soon be sweet music to America's military personnel. The House passed a bill Tuesday that would require the Transportation Security Administration to give nonprofits such as the United Service Organization the approximately \$500,000 in quarters, dimes, nickels and pennies collected every year at airport screening stations. The money would help finance airport programs that support service members as they trek from city to city. The USO operates lounges in nearly 40 major airports that offer food and other amenities exclusively to military personnel.

House votes to give away TSA's \$500,000 yearly loose change

The House on Tuesday voted to turn over money left at checkpoints by passengers to nonprofit groups such as the USO for airport rest areas for members of the military and their families.

By Richard Simon
Los Angeles Times

Those nickels and dimes left behind by harried passengers at airport checkpoints sure add up — about \$500,000 a year. But rather than let the Transportation Security Administration continue to use the unclaimed money to fund its operations, the House on Tuesday voted to turn it over to nonprofit groups such as the USO to provide airport rest areas for members of the military and their families. The TSA Loose Change Act, which passed on a voice vote, heads to the Senate. Rep. Jeff Miller, R-Fla., chairman of the House Veterans Affairs Committee, got the idea for the measure while passing through a checkpoint and noticing the change left behind. "What may seem like a small amount of change — nickels, dimes, quarters, pennies — amounts to hundreds of thousands of dollars each year and can make a significant difference if used wisely," Miller told colleagues Tuesday. TSA collected \$531,395 in fiscal 2012, according to the agency. Passengers at Miami International Airport left behind \$39,613 in fiscal 2012; travelers at Chicago's O'Hare International Airport left \$22,115; Los Angeles International Airport passengers left behind \$21,916; and \$21,201 was left by passengers at New York's John F. Kennedy International Airport.

Jackson Heights, Elmhurst Oppose 'Roar Of Airplanes' Queens Gazette

About 150 residents spoke about the increase of noisy airplanes plaguing Jackson Heights and Elmhurst at the event hosted by Councilmember Daniel Dromm (D-Jackson Heights, Elmhurst) on November 25. Representatives from Queens Quiet Skies, the Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey (PANYNJ) joined the councilmember and other elected officials at P.S. 69. "Plane noise is a fact of life when you live close to an airport, but since October my district has been inundated with the roar of airplanes," Dromm said. "It has become a major quality of life issue for hundreds of residents living in Elmhurst and Jackson Heights. I would like to work with the regional and federal offices to create an action plan to address this problem."

TB&T

How New York's Toll System Got Completely Busted

By Eric Jaffe
The Atlantic Cities

On Sunday, tolls at the bridges and tunnels managed by the Port Authority of New York and New Jersey went up again — the third of five scheduled hikes in as many years. The peak E-ZPass fee is now up to \$11. A commuter who drives through one of these tolls every work day will fork over nearly \$3,000 a year. Driving in and around New York City is expensive, and it should be. The city has enormous amounts of traffic and a great public transit system. High tolls can help keep a transportation network balanced, efficient, and equitable. The problem, says finance scholar Jonathan Peters of the College of Staten Island, is that right now New York City tolls accomplish none of these goals. They aren't coordinated to reduce traffic or encourage transit, and they aren't priced to help low-income residents or local businesses. Instead, he says, the tolls pad the pockets of agencies losing money in other areas.

WTC

Is New York's Ground Zero under siege by police? (VIDEO)

BBC – Full Text

In New York, neighbours of the One World Trade Center, the skyscraper which has risen up over Ground Zero, have sued to protest what they say are the siege-like security measures in the area. Even before the terror attacks on 11 September 2001, the old World Trade Center was struck by a truck bomb that killed six people. And police officials in New York say the security measures are necessary to protect the new complex. The BBC's New York correspondent Nick Bryant spoke to people on both sides of the debate.

CUNY School Co-Sponsors Special Exhibit on World Trade Center The Jewish Voice

Thanks to a collaborative effort between BMCC and Silverstein Properties (SPI), the Shirley Fiterman Art Center in BMCC's new Fiterman Hall is now presenting a special exhibit, Top of the World, which documents the rebuilding of the World Trade Center site after the tragic events of September 11, 2001. The exhibit showcases the work of SPI Lead Photographer Joe Woolhead, as well as that of over a dozen other featured artists: Michael Bowles, Michael Calcagno, Kelsy Chauvinas, Fred Conrad, Carl Glassman, Ben Jarosch, Tim Hetherington, Chris Hondros, Noel Jefferson, Erika Koop, Elinor Milchan, Spencer Platt, Vicky Roy, Tim Schenck, David Sunverg/ESTO and Nicole Tung. The exhibit's opening on November 12, 2013 was timed to coincide with the opening of the new Trade Center skyscraper, just a block away, and a catered reception in the Fiterman Art Center—replete with jazz standards played by Raven Williams on the Center's Steinway grand piano—was held on November 26.

TV CLIPS

- Eyewitness News/Anthony Shorris
- NBC New York/Anthony Shorris

Port Authority of New York and New Jersey issued a warning last week about an unexpected enemy in the sky: the snowy owl. Port Authority added the white bird to its "no-fly list" last week and instructed workers to shoot any snowy owls spotted in the area, WNBC reports. Since then, at least two snowy owls have been killed at John F. Kennedy International Airport. The new order was apparently issued in response to an incident last week in which an owl flew into a plane's engine while it was still on the tarmac, the outlet reports. Port Authority did not immediately answer The Huffington Post's request for comment.

Snowy owls targeted as hazards at New York airports United Press International

The snowy owl is on the New York Port Authority's list of birds to kill to protect aircraft from sucking them into engines, a Port Authority source said. Three of the species, whose best-known example is Harry Potter's beloved pet Hedwig, were killed by "wildlife specialists" with shotguns Saturday at New York's JFK Airport, the New York Daily News reported Monday. The snowy owl, typically an arctic bird but one that flies south occasionally because of growing populations or a dwindling food supply, was added to the list after one, nesting atop a sign on an airport runway, was sucked into a turbine, the newspaper said. "I'm loath to second-guess aviation professionals, but clearly, snowy owls commonly use airports and don't seem to be a species that is involved in dangerous collisions," commented Jeff Gordon, president of the American Birding Association.

Snowy owls shot and killed at JFK airport

2 owls were killed after the Port Authority ordered airport workers to shoot the birds out of concern that the creatures would fly into planes.

By Laura Moss
Mother Nature Network

The Port Authority of New York and New Jersey recently ordered workers at JFK International Airport to shoot and kill snowy owls spotted there, according to NBC 4 New York. The agency issued the order after an owl flew into the engine of a plane on the New York airport's tarmac last week. On Dec. 7, JFK workers shot two snowy owls with a shotgun. Birds can rarely bring down planes like they did in 2009 when a flock of geese disabled a commercial jet's engine and the pilot famously landed the plane in the Hudson River.

Snowy Owls Shot Down at Airport

By Erik Tormoen
Outside Online

Port Authority workers shot two snowy owls at John F. Kennedy Airport with a shotgun on Saturday, following an order to kill any owls spotted there to ensure none flies into a jet's engine, NBC 4 New York reports. The Port Authority of New York and New Jersey issued the order after an owl flew into a plane's engine last week while the plane was on a Kennedy tarmac. Bird interception by engines can destabilize an aircraft's flight—as in 2009, when a Canada goose caused a commercial airplane to land in the Hudson River. Bird strikes can also cost an airline millions of dollars annually, according to a report by the Federal Aviation Administration. The risks are higher this year, as an influx of snowy owls has flown into the northeastern United States from the Arctic, says CBS Boston, possibly because of a shortage in food.

PAPD

Port Authority Police Hunt Suspects In Christopher Street PATH Station Assault *44-Year-Old Victim Treated And Released After Sunday Attack* CBS Local

A man is recovering from an assault at the Christopher Street PATH station. Port Authority police say six people were involved in the assault 6:30 a.m. Sunday. The victim, 44, was treated for cuts to his head, lip and hand. He was treated and released at Jersey City Medical Center. Anyone with any information is asked to call the Port Authority Police at 1-800-828-7273. All calls will be kept confidential.

Man assaulted at West Village PATH station WABC Local

Authorities are searching for three suspects who attacked a man at a PATH station in the West Village Sunday morning. Police say a 44-year old man was assaulted at about 6:30 a.m. at the Christopher Street station. The suspects then fled

the scene. Photos have been released of the three men police are looking for. Anyone with any information is urged to call the Port Authority Police at 1-800-828-7273. All calls will be kept confidential.

Photos: Suspects In Christopher Street PATH Station Attack

Rothonist

The Port Authority released photographs of six people involved in an assault at the Christopher Street PATH station. According to the PA Police Department, the incident occurred yesterday morning, December 8, at 6:30 a.m. A 44-year-old man said that a group was blocking the turnstiles; when he asked them to move, they beat him up and fled. The suspects are three males and three females. Anyone with any information is urged to call the Port Authority Police at 1-800-828-7273. All calls will be kept confidential.

WTC

Condé Nast to share 1 WTC with US Army officials

By Steve Cuozzo

New York Post – (Full Text)

Condé Nast superstar editors Anna Wintour and Graydon Carter will be sharing their glamorous new 1 World Trade Center digs with US Army sandhogs. The US Army Corp of Engineers, as well as the US Customs and Border Protection agency and the federal General Services Administration, will move into the iconic tower in 2015, according to a source briefed on the moves. They will occupy 268,000 square feet of space, which the GSA leased last year from 1 WTC's owners, the Port Authority and the Durst Organization. The GSA is expected to announce the tenants later today. While the GSA lease, which got a big push from Sen. Chuck Schumer, is no secret, it wasn't known until now exactly which governmental units would take the space. Conde Nast is the largest tenant in the tower with more than 1.1 million square feet and China's Beijing Vantone took 200,000 feet. The 3 million square-foot tower is just over half-leased.

PORTS

Defining Diversity on NY-NJ Docks

Joseph Bonney

Journal of Commerce – (Full Text)

How diverse is the longshore work force at the Port of New York and New Jersey? It depends on whom you ask, and on what they're counting. The Waterfront Commission of New York Harbor contends the International Longshoremen's Association work force in the port is too heavily white and male, and that the ILA and New York Shipping Association haven't done enough to attract minorities and women. Commission officials cite a complaint by the New York Division of Human Rights alleging discriminatory hiring by three predominantly white ILA locals on the New York side of the harbor. The ILA and NYSA say the human rights division cherry-picked a group of locals whose memberships once reflected their immediate neighborhoods but that have shrunk along with the share of longshore work performed at New York terminals. More than 80 percent of cargo and work hours now are on the New Jersey side of the harbor. When those terminals are included, the port's overall work force is more than one-third African-American and Hispanic, according to NYSA statistics. Minority percentages vary widely among ILA locals. The highest concentration of African-Americans is in the historically black Local 1233 in Newark. Other port locals, notably 1235 in Newark and 1588 in Bayonne, have sizable Hispanic contingents. Other locals have lower percentages of minorities. The Waterfront Commission said Local 1804-1, representing maintenance-and-repair workers at New Jersey terminals, is less than 2 percent African-American, and that Local 1814 in Brooklyn, a once-vibrant local that's been shrinking for years, is only 8 percent black. Angered by the Waterfront Commission's allegations of discrimination, ILA officials say the commission has failed to practice what it preaches. "We'll match our diversity against the Waterfront Commission's any day of the week," ILA spokesman James McNamara said. The union's Facebook page juxtaposed photos of black ILA officials with those of Waterfront Commission leaders described as "pale, male and stale." Walter Arsenault, the commission's executive director, said the ILA was trying to create a smokescreen. "It's a typical example of the ILA misrepresenting the facts. This is just another attempt by the ILA to divert attention from its record," he said. Phoebe Sorial, the commission's general counsel, said that since the commission underwent a management shakeup five years ago, 11 percent of new hires have been black, 17.5 percent have been Hispanic, 6.5 percent have been Asian and 24 percent have been women. Sorial said commission executives and directors, who until 2008 were all white, now include two Hispanics, two Asian-Americans, and one Egyptian-American. She said statistics weren't immediately available on the overall percentages of minorities and women among the commission staff.

TV CLIPS

WCBS NY - GWB lane closures.

NEWS 12 NJ - GWB lane closures.

WNYC FM RADIO - GWB lane closures.

NEWS 12 Long Island - Snowy Owls Shot Down at Airport.

NEWS 12 NJ - Snowy Owls Shot Down at Airport.

WNBC NY -- Delays on GWB due to falling ice.

WNYW NY FOX - Delays on GWB due to falling ice.

NEWS 12 NJ - Delays on GWB due to falling ice/ delays at PA airports due to weather.

From:
Sent:
Subject:

Public Affairs Broadcast
Tuesday, December 10, 2013 6:29 PM
Evening Clips 12.10.13

NYNJ

Port Authority Inspector General Investigating Bridge Closures

By Ted Mann

Wall Street Journal – (Full Text)

The Port Authority of New York and New Jersey's Inspector General formally launched an investigation Tuesday into the closure of several local lanes at the George Washington Bridge in September, which caused major traffic jams. The investigation was confirmed by Michael Nestor, the office's director of investigations. And New Jersey state lawmakers are weighing their next step into their investigation into the closures, one day after the Port Authority's executive director undercut the agency's official explanation for the traffic jams. The options for the lawmakers could include new subpoenas for appointees of New Jersey Gov. Chris Christie, who would once again try to explain what happened, this time under oath. Monday's sworn testimony from Patrick Foye, the authority's executive director, contradicted voluntary testimony given to the New Jersey Assembly Transportation Committee by another authority official on a key point: whether a traffic study was really the reason lanes were abruptly shifted on the world's busiest bridge. Bill Baroni, the deputy executive director and a top appointee of Mr. Christie, had doubled down on that explanation in an appearance before the committee last month. Mr. Baroni said then that David Wildstein, his subordinate and another official with close ties to the governor, gave the order to close two of three local access lanes from Fort Lee, N.J., onto the bridge so the authority could make a decision about the fairness of dedicating toll plaza lanes to local traffic. But people familiar with the matter had long cast doubt on that explanation, and on Monday Mr. Foye, the top appointee of Gov. Andrew Cuomo, said it wasn't true. "I'm not aware of any traffic study," Mr. Foye told the committee. "I don't know why it was done." Democratic lawmakers have suggested the lane closures were a gesture aimed at Fort Lee, which was beset by traffic due to the lane closures, and where the borough's Democratic mayor had declined to endorse Mr. Christie's reelection. A Christie spokesman has called that notion "crazy." One day after the hearing, the incident received new national attention. Fresh off an appearance on Rachel Maddow's MSNBC show to discuss the matter, Assemblyman John Wisniewski said he was "not ruling anything out and not ruling anything in." Mr. Wisniewski is chairman of the transportation committee, and a former chairman of the state Democratic Party who has tangled with the Christie administration and the authority. Mr. Wisniewski said he wants to "take a look at the transcripts from both hearings and figure out where the holes are in the testimony, and what jumps out from those gaps." One of the biggest causes for concern, Mr. Wisniewski said, is Mr. Baroni's contention that he knew about Mr. Wildstein's plan to close the local lanes "a full week before the executive director did." "I've got to be honest with you there's something wrong with this story," Mr. Wisniewski said. "That's something that speaks to an institutional problem at the Port Authority." Mr. Wildstein resigned last week, effective Jan. 1, and Mr. Wisniewski and Democratic colleagues have said Mr. Baroni too should resign. A spokesman for Mr. Christie didn't respond when asked if the governor was confident in the accuracy of Mr. Baroni's testimony, or whether he believed Mr. Baroni should consider resigning. Messrs. Baroni, Wildstein, and Foye didn't respond to requests for comment relayed by an authority press officer on Tuesday.

The Great GW Bridge Lane Closure Conspiracy Claims Chris Christie Is Petty

Gothamist

In September, two lanes leading to the George Washington Bridge in Fort Lee, NJ were suddenly closed, effectively fouling up traffic so much that the town became a "parking lot" where "half-hour bridge commutes stretched into four hours," screwing over buses as well as emergency vehicles. And who sanctioned this mess? Oh, just a childhood friend of NJ Governor Chris Christie. Some say that the closures were payback from Christie because Fort Lee mayor Mark Sokolich, a Democrat, refused to endorse him for re-election. The conspiracy is as follows: Christie, who was looking for bipartisan support, had his pal, ex-blogger and "patronage hire" to the Port Authority, David Wildstein, demand the shutdown.

NJ Democrats Keep Heat on Christie Over Traffic Scandal

By Bill Hoffmann

Newsmax

New Jersey Gov. Chris Christie is in hot water over the closure of access lanes to the George Washington Bridge that caused a massive traffic tie-up — and which Democrats say was only carried out as a form of political revenge. The brewing scandal escalated Wednesday as Democrats demanded the resignation of Christie's top appointee at the Port Authority of New York and New Jersey. The demand follows the disclosure that an aide tried to keep the closures a secret from locals in the Fort Lee area. The closures were allegedly payback for the refusal of Fort Lee Mayor Mark Sokolich, a Democrat, to endorse Christie's reelection, the Newark Star Ledger reports.

Why did Cuomo wait to fix a Port problem?

By Dana Rubinstein
[Capital New York](#)

Governor Andrew Cuomo technically shares control of the Port Authority of New York and New Jersey with Governor Chris Christie, though you wouldn't know it from his silence on the latest scandal to tarnish the reputation of the sprawling bi-state infrastructure agency. "To be hands-off and not be concerned about it, while the other governor has an active interest in arm-twisting the agency, that as far as I can recall is quite unusual," said Jameson Doig, author of the Port history, *Empire on the Hudson*, and a politics professor at Princeton. In yet another glaring example of the infusion of politics into the bridge, tunnel and port agency, the authority's executive director, Pat Foye, has admitted he couldn't fire Christie's appointee David Wildstein for flagrantly violating authority procedure by failing to notify emergency personnel before ordering the closure of access lanes to the George Washington Bridge, snarling traffic on the New Jersey side of the bridge for a week.

The New Jersey Traffic Conspiracy

By Eleanor Randolph
[New York Times Blog](#) – (Full Text)

Here are a few dots that are beginning to look suspiciously connected: Last summer, the Mayor of Fort Lee, N.J., was expected to follow a lot of other mayors in the state by endorsing Republican Gov. Chris Christie in his easy run for reelection. Mayor Mark Sokolich, a Democrat, refused. A short time later, two of Fort Lee's three access lanes to the George Washington Bridge were mysteriously shut down. The traffic jam was horrendous. Short trips — it was the first day of school — took as much as four hours. The town of Fort Lee was a parking lot. Mr. Sokolich suspected that there might be a connection between his failure to support the governor and his town's sudden traffic nightmare. Mr. Christie appoints key members of the board for the Port Authority of New York and New Jersey, which control the routes to the J.W., the busiest bridge in the world. At a hearing Monday in Trenton, witnesses testified that a close friend of Mr. Christie's who works for the Port Authority ordered the lanes closed. Bridge workers were told it was part of a traffic study. And they were also told to keep quiet about it. Five days later Patrick Foye, the Port Authority executive director (appointed by New York's Governor Andrew Cuomo), learned about the "traffic study." He was reportedly outraged, since there was no such thing, and he ordered the lanes re-opened. Calling the episode "a low point in Port Authority history," Mr. Foye told New Jersey legislators on Monday that the lane closures had been ordered by David Wildstein. Mr. Wildstein is a high school friend of Mr. Christie and a longtime political supporter. Last Friday, he suddenly announced his resignation from the Port Authority, effective Jan. 1. Mr. Wildstein could not be reached, and he has yet to testify in Trenton before Assemblyman John Wisniewski, chairman of the state Assembly's transportation committee that is investigating the Fort Lee matter. Mr. Christie, for his part, thinks the notion that there was a conspiracy is simply "crazy." Strange, yes, but there is certainly more to learn before this whole Fort Lee matter is dismissed as mere coincidence. To determine if this was more than a traffic mishap, Mr. Foye should authorize a full investigation by the Port Authority's Inspector General.

Map: 2014 NY/NJ Super Bowl's Gorgeous Vignelli Mass Transit Map [Gothamist](#)

The 2014 Super Bowl will be held in East Rutherford, NJ on February 2nd because NYC never got a West Side Stadium. The host committee say 400,000 people are expected for game-related events—and 80,000 on game day—so they are pushing a lot of mass transit options, like a special "Fan Express" bus and a NJ Transit "Super Pass." To help guide them in style, here's a beautiful NJ-NY mass transit map. You can see the whole map here (PDF)—the MTA had Vignelli Associates design it. Massimo Vignelli designed the iconic 1972 subway map, beloved by design nerds but despised by geographic realists. (Vignelli Associates designed the MTA's current "Weekender" map.) The MTA notes, "The diagram shows all interconnections between the regional transit services, and highlights with a football icon those areas where Super Bowl-related events will occur on both sides of the Hudson River."

[APD](#)

Jersey City man charged with criminal sexual assault, terroristic threat charges after four-block chase, police say
The Jersey Journal

A 22-year-old Jersey City man was arrested by Port Authority police early Monday morning on criminal sexual assault charges as well as making terroristic threats and resisting arrest charges following an incident at the Journal Square station, officials said. Maurice Alvarado is alleged to have grabbed the buttocks of a woman around 4 a.m. at the station before placing his hands in his pockets and simulating a weapon and making verbal threats as the woman and her accomplice tried to flee, Port Authority spokesman Joe Pentangelo said. Alvarado, who had a previous run-in with police in March 2012 involving a massage therapist and a purse snatching incident in December 2012, chased the victim before she first hid inside a bank vestibule and then ran to a taxi line, each time followed by Alvarado who continued to harass her, police said. The victim then called 911 and Port Authority police chased Alvarado for four blocks before catching him at JFK and Tonnelle Avenue.

AVIATION

Port Authority to relocate Snowy Owls at Newark airport

By Naomi Nix
The Star-Ledger

Airport officials are implementing a program to trap and relocate snowy owls that pose a threat to airplanes at local airports, The Port Authority of New York & New Jersey announced today. The Port Authority said in a statement that five planes at John F. Kennedy International Airport, LaGuardia Airport and Newark Liberty International Airport were struck by snowy owls during the past two weeks. The birds have been migrating to the area at a higher rate than usual, the Port Authority said. In recent days, officials started killing the birds at the New York airports because they did not have permission from New York State to relocate them, according to the Port Authority.

Snowy owls to be trapped, not shot, at New York airports

By Allie Malloy
CNN

Responding to reports that snowy owls were being killed with shotgun blasts, New York airport officials are initiating a program to trap and relocate birds seen as a threat to air safety. The Port Authority of New York & New Jersey said in a statement Monday that it would be work with the state Department of Environmental Conservation to implement the program. Numerous media reports cited sources as saying the Port Authority had the snowy owl on its no-fly list, allowing shotgun-toting specialists to shoot and kill the birds. Concerns were raised that the owls were interfering with planes.

Snowy owls get reprieve at NYC airports

United press International

Officials running New York City's airports say they have backed off their decision to exterminate snowy owls hanging out near runways. The Port Authority said Monday night that instead of killing the owls, which present a danger to aircraft taking off and landing at the city's airports, they will trap and relocate them, the New York Daily News reported Monday night. The about-face came after bird-lovers' feathers were ruffled by word of the culling effort that started Saturday, the newspaper said. "The Port Authority is working with the New York state Department of Environmental Conservation to move immediately toward implementing a program to trap and relocate snowy owls that pose a threat to aircraft at [John F. Kennedy] and LaGuardia airports," the agency said in a statement Monday night.

Winter weather snarls travel plans

By Holly Henry
News Channel 3

Big flakes of wet snow and ice snarled travel across the country Tuesday and hit major airline hubs in the Northeast. More than 1,044 flight cancellations were reported across the United States as of 12:30 p.m. ET, according to the flight tracking site Flightstats.com. Dallas/Fort Worth International Airport, which was hit by storms in the last few days, led with more than 100 departing flights canceled. The airports where the snow is currently falling, including New York's LaGuardia Airport, Newark Liberty International Airport, Philadelphia International Airport and Washington, D.C.'s Ronald Reagan National Airport, saw increasing delays and cancellations.

PA: Snowy owls struck 5 planes at NY area airports

By The Associated Press
Philly.com - (Full Text)

The Port Authority of New York and New Jersey says that over the past two weeks five planes at JFK, Newark Liberty and LaGuardia airports have been struck by snowy owls. The agency released a statement Monday saying it is working with the state Department of Environmental Conservation to immediately implement a program to trap and relocate snowy owls that pose a threat to aircraft. An unusual number of snowy owls have been spotted in the northern U.S. this year and have been setting up winter residence at airports, fields and beaches far south of their normal range. Bird strikes over New York have been getting special attention since 2009, when a flight successfully ditched in the Hudson River after hitting a flock of geese.

Snowy Owls Removed From Airport Kill List, Lawsuit Due
North Country Gazette

After intense pressure from Friends of Animals following reports that three snowy owls were killed with shotguns at JFK Airport, The Port Authority of New York took snowy owls off their kill list. Instead the birds will now be safely relocated if necessary which is the same policy that is already in place at Boston Airports. Friends of Animals intends to file a lawsuit next week against two government agencies in response to the shooting of three snowy owls at John F. Kennedy International Airport in New York over the weekend of Dec. 6. In the meantime, snowy owls no longer have to fear for their lives if they happen to fly into one of New York's airports, which resemble the Arctic tundra they call home.

TV CLIP

WYC FM RADIO – Snowy owls get reprieve at NYC airports.

NEWS 12 NJ – Weather Delays.

From: Public Affairs Broadcast
Sent: Wednesday, December 11, 2013 6:37 PM
Subject: Evening Clips 12.11.13

BT

2 lanes shut down on outbound GWB

By Associated Press
[Wall Street Journal](#) – (Full Text)

Motorists are being urged to take alternate routes from New York to New Jersey because of emergency construction on the George Washington Bridge. The Port Authority of New York and New Jersey says two lanes on the outbound upper deck of the bridge have been closed for repairs to the roadway. The closures are expected to remain until Thursday morning. Inbound lanes won't be unaffected. The Port Authority is recommending that motorists take the Holland or Lincoln tunnels or take the lower level of the bridge.

Two GWB lanes to remain closed for construction into Thursday: officials [PIX 11 News](#)

Just in time for the evening commute, two westbound lanes on the George Washington Bridge have been closed for emergency construction and are not expected to reopen until Thursday morning. The lanes were initially closed after a construction plate blocked the roadway. It is still unclear how the plate shifted late Wednesday afternoon, causing the closure of the center and left lane on the upper level to New Jersey. Officials are urging commuters to take the Holland or Lincoln tunnels.

GWB Emergency Repairs Shut Down 2 Lanes, Cause Long Delays [NBC New York](#)

Two upper levels of the George Washington Bridge have been shut down for emergency repairs, causing long rush-hour delays. The westbound lanes were expected to remain closed until Thursday morning and will impact New Jersey-bound commuters, the Port Authority says. Backups of several miles lasting over an hour could be seen from Chopper 4 over the bridge during the evening rush. Traffic was jammed through the I-95 and the West Side Highway, as well as the Harlem River Drive and the Deegan as a result. Drivers going to New Jersey should consider alternate routes like the Lincoln or Holland tunnels.

Traffic patterns to shift on Route 139 lower level for Pulaski Skyway project By Ron Zeitlinger [The Jersey Journal](#)

One lane of the lower level of Route 139 in Jersey City will be closed starting Friday, Dec. 13, and the divider will be moved to allow for two lanes of traffic into and out of Jersey City during peak travel times, state Department of Transportation officials announced today. The lane closure and rolling divider are part of the DOT's \$1 billion project to rehabilitate the Pulaski Skyway, an 80-year-old elevated highway that carries 74,000 motor vehicles per day between Newark and Jersey City and serves as an express link for cars and buses between Jersey City and Manhattan. This phase of the project entails replacing the deck on Route 139 upper level eastbound and replacing five cross street bridges from Palisade Avenue to Kennedy Boulevard. The DOT's contractor, Schiavone Construction Co., will close the right lane of Route 139 lower level eastbound, leaving three lanes on the roadway.

Commuters: Public transportation not an option when northbound Pulaski Skyway closes in March [Jersey Journal](#)

Right now, travelers in the Garden State are focusing on getting through the daily commute today made all the more difficult with the addition of freezing rain, sleet and an impending snow storm. But on Saturday, we polled readers asking if commuters planned on using public transportation while the two-year closing of the northbound lanes of the Pulaski Skyway heading from Jersey City to Newark takes place. An overwhelming majority of commuters responded 'no' in our poll. In fact, 82 percent of those participating in our poll said they would not use public transportation. We offered several

alternative routes to bypass the closing – including using the Turnpike extension to the south, the 1&9 truck route and taking Route 495 to Manhattan or 1&9 South.

Poll: Will you use public transportation when the northbound lanes of the Pulaski Skyway are closed?

By Ron Zeitlinger
The Jersey Journal

State officials yesterday issued a news release to spread the word: If you use the Pulaski Skyway on a daily basis, you better figure out a different way to get where you are going before March -- when the northbound lanes, going into Jersey City from Newark, will be closed. There are a variety of other ways motorists can get into Jersey City and Manhattan, but none of them are convenient. There is the Turnpike extension to the south, which brings you through Bayonne and past the Liberty Science Center before turning toward Manhattan. There is also the Route 1&9 truck route, which brings you across the Lincoln Highway Bridge where Route 440 becomes Route 1&9. To the north, motorists can take the Turnpike up to the Secaucus exchange and try Route 495 to Manhattan or 1&9 South.

Public transportation will offer more service in March to combat Pulaski Skyway closure traffic

By Michaelangelo Conte
The Jersey Journal

State officials are coordinating with public transportation agencies to ease the expected traffic congestion when the northbound lanes of the Pulaski Skyway are closed in March. NJ Transit plans to add additional seating on Raritan Valley Line trains operating to Newark Penn Station from 6 to 10 a.m. and from Newark Penn Station from 4 to 8 p.m. Also, efforts are under way to enable NJ Transit to debut a new bus line in early March that will offer regular, peak-hour service along the Route 22 corridor between Watchung and Newark Penn Station. The line will serve several intermediate communities via Mountain and Morris avenues.

Pulaski Skyway travelers urged to find alternate routes before northbound lanes close

By Michaelangelo Conte
The Jersey Journal

In preparation of the closure of the northbound lanes of the Pulaski Skyway in March, state officials are urging motorists to familiarize themselves with alternate routes and to consider using public transportation. In March the two northbound lanes, heading toward Jersey City, will be closed for two years as part of the \$1 billion Skyway replacement project. The southbound lanes, leaving Jersey City, will remain open, state Department of Transportation officials say. With the closure, nearly 40,000 daily vehicle trips will be diverted and DOT officials are proposing that motorists use alternate routes such as the New Jersey Turnpike Eastern Spur and the Turnpike Newark Bay-Hudson County Extension (I-78), where an eastbound shoulder will be converted into a third travel lane during morning and evening rush hours.

Pulaski Closure Plan Fails to Prioritize Transit, Mitigate Congestion

By Janja Chernetz
Mobilizing the Region Blog

Late Friday afternoon, the New Jersey Department of Transportation (NJDOT) announced "travel options" for the impending two-year closure of the Pulaski Skyway's northbound lanes. Whether the options presented will be enough to mitigate the project's impacts for the 32,500 motorists who currently use these lanes each day, as well as the surrounding communities, remains to be seen. Changing modes, or changing routes? NJDOT conducted a survey to help guide the planning of alternate routes and additional transit options. According to the survey's results, nearly half (46 percent) of those surveyed said they would *consider* switching from a car commute to a transit commute. But the planned transit improvements don't appear to be enough to accommodate all of these potential new riders, so it's no surprise that 75 percent of respondents said they'll likely continue to drive.

PANYNJ

National Democratic group attacks Christie over GWB lane closures

By Melissa Hayes
Record

National Democratic groups are now taking aim at Governor Christie, questioning his knowledge of lane closures at the George Washington Bridge after his close friend tendered his resignation over the issue. A new Washington D.C. Super PAC created to defend Democratic presidential candidates posted an illustration on its website today taking shots at Christie, who many expect to run in 2016. The image comes a day after the Democratic National Committee called on

Christie to answer questions about his knowledge of the closures, which snarled traffic in Fort Lee for days and have been the subject of Democratic-led legislative hearings in Trenton. Correct The Record, an arm of Washington, D.C.-based American Bridge Super PAC, posted a graphic on its website Wednesday that shows an image of Christie superimposed over the George Washington Bridge. It questions whether the lane closures were political retribution.

N.Y. politicians: Christie Port Authority appointee should resign over GWB lane closures

By Associated Press
[Record - \(Full Text\)](#)

Three New York elected officials have joined the call for the resignation of Gov. Chris Christie's top appointee to the Port Authority of New York and New Jersey following unannounced lane closings at the George Washington Bridge created a traffic nightmare in Fort Lee. Two New York state officials and a city council member issued a statement Wednesday saying Deputy Executive Director Bill Baroni should resign immediately. Baroni, a former New Jersey lawmaker, told a New Jersey Assembly panel the September lane closings were for a traffic study. However, Executive Director Patrick Foye, an appointee of New York Gov. Andrew Cuomo, testified that he was unaware of any study. Democrats suspect another Christie appointee who works under Baroni ordered two-thirds of Fort Lee's lanes shut to punish the mayor for not endorsing Christie. The governor denies it, calling the notion "crazy." Meanwhile, the Port Authority's inspector general says it will investigate why the lanes were closed. Last week, the Port Authority who ordered the traffic study — also a Christie appointee — resigned effective Jan. 1. He said in his resignation letter that he planned to leave later in 2014, but his decision was hastened by the Fort Lee controversy.

Three New York Democratic officials calling for Baroni's resignation

By Matthew Arco
[Politicker NJ](#)

New York state officials are the latest Democrats calling for Republican Gov. Chris Christie's appointee to the Port Authority to step down. A trio of New York Democrats issued a joint statement Wednesday calling for the Port Authority of New York and New Jersey's deputy executive director, Bill Baroni, to resign amid controversy over lane closures on the George Washington Bridge. The statement — released by state Sen. Adriano Espaillat, Assemblywoman Gabriela Rosa and New York City Councilman Ydanis Rodriguez — comes on the heels of Assemblyman John Wisniewski saying publically that Baroni "outlived his usefulness" at the bi-state authority. "New Jersey Port Authority appointees have offered one unconvincing excuse after another, and failed to take responsibility for their role in this reckless incident.

NY Officials: Chris Christie Port Appointee Should Resign

Three New York elected officials have joined the call for the resignation of Gov. Chris Christie's top appointee to the Port Authority of New York and New Jersey following unannounced lane closings at the George Washington Bridge created a traffic nightmare in Fort Lee.

By Townsquare News Network
[New Jersey 101.5](#)

Two New York state officials and a city council member issued a statement Wednesday saying Deputy Executive Director Bill Baroni should resign immediately. Baroni, a former New Jersey lawmaker, told a New Jersey Assembly panel the September lane closings were for a traffic study. However, Executive Director Patrick Foye, an appointee of New York Gov. Andrew Cuomo, testified that he was unaware of any study. Democrats suspect another Christie appointee who works under Baroni ordered two-thirds of Fort Lee's lanes shut to punish the mayor for not endorsing Christie.

Did Chris Christie Screw Commuters for Political Payback?

By Adam Weinstein
[Gawker](#)

Last September, traffic into New York on the George Washington Bridge got jacked up when a Chris Christie appointee ordered a shutdown of toll lanes. His office said it was for a traffic study. But it may actually have been to score some get back with a local mayor who angered New Jersey's cantankerous governor. The Port Authority, which oversees the bridge, originally said the human-caused traffic jam was a planned "lane closure to allow for a study of traffic patterns." But for the past month, anonymous workers had grumbled to journalists that there was no traffic study at all, and traffic to New York from Fort Lee was brought to a standstill for no apparent reason. Well, there was one possible reason: To send a message to Mark Sokolich, the Democratic mayor of Fort Lee, whose city residents and motorists were hit hardest by the closures. According to the New York Times: Last summer, [Sokolich] of Fort Lee, N.J., was expected to follow a lot of other mayors in the state by endorsing Republican Gov. Chris Christie in his easy run for re-election. Mr. Sokolich, a Democrat, refused.

AVIATION

Best new airport amenities in 2013

Arriet Baskas

JSA Today

In the sky, hassles abound as airlines squeeze in more seats on their planes and tack on more fees for checking baggage, changing flight plans and using other services. On the ground, it's a rosier story. Airports are steadily upgrading their facilities and adding amenities that offer passengers more enjoyable experiences that can make the time spent waiting for a flight the best part of the trip. As we close out 2013, here are some of the best of airport amenities rolled out this past year.

Snowy owls, new bane of airports, not issue in Westchester

Lohud.com

Snowy owls have shown up in recent weeks along Long Island Sound in Rye, Larchmont and Connecticut. But none have landed at the Westchester County Airport and met their demise — unlike those that recently touched down at John F. Kennedy International Airport and were reportedly shot. "We've never shot one, nor are we allowed to shoot one," Westchester airport manager Peter Scherrer said Wednesday. Normally Arctic residents, the large snow-white birds are flying far and wide this winter searching for food.

Snowy Owl visits Springfield yard

By Greg Saulmon

The Republican

Bitter cold temperatures were not the only Arctic visitor to the city Wednesday morning, as a Snowy Owl cozied up in a backyard at the edge of the city's McKnight and Metro Center neighborhoods. "I think it's very interesting it decided to come and visit us," said resident Willie Palmer, who operates a daycare at her Armory Street home. "The children are loving it." Speaking in her kitchen as the female owl sat a stone's throw away on a metal fence, Palmer said she enjoys reading the National Wildlife Federation magazine Big Backyard with the children in her care. "And today, we actually have a live owl in *our* big backyard," she said.

3 Reasons Snowy Owls a Problem in N.J.

By Bob Holt

New Jersey Newsroom

It's a big time for bird watchers in New Jersey. The snowy owl, normally found in Canadian regions, is paying a visit to New Jersey. They're coming in larger numbers than ever. Other people are not so happy to welcome them, like the Port Authority of New York and New Jersey. CNN reported that the Port Authority said in a statement, "In the last two weeks, five planes in New York airports were struck by snowy owls that have been migrating to the region in far higher than typical numbers." The Port Authority is working with the Department of Environmental Conservation on a plan to trap and relocate the owls.

Logan Shows NY Airports Snowy Owl Solution

WGBH News – (Full Text)

This week New Englanders were dumbfounded to learn the way the New York Port Authority deals with pesky snowy owls is to shoot them. Snowy owls like to roost on vast stretches of frozen tundra- making airport fields the perfect spot. So after a couple of the birds flew into airplanes at New York area airports officials ordered staff to shoot on sight. After a huge outcry from the Audubon Society and birders, though – New York has wised up – taking a cue from how Logan handles the issue. Mass Audubon Society president Henry Tepper joined Greater Boston to discuss why we are seeing such an influx of these beautiful birds.

Lasers, Fireworks and Nets: How to Keep Owls Out of Jet Engines

By Ben Richmond

Mother Board Blog

The public loves snowy owls, but nobody wants to be in the next airliner that goes down in the Hudson River, which means the Port Authority of New York and New Jersey has the unenviable job of making them disappear. A plan to bring in "wildlife specialists" to shoot the owls who were showing up at the airports spawned a 3,000-signature petition, but given that the birds weren't scared away by fireworks or people "driving at them," the question still remains: how do you

keep the large, airliner engine-clogging birds away from the airport? What the hell are they doing there anyway? Experts think that the owls are drawn to airports because the airfield resembles their native Arctic tundra. The New York metro area airports are also rare oases of unused land in an otherwise dense urban area, and all three area airports—JFK, LaGuardia and Newark Liberty International—are near water, which attracts large, heavy and hazardous flocks of geese and gulls. The city is also located at the geographic nexus of the Atlantic Flyway, and over 200 species of birds pass through.

WTC

Westfield's \$800M takeover at WTC Real Estate Weekly

The Port Authority of New York and New Jersey and the Westfield Group announced an agreement for Westfield to purchase the Port Authority's 50% interest in the World Trade Center retail premises for \$800 million. Following the acquisition, Westfield will own 100% of the retail project. "Since 2001, Westfield has believed in and remained committed to investing in this site and in this city. We take great pride and pleasure in amplifying that commitment today," said Peter Lowy, Westfield Group co-CEO.

PORT

Port of Virginia Outpaces New York-New Jersey in 2013 Journal of Commerce – (Full Text)

To the extent the ports of Virginia and New York-New Jersey view each other as competitors — and they surely do — 2013 will show Virginia in the win column. As a result of a litany of problems at New York-New Jersey but also gains at Virginia, the ports have seen widely divergent growth rates and a slight shift in the market share they fight over. Through the first three quarters of the year, Norfolk saw its total container volumes, including empties, grow 6 percent, while New York-New Jersey saw a 3.7 percent decline, based on throughput data collected from the ports. That resulted in a slight market share shift in the Northeast in the first three quarters (a region including Virginia, Baltimore, NY-NJ, Boston, Montreal and Halifax), where Virginia's share grew from 20.1 to 21.2 percent while New York-New Jersey's share slipped from 55.1 to 53.1 percent. "Without a doubt we've picked up volume that has been moving through other ports," said Joe Harris, spokesman for the Port of Virginia. The question is whether the trends seen this year are long term or temporary. New York-New Jersey is seeing 2013 as a forgettable year for any number of issues that it sees as one-time aberrations. Early in the year it was recovering from Superstorm Sandy while experiencing diversions due to threats of disruption tied to East Coast longshore negotiations that were completed in April and were largely focused on issues at New York-New Jersey. Then this summer the implementation of a Navis computer system at Maher Terminals went badly wrong, leading to huge truck lines, cargo delays and ship diversions, a situation that was compounded by a shortage of longshore labor. "A lot of the cargo that was supposed to go through New York-New Jersey this summer ended up in Virginia," said a senior New Jersey terminal executive. Virginia is gaining for various reasons. It picked up two additional services this year, the G6 CEC Suez service and the Zim ZCP Asia-Panama Canal service, though Harris said a lot of Virginia's gain this year came from more cargo moving on existing services. Also, Virginia is seeing gains in intermodal as benefits of the Norfolk Southern-run Heartland Corridor are increasingly felt in the port's volumes. Through October of this year 34 percent of the port's volumes is moving via intermodal rail, up from 28 percent in 2010. On one route from Norfolk to Greensboro, N.C., the port is seeing several thousand moves this year of cargo that prior to the initiation of the service in 2011 would have moved by truck through Norfolk or via the ports Savannah, Charleston or Wilmington. But some of Virginia's gains may be temporary. Hapag-Lloyd is moving intermodal volumes through Norfolk in the absence of rail at its NY-NJ terminal, Global Terminal in Bayonne. Rail will be up and running at the terminal in 2016, NY-NJ port officials say, which could bring some of that volume back. Officials at the Port of New York and New Jersey are also confident they will recapture volume once the Bayonne Bridge is raised in 2015, allowing ships of up to 13,000 TEUs to call the port, and due to its 50-foot channel into Newark Bay expected to be completed in 2014. But New York-New Jersey has other challenges, including a shortage of longshore labor, whose resolution is tied to litigation between port employers and dockworkers on one side and the Waterfront Commission on the other. "The Port of NY-NJ is drastically short of labor," and needs 300 to 600 additional dockworkers, according to Jeff Bader, head of the Bi-State Harbor Carriers Conference.

TV CLIPS

WNBC NY – 2 lanes shut down on outbound GWB

WCBS NY – 2 lanes shut down on outbound GWB

NEWS 12 NJ – 2 lanes shut down on outbound GWB

WABC - 2 lanes shut down on outbound GWB

WNYW NY FOX - 2 lanes shut down on outbound GWB

I010 WINS AM - 2 lanes shut down on outbound GWB

WPIX TV - 2 lanes shut down on outbound GWB

From: Public Affairs Broadcast
Sent: Thursday, December 12, 2013 6:33 PM
Subject: Evening Clips 12.12.13

PATH

Lady Liberty helps Jersey City student win PATH holiday poster contest

By Chinedum Emelumba

[NJ.com](#)

With a colorful scarf around her neck, holiday lights around her crown and a candle in one hand, a smiling Lady Liberty looked every bit in the holiday spirit. Ana Tejada's depiction of the Statue of Liberty earned her first place in the 24th annual PATH Holiday Poster contest. Tejada, a seventh-grader at School 27 in Jersey City, and two runner-ups were honored today at a ceremony at the Journal Square PATH Station in Jersey City. "I feel really really happy," said Ana, who won tickets to the "Radio City Christmas Spectacular", 10-trip PATH SmartLink cards and a \$50 American Express gift card. "It took me a few weeks (to complete)."

PANYNJ

N.J. Committee Asks for More Documents in Bridge Controversy

By Ted Mann

[Wall Street Journal](#) – (Full Text)

The New Jersey legislative committee investigating the controversial lane closures on the George Washington Bridge in September subpoenaed a new array of documents related to the matter on Thursday from officials at the Port Authority of New York and New Jersey. The documents requested by the Democrat-controlled committee, the New Jersey Assembly Transportation Committee, include any correspondence or other records that would connect the administration of Republican Gov. Chris Christie directly to the decision to shut off the local access lanes, which triggered massive traffic jams and alleged delays in emergency response times in the borough of Fort Lee at the New Jersey end of the bridge. Mr. Christie's administration has denied any involvement in the matter. The Wall Street Journal reported Thursday that Mr. Christie called New York Gov. Andrew Cuomo earlier this week to complain that a Cuomo appointee at the authority was pressing too aggressively in an effort to determine how and why the traffic lane changes were ordered. The new subpoenas seek documents, not testimony. On Monday, the committee heard testimony from three authority officials who received subpoenas, including the Cuomo appointee, Executive Director Patrick Foye. Mr. Foye said under oath that he did not believe the explanation that has previously been given for the closures by the authority and by allies of Mr. Christie: that they were ordered in order to perform a traffic study. Among the records subpoenaed are "all documents and correspondence, produced between August 1, 2013 and the present date between Governor Chris Christie or any member of his administration and/or any employee, officer, or executive of the Port Authority, concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge." Democratic lawmakers have said the closures were likely intended as political retaliation against the Democratic mayor of Fort Lee, who had declined to endorse Mr. Christie for re-election. Assemblyman John Wisniewski issued subpoenas to Mr. Foye, Deputy Executive Director Bill Baroni, and Director of Interstate Capital Projects David Wildstein. Mr. Baroni, a Christie appointee, is the one who said in a previous committee appearance that the purpose of the closures was to study traffic. Mr. Wildstein, the political ally of Mr. Christie who orchestrated the closures according to authority officials, resigned on Friday, effective Jan. 1. Also issued subpoenas were Cedrick Fulton and Robert Durando, the official in the authority's Tunnels, Bridges and Terminals Department who were ordered to keep quiet about the closures, Darcy Licorish, who was the police captain on duty at the bridge that week, and Paul Nunziato, the president of the authority's police union who has said he once suggested altering the traffic patterns in Fort Lee. "We have heard from four key Port Authority officials, yet we still don't have any clear explanation for why and how these lanes were closed without public notice, putting public safety at risk throughout an entire community of our state," Mr. Wisniewski said in a press release. "Mr. Baroni was especially evasive, and subsequent testimony called into question the honesty of his remarks." The subpoenaed documents are due Dec. 19.

More subpoenas issued over GWB lane closings

By The Associated Press

[News Times](#)

Executives at the Port Authority of New York and New Jersey have one week to turn over documents in a continuing investigation into lane closings approaching the George Washington Bridge. Assembly Transportation Committee Chairman John Wisniewski issued seven subpoenas Thursday to access documents and emails related to the unannounced lane closings that brought Fort Lee borough to a standstill for four days in September. Wisniewski says he's gotten conflicting explanations so far. Democrats suspect two local access lanes were diverted to punish Fort Lee's mayor for not endorsing Gov. Chris Christie for re-election. Christie has denied it. The Wall Street Journal, citing an unidentified source, reported Thursday that Christie called New York Gov. Andrew Cuomo to complain that his appointee was pushing too hard for answers.

Governors Spoke Privately About Bridge Controversy

Chris Christie Complained to Andrew Cuomo That His Appointee Was Pressing too Hard for Answers

By Ted Mann, Erica Orden, Heather Haddon

Wall Street Journal - (Full Text)

New Jersey Gov. Chris Christie called New York Gov. Andrew Cuomo this week to complain about a Cuomo appointee's handling of a growing controversy over traffic pattern changes on the George Washington Bridge, a person familiar with the matter said. New Jersey Gov. Chris Christie called New York Gov. Andrew Cuomo this week to complain about a Cuomo appointee's handling of a growing controversy over traffic pattern changes on the George Washington Bridge, a person familiar with the matter said. Mr. Christie, a Republican, complained in a private phone call to Mr. Cuomo, a Democrat, that Patrick Foye, the executive director of the Port Authority of New York and New Jersey, was pressing too hard to get to the bottom of why the number of toll lanes onto the bridge from Fort Lee, N.J. was cut from three to one in early September, according to this person. The lane closures occurred without notice to local authorities, officials have said, and snarled traffic for a week in the small borough on the Hudson River bluffs. Messrs. Cuomo and Christie share control of the sprawling Port Authority, which oversees Hudson River bridges and tunnels and the region's airports and is rebuilding the World Trade Center complex in Manhattan. Democratic lawmakers in New Jersey have accused Christie appointees of ordering the lane closures to punish Fort Lee's mayor, Democrat Mark Sokolich, for not endorsing the governor's re-election campaign. Mr. Christie's campaign has denied that, and his Port Authority team has said the lanes were closed to study traffic patterns on the bridge. A spokesman for Mr. Christie said Thursday that the governor talks to Mr. Cuomo regularly "on any number of mutual-interest topics. Those conversations are private." A spokesman for Mr. Cuomo declined to comment. Asked in a radio interview Thursday whether he had spoken to Mr. Christie about the bridge matter, Mr. Cuomo didn't answer the question. "I don't know anything more than basically what has been in the newspapers," he said. The call between the two ambitious governors was another illustration of how the controversy has mushroomed into a headache for Mr. Christie. One of his top representatives at the authority, David Wildstein, resigned last week, citing the bridge closures. Democratic calls for the resignation of another top authority aide, Bill Baroni, have escalated this week. It wasn't clear how Mr. Cuomo responded to Mr. Christie's call or if it was the first time Mr. Christie had lodged a complaint. The private exchange appears to stand in contrast to Mr. Christie's only public remarks on the bridge matter. At a briefing for reporters on Dec. 2, the governor mocked a Democratic lawmaker's inquiry on the lane closures and joked that he himself had moved the traffic cones that winnowed local access to the bridge. Mr. Baroni told lawmakers in November that the incident was the result of a traffic study intended to determine if the lanes should be permanently taken away from the local access ramp in Fort Lee and used for traffic coming from the local highway. That statement didn't precisely match the authority's initial written response to complaints about the lane closures, which said the authority was studying "traffic safety." Mr. Foye, testifying under oath on Monday after receiving a subpoena, said he didn't believe Mr. Baroni's version of the events was true. "I'm not aware of any traffic study," he said. It wasn't clear if the call occurred before or after Mr. Foye testified under oath about the bridge incident before a New Jersey legislative committee led by Democrats. The remarks gave new ammunition to Democratic legislators who say they think the lane closures were more likely a gesture of political retaliation against the Fort Lee mayor. Mr. Sokolich suggested as much in a private letter to Mr. Baroni, which was dated Sept. 12. He later backed away from that assertion and declined an invitation to testify on the matter before the committee. Mr. Foye, who officials testified had intentionally not been made aware of the changes, discovered them later that evening. Mr. Foye ordered the lanes open early on Sept. 13, wrote an email to Port staff, calling the closures "abusive," saying he would "get to the bottom" of the incident, and suggesting that closures had risked public safety and likely violated state and federal law. Political tensions aren't new for the Port Authority. Decisions, especially about how to allocate funds to pay for major infrastructure projects in both states, are customarily the result of behind-the-scenes horse-trading between administrations in Trenton and Albany. Republican lawmakers have defended the Christie administration and its authority appointees, and said a Democratic legislative inquiry into the lane closures was a partisan exercise. The controversy has greater potential ramifications for Mr. Christie if it is used against him in a possible 2016 presidential campaign. This week, a Democratic super PAC that focuses on hitting potential Republican 2016 presidential candidates seized on the bridge incident. The group, American Bridge 21st Century PAC, released a web graphic superimposing Mr. Christie's face next to a picture of the bridge. A road sign in the corner of the image reads "Political Retribution." News of the toll scandal came in the final weeks of Mr. Christie's gubernatorial campaign, a delicate time that caused some concern in the campaign, according to a person familiar with the discussions.

NJ lawmaker issues 7 more subpoenas in George Washington Bridge lane closures investigation

By Shawn Boburg

Record

A state lawmaker on Thursday issued seven more subpoenas in an escalating investigation into George Washington Bridge lane closures that clogged Fort Lee streets in September and have led to speculation that the span was used for political payback. The additional subpoenas landed on the same day the Christie administration was forced to address reports that the governor had this week called his counterpart in New York, Governor Andrew Cuomo, to complain that one of Cuomo's appointees was pursuing the bridge controversy - an issue that has gained national traction - too aggressively. Christie's spokesman, Michael Drewniak, would not confirm the private phone conversation, reported in a Wall Street Journal article that cited an anonymous source. Drewniak said the two governors speak often and that their discussions are private. The unannounced merging of three local access lanes that feed traffic onto the world's busiest bridge clogged Fort Lee's streets on the first day of school in September and hindered emergency vehicles, local officials have said. Christie administration officials initially said it was part of a simple traffic study.

N.J. lawmaker issues more subpoenas in George Washington Bridge closure controversy

By Jenna Portnoy

The Star-Ledger

State Assemblyman John Wisniewski today issued seven subpoenas for documents and communications from Port Authority of New York and New Jersey officials to determine what they knew about the traffic-snarling closure of lanes to the nation's busiest bridge. Wisniewski and some other lawmakers believe allies of Gov. Chris Christie closed the lanes to Fort Lee on the George Washington Bridge to punish the Democratic mayor for failing to endorse the Republican governor in his re-election bid. The Assembly transportation committee, which Wisniewski chairs, has already held two hearings on the flap. Last week David Wildstein, the agency's director of interstate capital projects, resigned, adding fuel to the theory that the lane closure was politically motivated.

Gov. Chris Christie called Andrew Cuomo to complain about handling of Port Authority lane closing snafu, report says

By Darryl Isherwood

NJ.com

New Jersey Gov. Chris Christie called his counterpart in New York to complain about a Port Authority of New York and New Jersey appointee's handling of the flap over lane closures at the George Washington Bridge, according to a report. Citing a source familiar with the call, the Wall Street Journal said Christie called New York Gov. Andrew Cuomo to tell him that PA Executive Director Patrick Foye was pushing too hard to uncover the truth behind the lane closings, which have been the subject of hearings by the Assembly Transportation Committee. Foye was appointed by Cuomo. Cuomo and Christie share authority over the massive bi-state agency. The Port Authority's ranking member from New Jersey, Deputy Executive Director Bill Baroni told the committee members that the study had been ordered by Port Authority employee David Wildstein. Wildstein resigned his position last week, effective January 1. The study was done in order to gauge the impact of diverting lanes currently restricted for local use by Fort Lee residents, Baroni told the committee.

N.J. lawmaker issues more subpoenas in George Washington Bridge closure controversy

By Jenna Portnoy

The Star-Ledger

State Assemblyman John Wisniewski today issued seven subpoenas for documents and communications from Port Authority of New York and New Jersey officials to determine what they knew about the traffic-snarling closure of lanes to the nation's busiest bridge. Wisniewski and some other lawmakers believe allies of Gov. Chris Christie closed the lanes to Fort Lee on the George Washington Bridge to punish the Democratic mayor for failing to endorse the Republican governor in his re-election bid. The Assembly transportation committee, which Wisniewski chairs, has already held two hearings on the flap. Last week David Wildstein, the agency's director of interstate capital projects, resigned, adding fuel to the theory that the lane closure was politically motivated.

Pro-Clinton Democrats highlight Christie in New Jersey skirmish

By Victoria Cavaliere

Reuters

A Democratic group with ties to Hillary Clinton has launched a campaign attacking New Jersey Governor Chris Christie over a political flap in his home state in an early skirmish between the two likely contenders in the 2016 presidential race. The group, Correct the Record, is promoting a graphic on social media sites Twitter and Facebook depicting Christie at the George Washington Bridge with traffic signs that read "Political Retribution" and "Lanes Closed. Expect Christie?" The group said on Thursday it aims to put a national face on a local controversy that began in September, when two out of three local on-ramps to the George Washington Bridge in New Jersey were inexplicably closed in the town of Fort Lee. The closings snarled traffic and angered New York City-bound commuters who use the bridge, the busiest span in the nation. The lanes were re-opened after several days.

Wisniewski Issues 7 More Subpoenas as Part of Investigation into Port Authority's George Washington Bridge Lane Closings

By Tom Hester
Politicker NJ

Assembly Deputy Speaker John Wisniewski on Thursday announced he has issued seven more subpoenas as part of his continued investigation into the Port Authority of New York and New Jersey's decision to close access lanes from Fort Lee to the George Washington Bridge in September without public notice or explanation. The subpoenas seek documents and communications from the following key Port Authority officials: Patrick Foye, Executive Director, Bill Baroni, Deputy Executive Director,

David Wildstein, Director of Interstate Capital Projects; Cedrick Fulton, Director of Tunnels, Bridges and Terminals; Robert Durando, General Manager of the George Washington Bridge; Paul Nunziato, President of the Port Authority Police Benevolent Association; and Darcy Licorish, Port Authority Police Department.

Documents from Baroni, 6 others subpoenaed by Wisniewski

By Bill Mooney
Politicker NJ

The Port Authority of New York and New Jersey controversy won't go away anytime soon. Assembly Deputy Speaker John Wisniewski on Thursday announced he has issued seven more subpoenas as part of his continued investigation into the Port Authority of New York and New Jersey's decision to close access lanes from Fort Lee to the George Washington Bridge in September without public notice or explanation. Documents subpoenaed from the seven people include the man everyone talked about at Monday's hearing: David Wildstein, who already has submitted his resignation, and Bill Baroni, his boss, who testified voluntarily two weeks ago. These are the top N.J. appointees to the bi-state agency. Wildstein is a former PolitickerNJ editor.

Report: Chris Christie calls Andrew Cuomo over traffic flap

By Lucy McCalmont
Politico

New Jersey Gov. Chris Christie complained in a phone call with New York Gov. Andrew Cuomo that a Port Authority official has been wading too deeply into controversial and potentially politically explosive lane closures on the George Washington Bridge, according to a report Thursday. The issue involves bridge toll lanes in Fort Lee, N.J., that were cut from three to one in September, causing a massive traffic backups. Democratic lawmakers in New Jersey have accused Christie of ordering the closures to punish Fort Lee's mayor, a Democrat, for not endorsing his reelection bid for governor. Christie's campaign has denied the charge, and the governor recently joked about it when asked at a press conference. "I worked the cones. Unbeknownst to anyone, I was working the cones," Christie said, according to The Star-Ledger.

WSJ reports Christie complained to Cuomo about Port Authority inquiry

By Matthew Arco
Politicker NJ

Gov. Chris Christie reportedly complained to New York's governor over his appointee to the Port Authority of New York and New Jersey's handling of the controversy surrounding lane closures on the George Washington Bridge. The Wall Street Journal is reporting Christie complained on the phone to New York Gov. Andrew Cuomo about the authority's executive director, Patrick Foye, "pressing too hard to get to the bottom of why the number of toll lanes onto the bridge from Fort Lee, N.J., was cut from three to one in early September," the newspaper reports, citing an anonymous source. Cuomo, a Democrat, appointed Foye to his role at the Port Authority. The newspaper reported it wasn't clear how Cuomo responded to the call and the New York governor's office declined to comment for the story.

\$150 to park at MetLife Stadium for Super Bowl

By John Brennan

NorthJersey.com

When I attended Super Bowl XLVI in Indianapolis two years ago (Giants over Patriots), I took note of what the free market was charging for parking downtown, within reasonable walking distance of Lucas Oil Stadium. I spotted prices of \$350, \$250, \$200, \$150, and.... \$60. On Feb. 2, all the parking spaces for the game are on state-owned land at the leadowlands Sports Complex – so there's one flat price for cars: \$150. There will be about 13,000 available – see superbowl.clickandpark.com for details (but hurry so you don't get stuck in Lot P, near the Paterson Plank Road entrance. I presume they would have shuttles, but it's no picnic for \$150). NFL officials would prefer you save about \$100 and take a variety of mass transit options instead. Oh, you need details? from nynjsuperbowl.com

What's going on with big transit projects in one of the busiest parts of NYC?

By Greg Mocker

[PIX 11](#)

Trips from Brooklyn, Queens, Staten Island and the Bronx all go through lower Manhattan. The MTA and the Port Authority are working on a number of major projects around one of the busiest transit hubs in the region. On Wednesday, New York City Council held a hearing on projects in lower Manhattan, specifically the Fulton Center. The \$1.4 billion project is set to be completed in June 2014. Although initial plans had it opening much sooner. It will allow passengers to connect to the A, C, E, J,R, Z, 1, 2, 3, 4, and 5 subway lines. Shops and commercial space are also planned for the building. Plans have it eventually connecting to the World Trade Center Transit Hub.

AVIATION

Snowy Owl Shootings Cease

By Rene Ebersole

[Audubon Magazine](#)

The influx of snowy owls winging from the Arctic Circle to New York City regional airports this winter will have a warmer welcome from now on, thanks to a change in policy by the Port Authority of New York and New Jersey. Instead of meeting their end at the barrel of a gun, the rare visitors will be trapped and moved to a place where they are less likely to collide with planes. The Port Authority made the announcement on Monday evening, saying it will be working with the state Department of Environmental Conservation to relocate the iconic owls when they are found sitting or perching near the runway: "The Port Authority is working with the New York State Department of Environmental Conservation to move immediately toward implementing a program to trap and relocate snowy owls that pose a threat to aircraft at JFK and LaGuardia airports."

Quick Hits: *Outcry over killing of owls at airports triggers policy shift* [Queens Chronicle](#) – (Full Text)

Snowy owls will no longer be shot at Kennedy and LaGuardia Airports in an effort to protect planes from bird strikes like the one that brought down Miracle on the Hudson Flight 1549 nearly five years ago. The Port Authority of New York and New Jersey, which manages the airports, announced on Monday that it will work with the state Department of Environmental Conservation to relocate the birds instead of killing them. The move followed a Daily News report revealing that several snowy owls had been shot at JFK, causing dismay among animal activists and prompting offers to help move them instead from the city and state Audubon Society chapters and at least one private citizen. The PA said five planes have been hit by snowy owls in the past two weeks. The birds generally live farther north but have been more common than usual here this year. They stand a little more than 2 feet tall, have a wingspan around 5 feet and can weigh over 6 pounds. Flight 1549 safely landed in the Hudson River on Jan. 15, 2009 after a collision with a flock of Canada geese knocked out its engines, highlighting the dangers birds pose to planes.

Delta adding more flights from Syracuse to JFK and other key airports, Schumer says

By Tim Knauss

[Syracuse.com](#)

Delta Airlines will add several new flights from Syracuse to major airline hubs in 2014, including two new daily flights to JFK International Airport in New York City, U.S. Sen. Charles Schumer announced today. Schumer, D-N.Y., said he secured commitments from Delta to add the Syracuse flights during a meeting with Delta CEO Richard Anderson. Two new round-trip flights from Syracuse to JFK will be added in April 2014, Schumer said. In addition, Delta agreed to add an unspecified number of flights to Minneapolis during 2014, the senator said. Delta will beef up its service from Syracuse to Atlanta by flying larger airplanes on the existing flights, increasing the seating capacity by 8 percent, Schumer said.

Crowley bill targets aircraft engine noise

Silent Skies Act would replace or refit all U.S. commercial planes by 2035

By Michael Gannon

Queens Chronicle

Political heavyweights from throughout Queens were on hand at LaGuardia Airport last Friday as Congressman Joe Crowley (D-Bronx, Queens) announced legislation that would require airlines to stock their fleets with quieter planes. The Quiet Skies Act (HR 3650) will, if passed, give the Federal Aviation Administration until the end of 2015 to come up with regulations that would require all domestic airlines to phase in quieter aircraft, or those meeting the federal Stage 4 noise requirements. Speaking in the rotunda at LaGuardia's historic Marine Air Terminal, Crowley acknowledged that traffic at both LaGuardia and John.F. Kennedy International airports — as gateways to the city and country — will and must continue and increase. But under his bill, all domestic passenger airlines would have to have 25 percent of their fleets replaced or retrofitted with quieter engines every five years until 2035, when all commercial aircraft would be covered.

TV CLIPS

WABC NY – Construction on the GWB.

WCBS NY – Controversy on the GWB lane closures.

NEWS 12 NJ - Controversy on the GWB lane closures.

WNYC FM - Controversy on the GWB lane closures.

From: Public Affairs Broadcast
Sent: Friday, December 13, 2013 6:30 PM
Subject: Evening Clips 12.13.13

ANYNJ

Top Chris Christie Appointee Quits Port Authority Over GWB Lane-Closure Scandal

By Celeste Katz
New York Daily News

The appointee, Bill Baroni, oversaw the Port Authority official who ordered the September closure of two bridge access lanes in Fort Lee, N.J. on Sept. 9, triggering delays of up to four hours. Democrats in New Jersey have claimed the shutdown was straight-up payback for the refusal of Fort Lee's Democratic mayor to endorse the November re-election of Christie, a leading Republican presidential candidate in 2016. The calls for Baroni's departure intensified after Baroni claimed in November testimony that the closure was part of a traffic study. Disputing those claims: Port Authority Executive Director Patrick Foye – an appointee of Gov. Cuomo, who's also being talked up as a possible 2016 White House contender – as well as Cedric Fulton, director of tunnels and bridges, and Robert Durando, who supervises the GWB.

Timeline of the Port Authority's George Washington Bridge lane closure controversy

By Christopher Baxter
The Star-Ledger

The controversy over the closing of lanes on the George Washington Bridge in September reached new levels today as Gov. Chris Christie announced the resignation of Bill Baroni, the deputy executive director of the Port Authority of New York and New Jersey. Here's a blow-by-blow account of how the bridge scandal has unfolded: Sept. 6: The Port Authority's director of interstate capital projects, David Wildstein, orders the bridge's general manager to carry out the closures. Sept. 9: The Port Authority closes two of three local access lanes from Fort Lee to the George Washington Bridge, the nation's busiest crossing, bringing traffic to a halt and turning borough streets into a parking lot.

Christie on Cuomo Port Authority call: 'Categorically false'

By Darryl Isherwood
NJ.com

Gov. Chris Christie today denied reports that he reached out to New York Gov. Andrew Cuomo to complain about a Cuomo appointee's handling of the flap over lane closures at the George Washington Bridge. Thursday, the Wall Street Journal reported that Christie called Cuomo personally to say that Patrick Foye, executive director of the Port Authority of New York and New Jersey, was pushing too hard for answers on the lane closures in Fort Lee that snarled traffic in the town for a week. "That story is categorically wrong," he said. "I did not have that conversation with Gov. Cuomo in any way shape or form and he did not have that conversation with me." Christie said after the story of their alleged conversation broke Thursday, he reached out to Cuomo to ask where it came from, but did not discuss the actual lane closings.

Another resignation comes in Christie administration over bridge scandal

By Ashley Killough
CNN

New Jersey Gov. Chris Christie announced Friday the resignation of New Jersey's top Port Authority official Bill Baroni, as controversy swirls regarding allegations that politics played a role in a traffic study that closed several access lanes to the George Washington Bridge—one of the busiest in the world—in September. Christie said Baroni accepted responsibility for not following the right protocols in approving the traffic study, which was led by a political appointee of Christie, David Wildstein. The lane closures caused major traffic delays on the bridge, which runs from Fort Lee, New Jersey, to New York City, and is part of Interstate 95. "Mistakes are made and when mistakes are made people have to be held accountable for them," the Republican governor and potential presidential candidate said at a press conference.

Christie accepts official's resignation in bridge controversy

By Michael O'Brien

NBC News

New Jersey Gov. Chris Christie, R, accepted the resignation of a port authority official who ordered the closures of lanes on a major thoroughfare, creating a political controversy in the Garden State. Amid a growing Democratic uproar, Christie said he had accepted the resignation of Bill Baroni, the deputy executive director of the New York-New Jersey Port Authority, and a former state Republican lawmaker. Baroni has become a target of scrutiny for having ordered the closure of two lanes on the George Washington Bridge, one of the busiest thoroughfares between New York and New Jersey, in September. The lane closings created massive gridlock in Ft. Lee, N.J., the mayor of which had declined to endorse Christie's re-election. The political appointee identified as having ordered the closing, David Wildstein, resigned from his position as the port authority's director of interstate capital projects last week.

Aide To Gov. Cuomo Confirms NJ Gov. Chris Christie's Comments On GWB Flap

By Kev Lovett

New York Daily News

An aide to Gov. Cuomo backed up New Jersey Gov. Chris Christie's denials today of a report that he called Cuomo to complain that Port Authority of New York and New Jersey Executive Director Pat Foye was pushing too hard for information on the September lane closures on the George Washington Bridge that led to traffic delays of up to four hours. "That story is categorically wrong," Christie said today of the Wall Street Journal report. "I did not have that conversation with Gov. Cuomo in any way shape or form and he did not have that conversation with me." Christie admitted there was a conversation, but that it centered on questions about where the report came from. A Cuomo aide confirmed the comments

Appointee of NJ governor resigns amid bridge probe

By Angela Dellisanti, The Associated Press

News 12 New Jersey - (Full Text)

Gov. Chris Christie announced the resignation Friday of one of his top appointees amid an escalating probe of whether traffic jams approaching a bridge into New York City were purposeful political retribution. But the Republican governor and potential 2016 presidential candidate said the lane closures at the heart of the brouhaha were not politically motivated, although they have become a distraction. The resignation of Port Authority of New York and New Jersey deputy executive director Bill Baroni comes a day after the Democratic National Committee tried to link the controversy to Christie, who is finishing a first term that by New Jersey standards has been scandal-free, and a state lawmaker issued seven subpoenas to Baroni and other agency officials. Christie, who is shuffling some staff positions as he begins his second term, painted Baroni's departure as an expected move. "Sen. Baroni offered his resignation and I accepted it, but this wasn't something I hadn't planned already," the governor said. Baroni is a former Republican state senator and insider who was state chairman of John McCain's 2008 presidential campaign and has been Christie's top deputy at the bistate agency for four years. The new deputy executive director, Deborah Gramiccioni, has a long history of working with Christie, both in the U.S. attorney's office and in his administration. She also worked in the Justice Department in Washington. The issue at play involves the George Washington Bridge, one of the world's most heavily traveled spans. The town on the New Jersey side of the bridge is Fort Lee, whose Democratic mayor did not endorse Christie in his re-election campaign last month. While Christie is a Republican, his campaign focused heavily on bipartisan support to bolster his image as a pragmatic executive who will work with his political opponents when he needs to. On Sept. 9, two of the three local-access lanes from Fort Lee to the bridge's upper level were closed without warning. Officials at the Port Authority, the powerful agency that operates the bridge, said the closures were for a traffic pattern study. Christie said Friday that he believes that version of events, though he said Baroni and others did not communicate the plan properly. Christie also said he does not believe anyone on his own staff was involved in the lane closures and that he did not know about them until later. Fort Lee officials said they were not informed of the closures in advance. The closures led to gridlock in Fort Lee and were canceled after four days. The one time Christie previously spoke in public about the issue, he laughed it off. During a news conference this month, he joked that he personally put up traffic cones to close the lanes. Then he addressed his critics, including two Democratic lawmakers who have been pressing the issue. "Just because John Wisniewski and Loretta Weinberg are obsessed with this," he said, "it just shows you they really have nothing to do." He also denied a report in The Wall Street Journal that he called New York Gov. Andrew Cuomo, a Democrat, this week to complain that one of Cuomo's appointees at the Port Authority was pushing too hard for answers about the bridge incident. Christie has cultivated an image as both a blunt, tough-talking politician who takes on such adversaries as public workers' unions and a leader willing to make compromises for the greater good. Democrats have increasingly criticized him for tending to his national image in advance of a possible presidential run -- something he has not ruled out -- at the expense of taking care of New Jersey issues. On Friday, Christie blamed Democrats for making too much out of the bridge issue and exploiting "all the other politics swirling around it." Democratic lawmakers have kept pushing the story by calling Port Authority officials to testify. Port Authority Executive Director Patrick Foye, a Cuomo appointee, told lawmakers under oath that he was unaware of any traffic study. David Wildstein, the Port Authority's director of interstate capital projects and one of Christie's high school friends, sent a resignation letter last week saying he would leave the agency as of Jan. 1. He said in

the letter that he planned to leave anyway in 2014 but was speeding up his resignation because the bridge issue had become "a distraction." The resignations of Baroni and Wildstein are effective Friday, Christie said. Baroni earned \$290,000 a year as Christie's top deputy, while Wildstein, who was a political blogger under the pseudonym Wally Edge before joining the authority, made \$150,000 annually. Wildstein is a Christie appointee whom others have testified ordered the lane closures. On Thursday, Wisniewski, the chairman of the state Assembly Transportation Committee and one of Christie's most frequent critics, issued seven subpoenas to access documents and emails related to the lane closures. On Friday, Wisniewski said he welcomed Baroni's resignation but said that won't put the matter to rest. "Our investigation into what happened with these lane closings will continue," he said in a statement. "We still don't have an explanation as to what happened here." Other Democrats also said Friday that questions remain. "Relieving Baroni and Wildstein with a pat on the back and a shrug of his shoulders is a far cry from the condemnation they deserve for recklessly endangering people in northern New Jersey," said John Currie, the head of the New Jersey Democratic State Committee.

Christie appointee resigns amid bridge traffic uproar

Statehouse Bureau, Asbury Park Press

USA Today

With a controversy swirling around his political appointees to the Port Authority of New York and New Jersey, Gov. Chris Christie announced the resignation of authority deputy director Bill Baroni and his replacement, a trusted member of his inner office. Deborah Gramiccioni, one of the governor's deputy chiefs of staff, will move to the port authority. Baroni's resignation is the second at the authority amid a firestorm over access lane closures from Fort Lee to the George Washington Bridge that some have claimed was political retribution for the town mayor's failure to endorse Christie, a Republican, in his re-election bid. Gramiccioni, who also worked for Democratic Gov. Jon Corzine, has served in a senior capacity in the Christie administration in several roles, most recently as the deputy chief of staff for policy and cabinet liaison.

Chris Christie Replaces Top Port Authority Appointee Amid Growing Scandal

By Abby D. Phillip

ABC News

Under pressure from Democrats in the state, N.J. Gov. Chris Christie today accepted the resignation of his top staff appointee to the Port Authority of New York and New Jersey after a controversy over whether several local lanes were shut down on the busy George Washington Bridge for political reasons. In the hastily arranged news conference this morning, Christie announced that Bill Baroni, the deputy executive director of the Port Authority, will be replaced by Deborah Gramiccioni, whom Christie called one of his "most trusted friends and advisers over the last 10 years." Christie said that Baroni offered his resignation and he accepted, but he had planned to replace him with Gramiccioni all along. "This was nothing that I hadn't planned already," Christie said. "He knew that I had planned to replace him a while back."

Christie's Top Port Authority Ally Quits Amid Bridge Probe

By Elise Young and Terrence Dopp

Bloomberg Businessweek

New Jersey Gov. Chris Christie said his top executive appointee at the Port Authority of New York and New Jersey resigned as lawmakers questioned the closing of lanes onto the George Washington Bridge three months ago. Christie, a 51-year-old Republican, said he had planned to replace Bill Baroni even before Democrats started asking about the order that lanes be closed. The unannounced action turned typical half-hour delays into four hours. The governor told reporters today that the closures were a "mistake," and said Baroni's departure was "the appropriate thing to do given all the distractions that have been going on."

Baroni sought to head off public notification about George Washington Bridge lane closures, according to report

By Darryl Isherwood

NJ.com

The state's highest-ranking official at the Port Authority of New York and New Jersey tried to squelch the public release of information about the September closure of traffic lanes to the George Washington Bridge, the Wall Street Journal reported today. In two separate emails to Executive Director Patrick Foye sent Friday Sept. 13, Deputy Executive Director Bill Baroni, who resigned today, sought to dissuade Foye from releasing information on the lane closures - which critics have said were politically motivated - until the two had a chance to speak, the Journal reported. The exchange was prompted by the diversion of two of three lanes to the George Washington Bridge dedicated for use by Fort Lee residents. The diversion snarled traffic in the borough for nearly a week, causing delays as long as several hours for some commuters.

Ha! Chris Christie's Top Port Authority Official Resigns In Wake Of GW Bridge Fiasco

By Jen Chung
Gothamist

What was once merely an annoyance for NJ Governor Chris Christie is now an official pain-in-the-ass: The outrage over a Christie appointee demanding last-minute lane closures from Fort Lee, NJ to the George Washington Bridge—resulting in hours-long backups for days—has now prompted Christie to give a press conference... and announce that his top official in the Port Authority has resigned! PA Deputy Executive Director Bill Baroni has resigned and Christie said, "This was a change I was going to make anyway in the normal course of the transition. Bill said this has become such a distraction that he didn't want to cause any more problems so he knew he was going, so he went today." Well, yeah—check out this email (PDF), via the Wall Street Journal: Executive Director Patrick Foye, Mr. Baroni's counterpart [appointed by NY Governor Cuomo], alerted his top communications aide that he intended to "get word out" about the reopening of the bridge lanes on the morning of Sept. 13. The lane closures had occurred without the consent of Mr. Foye, the top executive appointee of New York Gov. Andrew Cuomo, who had not been advised of them, or the ensuing traffic jams they caused.

Second aide of N.J. Gov Christie resigns after bridge flap

By Victoria Cavaliere
Reuters

New Jersey Governor Chris Christie announced the resignation of another top appointee on Friday, amid a growing controversy over the closure of several access lanes to the George Washington Bridge that Democrats are calling political payback. The latest resignation came in the same week a Democratic group with ties to Hillary Clinton launched a social media campaign attacking Christie over the bridge flap in what could be seen as an early skirmish between the two likely contenders in the 2016 presidential race. It also came a week after long-time Christie ally, David Wildstein admitted ordering the lane closures and announced his resignation from the Port Authority. At a press conference in Trenton, Christie said he had accepted the resignation of Bill Baroni, the Deputy Executive Director of the Port Authority of New York and New Jersey, the bi-state agency that oversees the region's transportation facilities. His departure after four years "was nothing I hadn't planned," the governor added.

Chris Christie Tries to Distance Himself From Very New Jersey George Washington Bridge Scandal

By Caroline Bankoff
Jew York Magazine

Last week, Chris Christie's Port Authority appointee and longtime friend David Wildstein resigned after other Port Authority officials confirmed reports that he ordered that two George Washington Bridge lanes coming from Fort Lee, New Jersey, be shut down for a "traffic study" that likely never existed. The closure, which caused traffic jams in Fort Lee, appears to have been an act of revenge against the town's mayor, a Democrat, who declined to endorse Christie's reelection bid. On Friday, Wildstein's former supervisor, Bill Baroni (who also just happens to have been a Christie appointee) gave up his job as well. In addition to possibly lying under oath about the study, Baroni allegedly worked with Wildstein to prevent their Port Authority counterparts in New York from going public with the scheme once they'd discovered it.

Weinberg: Answers still needed at Port Authority

By Bill Mooney
Politicker NJ

The Senate Majority Leader said today that the departure of New Jersey's top appointees from the Port Authority of New York and New Jersey does not bring the investigation into unannounced lane closures to an end. "The resignations of the two highest-ranking New Jersey officials at the Port Authority is clearly an admission of guilt, but it doesn't put an end to this story," Sen. Loretta Weinberg said. "We still don't have a full accounting of what happened, why it was allowed to occur, everyone who was involved and what their motivations were." Bill Baroni resigned Friday over the September lane closures controversy, and Gov. Chris Christie sought to portray Baroni's departure as something that was planned for weeks.

Chris Christie Denies Political Payback In Bridge Controversy As Top Appointee Resigns

By Amanda Terkel
Huffington Post

New Jersey Gov. Chris Christie (R) sought to quell mounting questions over whether his administration used the busiest J.S. bridge in a political retribution scheme, holding a lengthy press conference Friday where he gave his first extended remarks on the issue since the controversy erupted. Christie essentially admitted that some of his top appointees at the

Port Authority of New York and New Jersey screwed up, but he insisted there was no political motivation behind what they did, and said he had not known what was happening. "I'm responsible for everything that happens in this government. ... I didn't know anything about it, but I'm responsible," said Christie. "For every person who acts in this government, I am ultimately responsible. So if you want to hear that, I'm happy to say that, because it's true. ... That's different obviously an direct responsibility, but ultimate responsibility, sure."

Key official in Christie's bridge controversy resigns

By Aaron Blake
Washington Post

New Jersey Gov. Chris Christie (R) has replaced his top official at the Port Authority of New York and New Jersey as questions about politics and lane closures on a key bridge continue to dog the potential 2016 presidential candidate. Christie announced Friday that Bill Baroni, the deputy executive director of the port authority, has resigned. He has been replaced by Deborah Gramiccioni. Baroni is the second top Port Authority official to resign in the past week. Christie said that Baroni's departure was already part of his plans, prior to the controversy, according to the New Jersey Star-Ledger.

Christie teeters, and Cuomo shoves

By Dana Rubinstein
Capital of New York

Even as Chris Christie struggles to avoid being damaged by a burgeoning scandal at the Port Authority, Andrew Cuomo seems determined to see that it sticks. Today, the New Jersey governor announced the resignation of Bill Baroni, his deputy executive director at the Port Authority. Last Friday, David Wildstein, another longtime political ally whom Christie named to be the Port's director of interstate capital projects—even though Wildstein had no infrastructure experience and the position never existed before—also resigned. A third Christie appointee to the sprawling bistate agency, Port chairman David Samson, is missing in action.

Christie Replaces Top Port Authority Appointee as Bridge Scandal Grows WPRO 630

Under pressure from Democrats in the state, New Jersey Gov. Chris Christie on Friday accepted the resignation of his top staff appointee to the Port Authority of New York and New Jersey after a controversy over whether several local lanes were shut down on the busy George Washington Bridge for political reasons. Bill Baroni, the Deputy Executive Director of the Port Authority, will be replaced by Deborah Gramiccioni, who Christie called one of his "most trusted friends and advisers over the last ten years." Christie said that Baroni offered his resignation and he accepted, but he had planned to replace him with Gramiccioni all along. "This was nothing that I hadn't planned already," Christie said. "He knew that I had planned to replace him a while back."

Everything you need to know about Chris Christie's bizarre bridge-closure scandal

How a temper tantrum allegedly turned one town into a parking lot for a week
By Jon Terbush
The Week

New Jersey Gov. Chris Christie (R) has been having a rough time since winning a landslide re-election in November. First he unsuccessfully tried to oust the state Senate's Republican minority leader (who happens to be the son of one of his own allies). Then he appeared to walk back his past support for in-state tuition for illegal immigrants, drawing ire from critics who accused him of having endorsed the policy solely to help his campaign. Now he's caught in an even more bizarre scandal in which his allies at the Port Authority of New York and New Jersey allegedly closed a portion of the nation's busiest bridge for five days in September as political payback, causing horrendous traffic jams for one town and its intransigent mayor. The scuttlebutt started over the summer when Mark Sokolich, mayor of Fort Lee, New Jersey, declined to follow the lead of dozens of other Democrats around the state and endorse Christie's re-election bid. Soon after, two of the three access lanes to the George Washington Bridge — which connects Fort Lee to New York City — mysteriously shut down, snarling traffic and turning the town into a parking lot.

The Traffic Problems of a Small Jersey Town Won't Trip Up Christie 2016

By Philip Bump
The Wire

The top New Jersey official responsible for a massive traffic jam in the city of Fort Lee in September quit his job on Friday, a relatively minor employment change that may put to rest a burgeoning dispute that had an outside chance of sabotaging Gov. Chris Christie's presidential ambitions. Earlier this week, the state assembly held hearings about the sudden closure

of two of the three lanes providing access from Fort Lee to the George Washington Bridge, one of the three routes from New Jersey into Manhattan. The lane closures choked traffic the week of September 9, delaying emergency vehicles and in some cases quadrupling commute times. The city had no warning — and the rationale for the closures is still unclear. Christie ally and appointee Bill Baroni was, until today, the New Jersey representative for the Port Authority, interstate agency that manages the bridge.

PAPD

Car stop for inoperable headlight near GWB leads to pot bust of N.J. man

By Mike Frassinelli
The Star-Ledger

What began as a vehicle stop for an inoperable headlight near the George Washington Bridge on Thursday night ended with the arrest of a New Jersey man who had a quarter-pound of marijuana, police said today. At about 7:40 p.m. Thursday, in the area of Bruce Reynolds Boulevard and Lemoine Avenue in Fort Lee, 20-year Port Authority Police veteran Frank Emblem stopped a car that had one headlight out, police said. After noticing a strong smell of marijuana from inside the car, the officer received permission from 25-year-old Nathaniel Carter of Westwood to search the sedan, police said. Emblem found a jar containing about 90 grams of marijuana, a sealed plastic bag containing about 30 grams of marijuana and a small electronic scale with marijuana residue, police said.

Westwood man arrested after traffic stop on GWB

By Matthew McGrath
Record

A Westwood man stopped by police on the George Washington Bridge this week for a burnt-out headlight remains in police custody because he was wanted on outstanding warrants and drug possession. Nathaniel Carter, 25, was charged with possession of 120 grams of marijuana in a vehicle, received several traffic tickets and was wanted on \$5,000 worth of warrants — at least one warrant was for a motor vehicle offense, said Joseph Pentangelo, a Port Authority of New York and New Jersey spokesman. Carter, gave Port Authority police permission to search his black 2008 Chrysler 300 sedan during the traffic stop Thursday night, authorities said. Police found 90 grams of marijuana in a jar and a Ziploc bag containing 30 grams of marijuana and a small scale with marijuana residue in the car, Pentangelo said. Carter was allegedly driving with a suspended license and illegal tint, in addition to the inoperable headlight.

AVIATION

Snowy Owls Shot At JFK: Port Authority Mulls Alternatives To Control Birds At NY Airports

By Roxanne Palmer
International Business Times

A certain kind of holiday traveler is finding a very cold welcome in New York City. Three snowy owls were reportedly shot and killed at John F. Kennedy International Airport this past Saturday, according to the Los Angeles Times. While the Port Authority of New York and New Jersey hasn't confirmed the kills, it did offer a justification for adding snowy owls to its "kill list." "Over the past two weeks, five planes at JFK, Newark Liberty and LaGuardia airports were struck by snowy owls that have been migrating to our region in far higher than typical numbers this year," the agency said in a statement on Monday.

Upscale Fliers Get New \$11 Million Terminal at Newark Airport

General manager Eric Richardson says the awarding of the Super Bowl to MetLife Stadium in 2010 gave the project urgency
By The Associated Press
NBC New York

Ever wonder where celebrities and sports teams go when they fly into Newark Liberty Airport and want to avoid prying eyes? One of the places is an unassuming building off an access road at the northern edge of the airport, yards from truck traffic lumbering down an interstate. Now, well-heeled travelers arriving for February's Super Bowl will find even cushier surroundings. Signature Flight Support cut the ribbon Friday on a revamped, \$11 million private terminal that offers amenities including a lounge with large flat-screen TVs, an executive conference room, free Wi-Fi and courtesy shuttle service. Plans for the new building were already in place when MetLife Stadium in East Rutherford was selected to host the Super Bowl in 2010, according to general manager Eric Richardson.

Gov. Christie Put On The Defensive Over GWB 'Traffic Study' Scandal

Bill Baroni Is The Second Port Authority Head To Roll In Lane Closure Probe
By CBS News and The Associated Press
CBS News

Another top official has resigned amid an escalating probe into ramp closures to the George Washington Bridge. As CBS's Marcia Kramer reported Friday, Gov. Chris Christie announced he accepted Port Authority of New York and New Jersey executive deputy director Bill Baroni's resignation, effective immediately. Democrats had called for Baroni to step down over the scandal. Christie said he was already planning to replace Baroni as he headed into his second term, WCBS 880's Jim Smith reported. "This was a change I was going to make anyway in the normal course of the transition," Christie said. "Bill said this has become such a distraction that he didn't want to cause any more problems, so he knew he was going, so he went today."

For jetsetters, Newark Liberty Airport terminal a 'Signature' experience
By Tom De Poto
The Star-Ledger

Two airline passengers heading to Nashville, Tenn., pulled up to a terminal at Newark Liberty International Airport on Wednesday morning. Eddie Queen, who has worked at the airport the past 60 years, took their bags. They walked briskly through the terminal to a waiting van that took them to their jet. Within moments, they were taxiing toward a runway. They most likely arrived at their final destination before passengers in the larger Terminal C made it through security and boarded their plane.

Holzapfel Resolution Urging Recruitment of New Air Carriers to Atlantic City Airport Advances
By Bschnure
Politicker NJ

A resolution sponsored by Senator Jim Holzapfel (R-10) that seeks to expand air service to Atlantic City and surrounding attractions through the recruitment of new carriers to Atlantic City Airport was approved by the Senate Transportation Committee. The resolution, SR-75, urges the South Jersey Transportation Authority (SJTA), the owner of the airport, and the Port Authority of New York and New Jersey (PANYNJ), the manager of the airport, to identify and recruit additional airlines to the airport. "The addition of new carriers and flights to Atlantic City Airport is critical to our efforts to grow the South Jersey economy through increased tourism to Atlantic City and the Jersey Shore," said Holzapfel.

TV CLIPS

WNYW FOX NY - Deputy Director, Bill Baroni resigns.

NEWS 12 NJ - Deputy Director, Bill Baroni resigns.

WCBS NY - Deputy Director, Bill Baroni resigns.

WNYC FM RADIO - Deputy Director, Bill Baroni resigns.

WINS AM - Deputy Director, Bill Baroni resigns.

WABC NY - Delays on GWB due to construction work.

WNBC NY - Delays on GWB due to construction work.

WCBS NY - Delays on GWB due to construction work.

From:
Sent:
Subject:

Public Affairs Broadcast
Tuesday, November 26, 2013 6:30 PM
Evening Clips 11.26.13

AVIATION

Airports account for \$63B in economic activity, report says

By Andrew J. Hawkins
Crain's New York

New York travelers braving the long lines, frustrating security procedures and stressed-out crowds this week are not likely to think about the economic impact of their local airports. But a new analysis by two business-backed groups aims to highlight the amount of jobs and money that depend on the region's airports. New York's three main airports—John F. Kennedy International, LaGuardia and Newark—accounted for nearly half a million jobs in 2012, up from just 248,000 in 2004, according to a study released Tuesday by the Global Gateway Alliance and the Partnership for New York City. Those jobs total \$22.8 billion in wages averaging \$51,000, which is higher than 75% of all incomes in the U.S. All told, the airports' aviation operations, capital spending and tourism resulted in \$63 billion in economic activity, the groups found. "These numbers confirm what we've long known to be true, New York's metropolitan airports are incredible economic drivers," said Joseph Sitt, a real estate developer who founded the Global Gateway Alliance in 2012 to advocate for the region's airports.

N.J. braces for wild weather as travelers prepare to head home for the holidays

By Seth Augenstein
The Star-Ledger

New Jersey is bracing for some difficult weather conditions during one of the biggest travel days of the year. Airport officials are preparing for wind and rain, and state Office of Emergency Management staff is monitoring the fast-moving storm system that killed 11 people in Texas and Arkansas and is expected to sweep into the area beginning tonight with rain, wind, ice and snow. As usual with stormy forecasts during busy travel periods, airlines are waiving rescheduling fees for passengers seeking to avoid traveling in — or being stranded by — the weather. "We have waiver policies in place for passengers who are traveling to, from or through our Cleveland, Washington-Dulles and Newark hubs," said Charles Hobart, a spokesman for United Airlines, which accounts for three quarters of the flights at Newark Liberty International Airport.

SEIU 32BJ joins Newark Airport workers for holiday protest over wages, work conditions

By Max Pizarro
Politicker

They showed up at the arrival gate where the cabs pull in to take travelers away from Newark International Airport, but the concourse and aircraft cleaners and baggage handlers didn't plan to go anywhere. In fact, they say, they're stuck - with low wages and no way to get ahead. Kevin Brown, vice president of SEIU 32BJ said what these workers experience constitutes an industry-wide problem. "We think these airport workers are the largest concentration of minimum wage workers in New Jersey - well over 10,000 workers, said Brown.

Aerolineas Argentinas to Restore Flights to J.F.K.

By Michael T. Luongo
New York Times - (Full Text)

As many international airlines expanded to take advantage of Argentina's post-peso crisis tourist boom, the country's own national airline, Aerolineas Argentinas, seemed to go in reverse, even discontinuing its flight between New York's Kennedy International Airport and Buenos Aires' Ezeiza airports in 2008. Management disarray and frequent worker strikes also meant domestically and within South America, the airline started losing market share to Chile's LAN and Brazil's TAM. Aerolineas has been rectifying this recently, however, purchasing planes to replace and expand its fleet. The airline will also restore its daily Kennedy-Ezeiza flights, beginning on Dec. 16. The flight numbers are AR 1300 from Buenos Aires to New York leaving at 11 p.m., and AR 1301 for the return leaving at 3:25 p.m. Marcelo William Bottini, Aerolineas' regional director for North and Central America, said the company's total fleet jumped to 63 planes this year from 26 aircraft in 2006, with the average fleet age dropping from 16 to four years during that time. Mr. Bottini said two

new Airbus 330-200 planes will be used for the new New York flight and the already existing Miami connection, with configurations of 24 lie-flat seats in Club Condor and 242 seats in economy with new on-demand in-flight entertainment systems. Mr. Bottini acknowledged that the airline has been plagued by issues over the years, but said, "Aerolineas Argentinas has taken many steps to improve our service and reputation, which were both damaged in the past. We have come a long way in a short amount of time." He also said that special Visit Argentina saver fares are available only for foreigners to use domestically to travel among 33 Argentine cities if they have entered the country on an Aerolineas Argentinas flight.

PAPD

Police ID N.Y. man killed in GWB crash

By Matthew McGrath And Abbott Koloff
Record

The Ulster County man who died after his van struck a tractor trailer on the Route 95 north approach to the George Washington Bridge early Monday has been identified as Anthony Roberto. The crash triggered an investigation that closed two lanes and tied up traffic for hours. Roberto, 71, was pinned in the van following the 6:15 a.m. accident and was pronounced dead at the scene 15 minutes later, Port Authority spokesman Joe Pentangelo said. Roberto was a resident of Highland, N.Y., across the Hudson River from Poughkeepsie, Pentangelo said.

Highland resident Anthony Roberto, 71, dies in crash on N.J. side of George Washington Bridge Daily Freeman (Police Blotter)

An Ulster County man was killed when the van he was driving struck a tractor-trailer on the I-95 approach to the George Washington Bridge on the New Jersey side of the span, Port Authority Police said on Tuesday. The rear-end crash, which occurred about 6:15 a.m. Monday as the truck was slowing down, claimed the life of Anthony Roberto, 71, of Highland, said police spokesman Joe Pentangelo. Pentangelo said Roberto was driving a 2012 Ford Econoline Van and struck the tractor-trailer from behind. The accident shut down two lanes of the approach from Fort Lee, tying up traffic for hours.

TBT

Opinion: Happy Thanksgiving, motorists – Now pay up

By Loretta Weinberg
Record

WHEN the countless Thanksgiving weekend travelers make the return trip home on Sunday they will encounter the unwelcome surprise of another toll hike to use the bridges and tunnels between New York City and New Jersey that will require them to dig deeper to pay more. It's bad enough that the fares will jump to \$11 during peak travel times and to \$9 for off-peak trips, but making this worse is the fact that it will be completely unexpected for most motorists and that more increases are on the way. That is because the Port Authority of New York and New Jersey – an independent agency that possesses a lucrative monopoly on bi-state travel – put in place the steepest toll increase in its history with little public notice and scant input from those who would pay the higher fares or be affected by the increased expenses. Back in 2011, the Port Authority adopted a five-stage plan that would increase tolls each and every year for five straight years. Motorists who were paying \$6 for off-peak travel will be paying \$10.50 by 2015 and those charged \$8 during peak times and when paying in cash will pay \$12.50 and \$15, respectively.

Opinion: GWB hearings should probe origins of Fort Lee access

By Kevin O'Toole
The Record

WORKING in New York City means having to worry that being just five minutes late in the morning will mean sitting in traffic to cross the George Washington Bridge. Those five minutes will cause you to miss a meeting, make you late for work and set your whole day back by hours, unless, of course, you are from Fort Lee – then you have nothing to fear. If you're one of the 4,800 commuters from Fort Lee traveling into New York City, then you have special lanes to cross the GWB. The remaining 100,000 commuters are not so fortunate. On Nov. 25, the Assembly Transportation Committee conducted a partisan hearing as to why Fort Lee residents were given only one dedicated lane to cross the GWB instead of their usual three lanes over five days last September. The closings resulted in massive traffic jams and delays in the Fort Lee area. This sideshow was designed to seek "answers" as to why 4,800 commuters were inconvenienced and not why the remaining 100,000 commuters experience daily delays due to a sweetheart deal exclusively for Fort Lee.

Bridge, Tunnel Tolls to Rise in New York By \$10 For Truckers

By Michelle Fuetsch
Transport Topics News – (Full Text)

Trucks will have to pay \$10 more starting Dec. 1 to travel into Manhattan across the bridges or through the tunnels operated by the Port Authority of New York and New Jersey. Under a schedule adopted by the Port Authority in 2011, toll rates for cars and trucks increase every Dec. 1 through 2015. The latest increase means a 5-axle truck with E-ZPass that pays \$55 off-peak and \$60 during peak traffic times will pay \$65 and \$70, respectively. The toll for a 5-axle truck without E-ZPass will go to \$85 from \$75. Trucks with more than three axles cannot use the Holland Tunnel. Car tolls will rise 75 cents, so that with E-ZPass off-peak the fee will go to \$9 from \$8.25 and for peak traffic hours to \$11 from \$10.25. The cash toll stays at \$13 for all hours. Besides the Holland Tunnel, the Port Authority owns the Lincoln Tunnel and the George Washington, Outerbridge, Goethals and Bayonne bridges.

Bayonne adding lights to Pony League field to ease crunch cause by bridge project

By Joseph Vena
Jersey Journal

Bayonne is spending \$13,500 to add lights at its Pony League field, and the city will certainly get its money's worth, city and recreation officials say. The money, which will also pay for electrical upgrades, was approved at the Nov. 13 City Council meeting. The additional of the lights at the Joe Tagliareni Pony League Baseball Field, on West First Street, is a response to losing two fields because of the Bayonne Bridge-raising project. City Business Administrator Steve Gallo said given the number of leagues, teams and games, the field and the lights will see plenty of action next spring and summer. "(All) the fields are in use constantly," he said. "That's what they are there for. It's for kids to use." Not everyone who resides on or near West First Street in Bayonne is happy about changes planned for Joe Tagliareni Pony League Baseball field, but the general consensus seems to be "play ball!"

WTC

Grand Opening: Behind the Scenes of 4 WTC Debut

Earlier this month, 4 World Trade Center's doors were flung open, the first building to make its debut at the World Trade Center site since 9/11. The hard work doesn't stop there for developer Silverstein Properties—the building opened 40 percent vacant.

By Gus Delaporte
Commercial Observer

Less than two weeks after a celebratory ribbon-cutting ceremony held to mark the official opening of 4 World Trade Center, the scene at the building was comparatively muted. Instead of welcoming tenants and checking in guests, security officers manned their posts as construction workers put the finishing touches on the building's lobby. That's all about to change. Within 12 months, the Port Authority of New York and New Jersey and New York City, the two tenants that have committed to space at tower, will complete their respective build-outs and commence moving in. Other tenants, it is hoped, won't be far behind.

Standing Tall: Douglas Durst and the New World Trade Center

The Durst Organization's Chairman Douglas Durst on measuring America's tallest building, lower Manhattan's dramatic rebirth, and energy efficiency controversies at 1 Bryant Park

By Al Barbarino
Commercial Observer

The World Trade Center site has been closed off from lower Manhattan and the rest of the city for 12 long years. But by this time next year, the site will be fully reintegrated back into the streetscape, and New Yorkers will reclaim the Downtown they once knew. It's no coincidence that major developments at the World Trade Center site have accompanied Downtown's broader real estate rebirth: 1 World Trade Center is complete and officially the country's tallest building, and 4 World Trade Center is open, as is the underground concourse that passes underneath the site, to name a few. Meanwhile, a string of high-end retailers are slated for neighboring Brookfield Place, and rumors swirl that Westfield will bring an equally impressive roster to the World Trade Center. "We thought that Downtown's time had finally come again," Douglas Durst said last week about The Durst Organization's \$100 million decision to join forces with the Port Authority of New York & New Jersey at 1 World Trade Center. When the fences come down, as Mr. Durst put it, he's confident that more tenants will have committed to join Condé Nast at his gleaming tower and that lower Manhattan will not only rival its past but outshine it. Mr. Durst spoke with The Commercial Observer about recent developments at the site and Downtown's rebirth, as well as the past, present and future of The Durst Organization and New York.

PORT

ILA: NY Waterfront Commission Lacks Diversity
Journal of Commerce – (Full Text)

The International Longshoremen's Association claims the Waterfront Commission of New York Harbor, which has criticized the low numbers of women and minorities in some ILA locals, lacks diversity within its own agency. "We'll match our diversity against the Waterfront Commission's any day of the week," ILA spokesman James McNamara said. The union's Facebook page juxtaposed photos of black ILA officials with a description of Waterfront Commission leaders as "pale, male and stale." "It's a typical example of the ILA misrepresenting the facts. This is just another attempt by the ILA to divert attention from its record," said Walter Arsenault, the commission's executive director. Arsenault said the commission's secretary and directors of information technology and intelligence are Hispanic, its controller is Chinese-American, its general counsel is Egyptian-American. "All you have to do is look at our Web site," he said. He said the rest of the staff is diverse, but that percentages from the agency's annual report to the Equal Employment Opportunity Commission were not immediately available because the Waterfront Commission's human resources director was on vacation and its administrative director was in China. The ILA last week filed a lawsuit along with the New York Shipping Association seeking to enjoin the Waterfront Commission from "interference" in hiring of dockworkers. It was the latest turn in a dispute over the makeup of the pool of dockworker job applicants submitted to the commission for approval.

From: Public Affairs Broadcast
Sent: Wednesday, November 27, 2013 5:15 PM
Subject: Evening Clips 11.27.13

AVIATION

New Yorkers Prepare For Worst As Storm Complicates Busy Travel Day

While most flights have been getting out on time Wednesday morning, the bad weather is still a cause for concern at local airports as New Yorkers battle stormy weather on the eve of Thanksgiving. Vivian Lee filed the following report.

By Vivian Lee

NY 1

There was a rush at LaGuardia Airport Wednesday morning, one of four area airports expected to handle a third of all air travelers in the country during this Thanksgiving holiday. That's about 1.3 million people. So many passengers left home early with the same idea. "To make sure everything is OK," said one traveler. "Everything's been fine," said another traveler, who added that he was surprised at that.

Storms Upending Some Holiday Travel

Weather Watches & Advisories In Effect Across Tri-State Area

CBS New York/ Associated Press

Travelers flying into and out of New York's major airports are having to stay patient, with widespread delays being blamed on the pre-holiday travel crush and the weather. LaGuardia Airport has been reporting delays for inbound flights approaching an hour. Delays have been running slightly shorter at Kennedy but have averaged nearly an hour and 20 minutes at Newark Liberty Airport. "We are looking at the board and keeping an eye on it, our fingers crossed," said traveler David Sara.

Wednesday flights off to bumpy, but not awful, start

Ben Mutzabaugh, USA Today

KSDK.com

Air travel was off to a bumpy – though not atrocious – start on this busy day before Thanksgiving. Nationwide, nearly 400 flights had been canceled as of 1 p.m. ET, according to flight-tracking service FlightStats. Of the cancellations, nearly 80 come from tiny carrier Cape Air, which flies small turboprop planes to many small destinations in New England. The big problem for fliers today appears to be delays, with more than 2,700 delayed flights nationwide as of 1 p.m. ET. That also represents a sharp spike since 8 a.m., when only about 300 flights were being reported by FlightStats as delayed. Compared to noon Tuesday, delays are up more than 35% over yesterday, FlightStat says.

Heavy rain, snow foil Thanksgiving travel in eastern U.S.

By Reuters

Metro New York

A wintry blast of heavy rain, wind and snow across the eastern United States could disrupt plans on Wednesday for millions of people traveling ahead of the Thanksgiving holiday. No widespread flight cancellations were reported, but planes headed to New York's LaGuardia Airport and Philadelphia International Airport were delayed due to wind and low clouds, according to the FlightAware.com tracking site. Travel conditions were expected to worsen later in the day, with a combination of wet weather and rapidly falling temperatures resulting in slick roads, said AccuWeather.com meteorologist Bill Deger. "Travel around some of the big cities by road could be a little tricky if people wait until tonight," Deger said.

PAPD

Authorities I.D. man who died in George Washington Bridge crash

By James Kleimann

NJ.com - (Full Text)

Police have identified the 71-year-old man who died after his van struck a tractor trailer on the George Washington Bridge on Monday. Anthony Ruberto, of Highland, N.Y., was behind the wheel of a 2012 Ford van just after 6 a.m. when

the vehicle struck the back of a tractor trailer near the George Washington Bridge toll plaza, according to Port Authority spokesman Joe Pentangelo. At the time of the crash, the tractor trailer was slowing down due to traffic ahead, Pentangelo said. Ruberto's vehicle jolted backward and he was pinned inside. He was pronounced dead at the scene. The 49-year-old driver of the tractor trailer was uninjured. Several upper level lanes were closed for hours while police investigated the accident. No summonses were issued, according to Pentangelo.

LaGuardia flier finds pictures taken with stolen iPad — months after it was lifted

A South Carolina man visiting his daughter in New York had his iPad swiped while waiting at Spirit Airlines gate in LaGuardia Airport, only to find new photos pop into his iCloud account two months after it was stolen.

By Edgar Sandoval And Rich Schapiro

New York Daily News

This money changer apparently has no cents. A South Carolina man whose iPad was swiped at LaGuardia Airport got quite a shock when photos of the apparent thief started popping up on his iCloud account — which stores photos taken from the pilfered gadget. It seems the not-so-sly suspect works at an airport currency exchange booth and was careless enough to use the iPad to photograph herself in uniform. "You would think you can trust an employee of the airport who is in uniform," Martin Alfonsi, 70, said after the Daily News tracked down the apparent bandit's workplace. "It's just patently dishonest."

TBT

Lawmaker asks Port Authority inspector general to probe GWB lane closures

By Steve Strunsky

The Star-Ledger

A veteran Democratic lawmaker wrote Wednesday to the Inspector General of the Port Authority of New York and New Jersey asking him to investigate the unannounced closing of George Washington Bridge local access lanes in September. "The closure of the traffic lanes, that took place without any warning, caused massive delays in the region and posed potential danger as local police were not notified and given the opportunity to prepare for the new traffic flow and backups it caused," the lawmaker, Sen. Dick Codey (D-Essex), wrote in a Sept. 27 letter to Inspector General Robert Van Etten. "Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study." Port Authority officials say the agency is conducting its own "review" of the episode. But the inspector general's office, an investigative arm of the bi-state agency vested with police powers, has not been involved in the matter so far, Michael Nestor, the office's lead investigator, said Wednesday.

Wisniewski Subpoenas Port Authority of NY & NJ Executive Director to Explain George Washington Bridge Lane Closures

Compels PANYNJ Chief to Appear at Special Dec. 9 Hearing in Trenton

By Tom Hester

Politicker NJ

Assembly Deputy Speaker John Wisniewski on Wednesday subpoenaed the Port Authority of New York and New Jersey's executive director to attend a special December hearing on the agency's finances and its decision to close lanes to the George Washington Bridge in Fort Lee. Wisniewski (D-Middlesex), the Assembly transportation committee chairman, ordered Patrick Foye, the authority's executive director, to appear at a special Dec. 9 hearing in Trenton. The subpoena comes after the authority's deputy director, Bill Baroni, refused on Monday to directly answer many committee questions on the lane closures and provide data to support his testimony. "Mr. Baroni's unprofessional testimony created many more unanswered questions," said Wisniewski (D-Middlesex).

Transportation Comm. subpoenas Port Authority official

By Bill Mooney

Politicker NJ

The Assembly Transportation Committee issued subpoenas Wednesday to compel Port Authority of New York and New Jersey Executive Director Patrick Foye to appear before the panel. Committee Chair Assemblyman John Wisniewski clearly was dissatisfied with the testimony Monday by Authority Deputy Executive Director and former Sen. Bill Baroni concerning the September lane closures at the George Washington Bridge that made for a traffic nightmare in Fort Lee. Three other Authority officials who had been asked to appear did not, and Baroni said they would not. Democratic state lawmakers have been angry over what they see as the lack of adequate explanations regarding the lane closures.

Port Official Subpoenaed in George Washington Bridge Flap

By Ted Mann

Wall Street Journal - (Full Text)

A leading New Jersey lawmaker subpoenaed the executive director of the Port Authority of New York and New Jersey Wednesday, saying the bi-state agency has yet to sufficiently explain the motives behind the closures of traffic lanes onto the George Washington Bridge in September. Assemblyman John Wisniewski, a Democrat who chairs the transportation committee, issued the subpoena Wednesday to Patrick Foye, an appointee of New York Gov. Andrew Cuomo who was responsible for reversing the lane closures and who warned fellow authority executives in writing that the move might have violated federal law. The subpoena compels Mr. Foye to appear before the committee on Dec. 9 and also to provide a wide range of documents and correspondence showing the reason for the closures, details of their impact on the region's economy, and any correspondence between Gov. Chris Christie's administration and the authority concerning the lane closure plans. The closures were ordered by David Wildstein, an authority employee and veteran political operative who is a political ally of Mr. Christie's. Mr. Wisniewski and others have said they are trying to determine if their purpose was not to study traffic — as the authority has said — but to punish the Democratic mayor of Fort Lee, N.J., by inundating the small borough in backed-up bridge traffic. Mr. Christie's reelection campaign spokesman called that notion "crazy." Mr. Wisniewski's decision to subpoena Mr. Foye answers an outstanding question: Did, the deputy executive director of the authority and another Christie appointee, blunt the momentum of Democratic lawmakers who want to investigate the matter? In a combative appearance Monday before Mr. Wisniewski's committee, Mr. Baroni apologized for the authority's failure to notify Fort Lee officials about the lane closures before they occurred, but also sought to turn the tables on his questioners. The purpose of Mr. Wildstein's order to close the lanes was to study whether it was fair to have them in the first place, Mr. Baroni said. Since Fort Lee residents make up fewer than 5% of motorists crossing the bridge daily, he asked rhetorically, did it make sense to allow the town three dedicated toll lanes out of the 12 that run onto the upper roadway on the bridge? "Mr. Baroni's unprofessional testimony created many more unanswered questions," Mr. Wisniewski said in announcing the subpoena. "It's important for the Legislature to understand the circumstances surrounding these lane closures, as the impact on emergency services from the inexplicable lack of notification could have resulted in the loss of life. It's also now more than two months after the closure and no clear and convincing information has been forthcoming on how this decision was made and why it was suddenly necessary." In issuing the subpoena to Mr. Foye, rather than to Mr. Wildstein or other authority officials, Mr. Wisniewski singles out the authority executive who most explicitly denounced the lane closures. In an email reviewed by The Wall Street Journal, Mr. Foye angrily ordered the lane closures reversed, told fellow leaders of the agency that key officials had not been warned of the impending traffic pattern changes, and openly worried that ambulance patients could have died after being caught in the snarls of traffic that backed up on the New Jersey side of the bridge. Mr. Foye is also a high-ranking appointee of Mr. Cuomo, who shares control of the massive, bi-state authority. Mr. Cuomo has yet to address the lane closure dispute. His spokesman did not immediately return a request for comment. But pressure has continued to build for a more complete explanation of the incident. New York Sen. Adriano Espaillat, whose district sits on the New York side of the bridge, called Monday for legislative hearings in Albany on the matter. And also Wednesday, New Jersey Sen. Richard Codey wrote to the authority's inspector general to request a formal investigation into the lane closures and their purpose. "Numerous questions have surfaced surrounding the events leading up to the sudden closure of these lanes ranging from, at worst, political motivations to retaliate against a local mayor, to at best, the desire to undertake a traffic study," Mr. Codey wrote. "What is certain is that the residents of Fort Lee and surrounding communities were adversely impacted without warning during the time of the closures and law enforcement was not provided any warning or information to prepare which put the safety of commuters at risk." Michael Nestor, the inspector general's director of investigations, confirmed receipt of Mr. Codey's request, but did not comment further.

Port Authority exec subpoenaed over GWB gridlock

By the Associated Press

Wall Street Journal - (Full Text)

The top official at the Port Authority of New York and New Jersey has been subpoenaed to explain why two inbound lanes of the George Washington Bridge from Fort Lee were shut without notice, causing massive traffic tie-ups. The subpoena was served Wednesday afternoon on Patrick Foye, the authority's executive director. He was directed to appear Dec. 9 for a special hearing on the decision to abruptly shut down the lanes. The subpoena was ordered by Assembly Transportation Committee Chairman John Wisniewski (Wis-NEW-skee) after a hearing on the closures ended with what he said more questions than answers. Deputy Executive Director Bill Baroni was the only authority executive to testify. He said the closures were for a traffic study, but some Democrats say the motive was political.

PATH

How much for a PATH extension to the Airport?

By Benjamin Kabak

2nd Ave Sagas

The slow lumbering ball that is the PATH train extension to Newark airport took another turn forward this week amidst some wheeling and dealing concerning Atlantic City. The stories and rationale are vague, and the extension's future remains murky. But no matter the outcome, various reported cost estimates that have risen precipitously over the past 14 months should have even the project's proponents eyeing it with some skepticism. The story as we know so far involves trade-offs. According to a September report, New Jersey Governor Chris Christie has been dangling the PATH extension in front of United in exchange for the airline providing service to the struggling Atlantic City airport.

TV CLIPS

NY 1 - Thanksgiving holiday travel at PA major airports.

NEWS 12 Long Island - Thanksgiving holiday travel at PA major airports.

WABC NY - Thanksgiving holiday travel at PA major airports.

NEWS 12 NJ - Thanksgiving holiday travel at PA major airports.

From: Public Affairs Broadcast
Sent: Monday, December 02, 2013 6:30 PM
Subject: Evening Clips 12.02.13

APD

Port Authority police arrest man who walked on PATH tracks during morning rush

By Jerry DeMarco
Cliffview Pilot

Port Authority police arrested a Manhattan man who they said walked onto the PATH tracks, disrupting service, during today's morning rush. Service was interrupted for about 15 minutes after 34-year-old Brendan Duddy walked onto the tracks near the 14th Street station off Sixth Avenue, the authority's Joseph Pentangelo said. Duddy was charged with criminal trespassing and released on a summons after being taken into custody by Port Authority Officer Atiba Joseph Cumberbatch, Pentangelo said. He has a Jan. 22 date in Manhattan Criminal Court.

TBT

Higher tolls take effect on NJ-NY crossings

News 12 New Jersey - (Full Text)

Drivers are now paying more to the Port Authority of New York and New Jersey when they drive from New Jersey into New York City. The third of five annual toll hikes took effect on Sunday at bridges and tunnels. Cars with E-ZPass tags will now pay 75 cents more when they cross the George Washington, Bayonne and Goethals bridges and Outerbridge Crossing, or go through the Lincoln and Holland tunnels. That makes the E-ZPass peak toll \$11 and the off-peak toll \$9. Cars paying cash will still pay \$13. The heaviest burden will be borne by trucks or towing combinations with six or more axles. Their off-peak E-ZPass rate has risen from \$66 to \$78, while the peak E-ZPass rate went from \$72 to \$84.

New York and New Jersey Bridge and Tunnel Tolls Increase

Trucking Info

The start of December brought with it higher toll rates for bridges and tunnels operated by the Port Authority of New York and New Jersey. Tolls for a five-axle truck increased by \$10, bringing it to \$65 for E-ZPass users during off-peak hours. It increased to \$70 for E-ZPass users during peak hours and to \$57.50 for E-ZPass users for weekdays overnight. Cash tolls now run \$85. All rates apply to the Lincoln and Holland tunnels, the George Washington, Bayonne and Goethals bridges, and the Outerbridge Crossing.

Bridge Tolls Increase For Third Consecutive Year

NJ Today

On Sunday, the Port Authority of New York and New Jersey raised tolls on Hudson River crossings for the third year in a row. Commuters driving to work over the Goethals and Bayonne bridges and the Outerbridge Crossing this morning paid \$11 if they use E-ZPass, 75 cents more than they did last week. The off-peak E-ZPass rate increased to \$9. The toll remains \$13 for motorists who pay cash. Truck drivers face a steeper increase - vehicles or towing combinations with six or more axles now pay \$84 if they use E-Z Pass during peak hours or \$78 during non-peak hours, up from \$72 and \$66, respectively. "Sunday's Port Authority toll hike is the third of five, which will end up resulting in a 50% toll increase at a time of stagnant wages and negligible inflation. It comes from an agency whose management has been described as dysfunctional, that operates with minimal accountability and no transparency, and that has lost sight of what it means to serve the public," said Assemblyman John Wisniewski (D-Middlesex), chair of the Assembly's transportation committee.

Chris Christie shrugs off questions about Port Authority and Fort Lee lane closures

By Jenna Portnoy
The Star-Ledger

It's not like he was working the traffic cones. That was Gov. Chris Christie's reaction today when he was asked about speculation that he engineered the closing of lanes from Fort Lee to the George Washington Bridge as political retribution. "I worked the cones. Unbeknownst to anyone, I was working the cones," Christie joked during a Statehouse news

conference. Some believe the closures were orchestrated by someone loyal to Christie inside the Port Authority of New York and New Jersey because the Democratic mayor of Fort Lee didn't endorse Christie for governor.

Christie: Fort Lee's dedicated lanes should be reviewed

By Bill Mooney
Politicker NJ

Gov. Chris Christie took a shot at Democratic lawmakers over the Port Authority of New York and New Jersey lane-closure controversy Monday. Assembly Transportation Committee Chair John Wisniewski issued a subpoena last week for the Authority executive director to appear before the committee Dec. 9 with reams of documents and emails concerning the Fort Lee lane closures in September. Sen. Loretta Weinberg, who has alleged a cover-up under way at the Authority, also wants subpoena power for upper-chamber lawmakers. "Just because John Wisniewski is obsessed with this, and Loretta Weinberg, just shows you they have nothing better to do," Christie said Monday during his first Statehouse press conference since his re-election.

Christie Dismisses GWB Lane Closure Speculation

By Noah Cohen
Fort Lee Patch

Gov. Chris Christie dismissed a question Monday about speculation that the closure of access lanes from Fort Lee to the George Washington bridge was political payback aimed the borough's Democratic mayor. "I worked the cones," the governor joked in response to a reporter's question, The Star-Ledger reported. "Unbeknownst to anyone, I was working the cones." The Port Authority's closure of two out of three lanes from Fort Lee to the upper level led to claims that the agency was striking back at Mayor Mark Sokolich for not endorsing the governor's reelection bid. The closures surprised local officials and caused massive delays through Fort Lee in September.

AVIATION

Now passengers must pass through security when they LEAVE the airport as futuristic glass pods replace staff at exits

By the Associated Press
Daily Mail

Passengers must now pass through security when they leave two airports in the Northeast - entering bulletproof glass pods for a few seconds before being able to exit. The futuristic unmanned portals have replaced officers at the security exits of the Syracuse, New York and Atlantic City, New Jersey airports. They prevent passengers from backtracking into secure areas once they exit the plane and keep outsiders from entering through the exits. Travelers step into the elevator-sized cylinders and wait as a door slides closed behind them. After a couple of seconds, another door opens in front with a female voice coolly instructing, 'Please exit'.

Airport Security Now Unmanned

The Inquisitr

Unmanned airport security portals the exits of two airports. The modern exit portals are currently installed at two small airports. A passenger departing from the terminal steps into the elevator-sized glass portal and waits while the cylinder rotates for them to exit. The purpose of this is to prevent people from entering the terminal from the public side of the airport. Secure exits are normal at airports, however these are the first to be designed complete without the need for security personnel to be present at all times. Most airports have officers stationed at the exit gate to prevent re-entry by unauthorized persons. Atlantic city has had a similar system in place since 2009, however they upgraded to the new 5 portal exit gate as part of their recent \$25 million dollar renovation. Syracuse Airport in New York has also installed eight of the T.S.A. designed pods as part of their recent renovations.

TV CLIPS

NEWS 12 NJ - Bayonne bridge closures.

WNET TV (PBS) - GWB Lane Closure Speculation.

From: Public Affairs Broadcast
Sent: Wednesday, December 04, 2013 6:30 PM
Subject: Evening Clips 12.4.13

JRT

Port Authority approves \$105M to fix NJ port roads

By the Associated Press
[Chron.com](#) – (Full Text)

The Port Authority of New York and New Jersey has approved more than \$100 million to continue repairing and rebuilding aging roads at New Jersey's ports. Five major access roads at the ports will be affected, and a ramp that has been the site of numerous accidents over the past several years will be replaced. The board approved the expenditure Wednesday at its monthly board meeting in New York. It will ultimately be covered by cargo facility charges. The improvements on Port, Corbin, Marlin and Kellogg streets and Doremus Avenue include new paving, new center barriers and drainage, signals, signs and curbing. The Corbin Street ramp will be demolished and replaced. It's expected the project will result in reduced traffic congestion and lower emissions from idling trucks.

NY-NJ Port Plans Performance Task Force

[Journal of Commerce](#) – (Full Text)

The Port Authority of New York and New Jersey is organizing a Port Performance Task Force comprising a cross-section of industry representatives who will recommend ways to make the port run more smoothly. The impetus for the new group was last summer's operational delays, which resulted from a combination of computer system implementation problems at Maher Terminals, longshore labor shortages, and construction. "If there was a silver lining from last summer, it was the recognition that everyone in this port has to work together," said Rick Larrabee, the port authority's port commerce director. "We haven't had everyone in the room like this before." Task force members will include terminal operators, ocean carriers, the International Longshoremen's Association, the New York Shipping Association, the Metropolitan Marine Maintenance Contractors Association, truckers, beneficial cargo owners, railroads, intermodal equipment providers and third-party logistics providers. The port authority will chair the group. Larrabee said members will be appointed within the next few days. An initial meeting is planned before Christmas. The tentative schedule calls for working groups to provide recommendations by January to the task force, which would issue its recommendations by June. Issues to be discussed will include chassis, terminal gate performance, and how to measure performance. "We want to find ways to measure performance, because what you can measure, you can manage," Larrabee said. The new NYSA-ILA contract sets productivity goals of 30 moves per hour per quay crane, rising by one move per year to 35 by the end of the six-year contract. Port Elizabeth ranks among the world's most productive ports in terms of berth productivity, as measured by average moves per hour by all cranes used on a ship while it is in port, tied with Long Beach for the top spot in the U.S. in 2012 figures compiled by JOC Group. The top performing terminal was APM Terminals Elizabeth, at 82 per hour. Maher Terminals Elizabeth, NYCT and Global Marine Terminal lagged, at 68, 62 and 54 moves per hour, respectively. Task force participants will represent their industry sectors, not their companies or organizations. Rates, service contracts, labor agreements and proprietary issues will not be discussed. Larrabee said task force members will be "people who have a stake in the port, people who understand how it works." "We want to look at this in a holistic way," he said. "We're optimistic about the port's future but we have some things to fix, and I think we can do that together." Though Larrabee described the task force as a positive move, he noted that the New York-New Jersey is a complex system and that some solutions may not be simple or quick. "If these things were easy," he said, "someone would have done them a long time ago." The ILA and NYSA are mired in a dispute with the Waterfront Commission of New York Harbor, for example, around the hiring of additional longshoremen to meet labor shortages. The dispute has resulted in a lawsuit against the Commission by the union and employers. Although still dominant on the U.S. East Coast, the port has been losing market share to competitors. As of the end of June, New York-New Jersey's share among East Coast ports had fallen 1.5 percentage points since the second quarter of 2012, to 32.1 percent. Through the third quarter of 2013, containerized throughput at the port was down 3.1 percent, while rivals Baltimore and Norfolk saw throughput rise by 6.4 and 6.3 percent, respectively.

NYSA Board Reaffirms Support of Lawsuit

[Journal of Commerce](#) – (Full Text)

The New York Shipping Association's board unanimously reaffirmed its support of a lawsuit the NYSA and the International Longshoremen's Association filed against the Waterfront Commission of New York Harbor. The action came at the NYSA board's quarterly meeting today. The NYSA-ILA lawsuit in U.S. District Court in Newark, N.J., seeks to enjoin the Waterfront Commission from "interference" in dockworker hiring under a six-year labor contract that was signed last April. The Waterfront Commission said in response to the lawsuit that NYSA had "definitively demonstrated that it no longer represents the interests of its terminal operator members but, rather, that of the ILA." NYSA President John Nardi said the association, which represents ocean carriers and terminal operators in the Port of New York and New Jersey, will continue to work to implement the new contract. "Any suggestion, by any party, that the NYSA does not represent the best interests of its membership reflects a lack of understanding of the priorities of the shipping industry and the economic engine it powers," Nardi said in a statement. "NYSA will continue with this focus on improving productivity and maintaining the region's competitiveness until our contract is fully implemented," Nardi said.

AVIATION

Noise Bill Vetoed, New Hyde Park Reacts

By Rich Forestano

New Hyde Park Illustrated

New Hyde Park residents and officials reacted to Governor Andrew Cuomo's decision to veto a state bill that would require the Port Authority of New York and New Jersey to conduct a noise study of two major airports. A main sticking point in the bill was the necessity of the identical legislation put forth by the state of New Jersey. Rather than wait for New Jersey, the governor is ordering a study be held. New Hyde Park resident Kurt Lanjghar, a proponent of aircraft noise abatement in the community, was pleased, but puzzled. "He recognized that aircraft noise has been a concern to residents of Queens and Nassau County," he said. "Who would've known the governor could enact something like this and make the Port Authority do this. I wonder what the outcome is going to be." Lanjghar, who is also the Town Village Aircraft Noise Abatement Committee community liaison, an appointed position he has held since 1993, feels the main concern is transparency and timely response.

LaGuardia Flights on AMR Said to Go to Southwest, Virgin

By Mary Schlangenstein

Bloomberg News

Southwest Airlines Co. (LUV) and Virgin America Inc. will add flights at New York's LaGuardia Airport as American Airlines and US Airways Group Inc. pull back under the settlement of a U.S. antitrust lawsuit against their merger, two people familiar with the matter said. The low-fare carriers are dividing rights to 34 daily takeoffs and landings being sold at LaGuardia after American and US Airways reached an accord with the U.S. Justice Department, said the people, who asked not to be identified because the terms aren't final. Details such as the allocation weren't immediately available, the people said. Talks are still under way on how American and US Airways will divest slots for 104 daily flights at Washington's Reagan Airport, the people said.

TBT

Port Authority executive director will testify on GWB local access lane closures

By Steve Strunsky

The Star-Ledger

The executive director of the Port Authority of New York and New Jersey said today he will testify Monday regarding September's closing of the George Washington Bridge local access lanes in Fort Lee. Executive Director Patrick Foye was served with a subpoena to appear before the Assembly Transportation, Public Works and Independent Authorities Committee to testify and submit related documents at a hearing on the closures, which took place September 9 through 13. Foye made a brief statement following this afternoon's monthly Port Authority meeting. "I will be appearing before the New Jersey Assembly on Monday," Foye said. "I stand by my e-mail and will not be making further comments or taking questions on the subject."

Port Authority police union wades into GWB lane closure tiff

By The Associated Press

North Jersey.com - (Full Text)

The head of the Port Authority of New York and New Jersey's police union has inserted himself into the controversy over lane closures at the George Washington Bridge that caused traffic nightmares in September. New Jersey lawmakers are angry that local officials weren't notified in advance, and they've subpoenaed Port Authority officials to give their side.

Some legislators claim the chaos was retaliation by Gov. Chris Christie against Fort Lee's mayor, a claim Christie denies. At Wednesday's board meeting, police union head Paul Nunziato said the Port Authority routinely changes traffic patterns without notification. He said the incident was part of an ongoing power struggle over the Port Authority by New Jersey and New York, whom he likened to the fictional Sharks and Jets from the musical "West Side Story."

JTC

Court strikes down lawsuit holding developer responsible for World Trade Center building collapse

Con Edison and its insurance companies claimed a company owned by developer Larry Silverstein and others was responsible for World Trade Center 7 being destroyed in the terrorist attacks.

By Daniel Beekman
New York Daily News

The collapse of a third World Trade Center building several hours after the twin towers were destroyed on 9/11 terrorist cannot be attributed to negligence by its developer, a federal appeals court ruled Wednesday. Con Edison and its insurance companies claimed a company owned by developer Larry Silverstein and others was responsible for World Trade Center 7 being destroyed in the terrorist attacks. The plaintiffs argued the 47-story building had structural deficiencies. But the 2nd Circuit U.S. Court of Appeals in Manhattan said it would be "simply incompatible with common sense and experience to hold that defendants were required to design and construct a building that would survive the events of Sept. 11, 2001."

High-rise developers win court protection in 9/11 WTC case

By Jonathan Stempel
Reuters

A federal appeals court in New York has given developers and builders of high-rises and other buildings added protection from lawsuits over property losses linked to terrorism, in a case stemming from the Sept. 11, 2001 attacks. A divided panel of the 2nd U.S. Circuit Court of Appeals said Consolidated Edison Inc and its insurers could not pursue damages for negligence over the crushing of the utility's electrical substation beneath the original 7 World Trade Center, which was destroyed in the attacks. Con Ed argued that negligence by companies controlled by Larry Silverstein, the developer and leaseholder, and the constructor Tishman Construction Corp., caused the 47-story tower to collapse, resulting in the substation's destruction. Circuit Judge Rosemary Pooler nevertheless concluded that the building, which was completed in 1987, "would have collapsed regardless of any negligence ascribed by plaintiffs' experts" to its design and construction. "It is simply incompatible with common sense and experience to hold that defendants were required to design and construct a building that would survive the events of September 11, 2001," Pooler wrote for a 2-1 majority.

U.S. court: Negligence not cause of 3rd WTC collapse

By The Associated Press
Staten Island Advance - (Full Text)

Negligence was not the cause of the collapse of a third World Trade Center tower several hours after the twin towers were destroyed in the Sept. 11 terrorist attacks, a federal appeals court said Wednesday, absolving a developer and others of responsibility in the destruction of the 47-story building. The 2nd U.S. Circuit Court of Appeals in Manhattan said it was "simply incompatible with common sense and experience to hold that defendants were required to design and construct a building that would survive the events of September 11, 2001." The 2-to-1 decision upheld the rulings regarding World Trade Center 7 by U.S. District Judge Alvin Hellerstein, who had written that the claims by the Consolidated Edison Co. of New York and its insurance companies were "too farfetched and tenuous" to survive. Con Ed and the insurance companies had claimed that a company owned by developer Larry Silverstein and other defendants could be held liable. Hellerstein had dismissed various defendants in a series of rulings. The building fell at 5:21 p.m. on Sept. 11, 2001, nearly seven hours after the other buildings collapsed. A Con Edison power station beneath Tower 7 was crushed when the building fell. Judge Rosemary Pooler wrote in the majority decision that Con Ed's interpretation of liability would mean that those who designed and constructed the building would presumably be liable if it "collapsed as a result of a fire triggered by a nuclear attack on lower Manhattan." The judge wrote that while concepts that would allow an entity to pursue a liability claim "must, by their nature, be fluid, at the end of the day they must engage with reality." In a dissent, Judge Richard Wesley said a trial should have been conducted to at least establish from expert testimony why Tower 7 collapsed. Con Ed had claimed negligence resulted in part because Tower 7's tenants were allowed to install diesel backup generators. The fuel burned for hours in the building after hijacked planes struck the two nearby towers, flinging debris into the smaller skyscraper. Con Edison had maintained that fuel from the diesel tanks heightened the fire's intensity. The fire department decided to let Tower 7 burn because it was unable to reach adequate water supplies, there were no people in the building and 343 firefighters had already been killed that day, the appeals court noted. Lawyers for

the plaintiffs did not immediately respond to messages for comment. Bud Perrone, a Silverstein spokesman, said he was pleased with the appeal ruling. A new 52-story 7 World Trade Center was completed in 2006.

Silverstein cleared of blame for 7 World Trade's fall on 9/11

The Real Deal – (Full Text)

Silverstein Properties cannot be held responsible for the collapse of a third World Trade Center tower that tumbled a few hours after the twin towers were struck in the 9/11 terrorist attacks, a federal appeals court has ruled. A group of plaintiffs led by Con Edison and several insurance companies brought a suit against Larry Silverstein's company, blaming alleged structural deficiencies for the fall of 7 World Trade Center. As the north tower plunged, debris fell into neighboring No. 7 and touched off a fire that firefighters were unable to contain, the court said. It would be "simply incompatible with common sense and experience to hold that defendants were required to design and construct a building that would survive the events of Sept. 11, 2001," the U.S. Court of Appeals for the Second Circuit in Manhattan said. The decision reaffirmed Manhattan federal Judge Joseph Hellerstein previous ruling along similar lines.

TV CLIPS

WNET TV PBS – Lane Closure Controversy on the George Washington Bridge.

WCBS NY RADIO - Lane Closure Controversy on the George Washington Bridge.

From: Public Affairs Broadcast
Sent: Thursday, December 05, 2013 6:30 PM
Subject: Evening Clips 12.5.13

PAPD

Cops: Union City man pot defendant 'reeked', brought joint to courthouse

By Dan Ivers
[NJ.com](#)

And they say it's not addictive. A Union City man who was answering a marijuana charge in Fort Lee Municipal Court this morning was arrested after stepping outside to smoke a joint, authorities said. Jose Guzman, 23, was stepping back inside when a Port Authority officer noticed he "reeked" of the drug, according to Port Authority spokesman Joe Pentangelo. "He admitted he had left the courthouse to smoke marijuana, and was just returning after having that little respite," Pentangelo said.

Pot defendant arrested outside Fort Lee court — for toking up, Port Authority police say

By Jerry DeMarco
[Cliffview Pilot](#)

A defendant answering a marijuana possession charge in Fort Lee Municipal Court this morning stepped outside for a few tokes and was arrested moments later, Port Authority police said. The odor was hard for Officer George Kwiecinski to miss as 23-year-old Jose Guzman of Union City returned to court, the authority's Joseph Pentangelo told CLIFFVIEW PILOT. Kwiecinski, who was there on another case, patted down Guzman and found him carrying a joint in his jacket pocket, Pentangelo said. Guzman then admitted "he left the building to smoke marijuana and had jsut returned after the respite," he said.

NJ authorities: TD Bank theft crew used drug addicts, homeless

By Jerry DeMarco
[Cliffview Pilot](#)

A Cliffside Park woman and a Jersey City man were among eight people arrested on charges of participating in a ring that used drug addicts and the homeless to make \$150,000 worth of bogus withdrawals from New Jersey TD Bank branches, state authorities said this afternoon. The crew used "an old-school approach" by enlisting people to pose as account holders, sending them into the banks to make withdrawals using identification information that a former teller stole from customers, Acting Attorney General John J. Hoffman said. The fake account holders included drug addicts and homeless people "who were sometimes provided with clothing to wear in the banks," Hoffman said. Crew members also gave them forged New York driver's licenses and already-completed withdrawal slips, he added.

Identity Theft Turns Ugly in New Jersey

[New Jersey Newsroom](#)

Acting Attorney General John J. Hoffman announced that eight people, including a former bank teller, have been charged with participating in an identity theft ring that used account information stolen from customers of TD Bank to steal more than \$150,000 at bank branch offices in New Jersey. The eighth defendant was arrested today. The following seven defendants were indicted on Oct. 28 by a state grand jury on second-degree charges of conspiracy, theft by deception and identity theft. The indictment stems from an investigation by the Division of Criminal Justice Financial & Computer Crimes Bureau.

PORTS

NY-NJ OKs \$105 Million for Port Roads

Joseph Bonney
[Journal of Commerce](#) – (Full Text)

The Port Authority of New York and New Jersey authorized \$105 million for design, construction and realignment of parts of five main access roads to marine terminals in the Newark-Elizabeth port complex. The road improvements are part of a

years-long, multibillion-dollar infrastructure investment program that also has included dredging port channels to 50 feet, development of ExpressRail intermodal rail terminals, and raising the Bayonne Bridge to allow clearance by larger ships. The port authority's spending has been accompanied by expansion and improvements by marine terminals. The road work on Port, Corbin, Marlin and Kellogg streets and Doremus Avenue near the Newark-Elizabeth port complex will include demolition and replacement of the Corbin Street Ramp, which has been the scene of accidents in the past three years. The work will complement previous projects to widen McLester Street and widen and realign parts of Port Street and Brewster Road. The road projects are part of the port's \$191.4 million capital plan for 2013. The port authority said the improvements will reduce truck congestion on port property and eliminate approximately 281 pounds a year of harmful emissions caused by truck idling. During the last several years the port authority has invested approximately \$600 million in its ExpressRail system for intermodal transfer of containers. The first ExpressRail opened in 1991 between the APM and Maher terminals, and has been expanded to 18 tracks. ExpressRail facilities also serve the Port Newark Container Terminal and the New York Container Terminal on Staten Island. To help pay for ExpressRail and improvements to roads and other infrastructure, the port authority in 2010 established a cargo facility charge of \$4.95 per 20-foot-equivalent unit of containers, \$1.11 per vehicle, or 13 cents per metric ton of breakbulk cargo. Terminals collect the charge for the port authority and are required to deny service to carriers that don't pay. When it enacted the CFC, the port authority eliminated a \$57.50 per-lift assessment on containers handled at the port's ExpressRail ramps. The port authority said the change would aid port users by reducing road congestion through increased use of intermodal rail. Nine container ship lines asked the Federal Maritime Commission to declare the charge illegal on grounds it discriminates among carriers by requiring all of them to pay for facilities that some may not use, and that it requires terminals to refuse service to carriers that didn't pay the fee. "K" Line is continuing to pursue the FMC case.

Road Improvements for Trucks Coming to N.J. Ports Trucking Info

The Port Authority of New York and New Jersey has authorized a program to continue a multimillion-dollar upgrade of the road network at the agency's New Jersey marine terminals. The action will greatly improve efficiency and continue to make the port facilities more environmentally friendly by reducing truck congestion on the port's aging roads, according to the authority. The \$105 million program includes the design, construction and realignment of portions of five major access roads to port terminals: Port, Corbin, Marlin and Kellogg streets and Doremus Ave. It includes the demolition and replacement of the Corbin Street Ramp, which has been the scene of accidents in the past three years. The work will complement previous projects to widen McLester St. in the Elizabeth-Port Authority Marine Terminal, and widen and realign parts of Port St. and Brewster Rd. According to the port authority, the road improvement project will result in less truck congestion on port property and a corresponding reduction in harmful emissions produced by truck idling.

Tension Over Dockworker Hiring Mounts in Port of NY-NJ Joseph Bonney Journal of Commerce -- (Full Text)

Who controls dockworker hiring at the Port of New York and New Jersey? The answer may be decided in court. The New York Shipping Association and the International Longshoremen's Association filed a lawsuit seeking to enjoin the Waterfront Commission of New York Harbor from "interference" with the NYSA-ILA contract's hiring provisions. Both sides see the lawsuit in U.S. District Court in Newark, N.J., as a potential landmark in determining how far the commission can go in trying to shape the pool of applicants for ILA jobs at the East Coast's busiest port. More immediately, the lawsuit may settle a dispute that has complicated the hiring of several hundred dockworkers needed to avoid labor shortages such as those that contributed to severe delays at the port last summer. The NYSA and ILA contend the Waterfront Commission, created in 1953 to combat crime on the docks, has exceeded its authority by trying to micromanage hiring under a labor contract the ILA and its employers signed last April. "During the past several months, in defiance of the limitations on its authority in the statute that created it, the commission has gone off the rails to pursue a future role for itself that is well outside the purposes and goals that led to its creation," the lawsuit said. The commission said it is acting lawfully and that the NYSA-ILA assertions were "categorically untrue." It said the lawsuit was "designed to prevent the commission from fulfilling its mandate to insure the fair hiring of a diverse work force in the port." "Over the past 60 years, the courts have consistently upheld the commission's actions when a collective bargaining agreement has violated the letter and spirit of the Waterfront Commission Act," the commission said in a statement. "This attempt to institutionalize discrimination through collective bargaining agreements will not be tolerated. The Waterfront Commission of New York Harbor will vigorously and successfully defend this lawsuit." The commission has been pushing the industry to hire more minorities and women. It cited "an incredible lack of diversity in waterfront employment," and said several ILA locals in the port are predominantly white and male. The NYSA and ILA say individual locals' racial imbalances are due to historical factors and years of hiring freezes in locals serving moribund port areas on the harbor's New York side. New Jersey terminals account for more than 80 percent of the port's cargo and work hours. Portwide, workers covered under the NYSA-ILA contract were 22.7 percent African-American, 12 percent Hispanic and 9.7 percent female as of May 2011, according to NYSA statistics. The NYSA-ILA local contract that took effect last April specifies that new hires are to be

selected from a pool of 51 percent military veterans, 25 percent referrals from the ILA, and 24 percent referrals from the NYSA. The union and employers say the new contract will increase the percentages of minorities and women. They say the current controversy is less about diversity than about a power grab by the commission. The Waterfront Commission's emphasis on diversity is part of the agency's broader campaign to use recruitment and hiring to root out vestiges of organized crime in the port. Long criticized as a do-nothing agency, the commission underwent a top-to-bottom shakeup in 2008 after disclosures of corruption and mismanagement that later were detailed in a New York State Inspector General's report. Ron Goldstock, former head of the New York State Organized Crime Strike Force, was appointed New York commissioner of the bistate agency. Walter Arsenault, a former homicide prosecutor, was named executive director. The commission's new leaders say a decades-long series of convictions and guilty pleas for waterfront crime show that isolated prosecutions have limited impact and that systemic change is needed. They see recruitment and hiring as a lever to force such a change. In 2010, the commission held a series of hearings that highlighted no-show and low-show jobs, with pay for as much as 27 hours a day, for ILA shop stewards, timekeepers and others with family or other connections to union officials or mobsters. One shop steward was paid more than \$450,000 a year, and several others topped \$300,000, testimony showed. The new NYSA-ILA contract addressed those and other productivity-sapping practices. The agreement was key to coastwide master contract negotiations that threatened to produce a Maine-to-Texas strike last year. The New York-New Jersey local contract includes early-retirement incentives coupled with the 51-25-24 hiring formula favoring veterans. The industry has asked the commission for authority to hire 682 longshoremen and clerks. The NYSA-ILA contract covers approximately 3,500 workers. Members of the Metropolitan Marine Maintenance Contractors Association employ about 1,000 ILA mechanics under a separate contract. About 250 dockworkers are scheduled to retire by April under the new contract, and some 300 slots are open because of retirements in recent years. NYSA and ILA officials say that if replacements can't be hired, the port's already-tight labor supply will tighten further and the contract may have to reopened. The commission said it has "expeditiously" processed each applicant referred, and that 136 candidates had been prequalified for hiring by late November. Though hiring has continued, the NYSA and ILA accuse the commission of "second guessing" their decisions on referrals. "The commission's sole statutory role once it has determined the number of additional workers needed by the industry is to register the workers selected by the employers once the selected workers have passed a criminal background check administered by the commission," the NYSA-ILA lawsuit said. Although ILA President Harold Daggett would prefer to see the commission abolished, the official NYSA and ILA position is that the agency should stick to criminal background checks and licensing, and to revoking licenses of workers who engage in criminal activity. The commission has regulated the size of the port's longshore work force since 1966. This restriction is unique to New York-New Jersey. It was imposed to limit companies' costs under the Guaranteed Annual Income program, which the ILA had negotiated to cushion job losses from containerization. The GAI was eliminated two decades ago, but the Waterfront Commission retains control of the longshore registry. The commission argues that the restriction is still needed to prevent labor surpluses that encourage job-selling and other rackets. The NYSA and ILA say employers should be able to determine the size of its work force, as they do in other ports. New Jersey passed legislation in 2009 to deregulate the size of the longshore register by repealing Section 5-p of the Waterfront Commission Act, but companion bills have stalled in New York. The port hiring lawsuit argues that the Waterfront Commission improperly stretched Section 5-p to cover the hiring of 600 to 700 mechanics employed by NYSA members' maintenance-contractor subsidiaries in the Metropolitan Marine Maintenance Contractors Association. Rules for hiring of those workers, and diversity in the locals that represent the workers, were to have been part of a series of public hearings the commission scheduled in November. Employers and the ILA complained that the hearings would violate due process by giving the commission sole authority to determine questions, witnesses and evidence. The hearings were postponed after the Port Authority of New York and New Jersey tried to broker a truce between the commission and the NYSA and ILA. The NYSA and ILA said that despite "significant efforts" by the port authority, "the parties were unable to reach a suitable solution to their differences and now must look to the courts for help."

WTC

Westfield Buys Remaining Stake in World Trade Center Retail

By Al Barbarino

Commercial Observer

The Port Authority of New York and New Jersey is selling the remaining 50 percent interest in the 365,000 square feet of space within the retail complex being built at the World Trade Center site to Westfield Group for \$800 million. That brings the total price tag, combined with the \$600 million Westfield paid for the other half of the interest less than two years ago, to \$1.4 billion. "Westfield's \$1.4 billion overall investment in the World Trade Center retail project, which represents the largest private sector investment at the site, underscores Westfield's commitment to provide an exceptional shopping experience to all who visit, and we look forward to the site's grand opening in 2015," said Port Authority Chairman David Samson, in a statement. The purchase includes future bi-level retail offerings in the new pedestrian corridor at the site, which opened for the first time since 9/11 in October.

UPDATE: Westfield Goes Shopping in New York Ahead of Split

Mall Operator to Take Control of World Trade Center Retail Wing
Wall Street Journal – (Full Text)

Westfield Group WDC.AU -2.32% will pay US\$800 million for full control of the retail wing of the new World Trade Center development, bolstering the Australian company's shopping-mall empire ahead of its planned carve-up into international and domestic businesses. The Port Authority of New York and New Jersey will sell its 50% stake in the Lower Manhattan retail site to the Sydney-based company, the two companies said separately. The purchase will take Westfield's investment in the project to more than US\$1.4 billion, which it said will allow it to reduce development risk. The agreement comes on the heels of a move by Westfield to merge its Australian and New Zealand malls with Westfield Retail Trust WRT.AU -2.68%, which it spun off in 2010, to form a new company that will be called Scentre Group. That will leave a renamed Westfield Corp. to focus on shopping centers in Europe and the U.S., including New York's World Trade Center and the expansion of the Century City mall in Los Angeles. Westfield bought a 99-year lease in the World Trade Center's retail facilities in mid-2001 and then entered a joint venture to own and operate the space with the Port Authority in 2012, with Westfield in charge of management and leasing. The premises cover about 365,000 square feet on several levels, including street-level real estate on Church St., Cortland Way and Dey St., and three floors in Towers 3 and 4. The initial phase of the retail complex is expected to open in 2015 and Westfield said its deal with the Port Authority includes an additional one-time payment within five years of the opening date if returns exceed certain thresholds. "Since 2001, Westfield has believed in and remained committed to investing in this site and in this city. We take great pride and pleasure in amplifying that commitment," said Peter Lowy, co-chief executive of Westfield. The Port Authority said it would retain ownership of the World Trade Center transportation hub, a network of underground walkways connecting commuters and visitors to subway lines and the redeveloped Fulton Street Transit Center. Authority Chairman David Samson said the sale to Westfield will allow his company to focus on transportation. Westfield, which began with a single shopping center in a suburb of Sydney in 1959 and now owns malls around the world, Wednesday said it would sell its 50% interest in its Australian and New Zealand businesses to Westfield Retail Trust, which already owns the other 50%. The new Scentre Group and Westfield will be listed with separate boards and management teams, although Westfield co-founder and Chairman Frank Lowy will be chairman of both. Shares in Westfield, which climbed 4.1% Wednesday, dropped 2.3% on Thursday; Westfield Retail Trust was down 2.7%.

Westfield buys remaining stake in WTC retail for \$800M
\$4,000 per square foot retail deal is record for Lower Manhattan
The Real Deal

Australian mall giant the Westfield Group will pay the Port Authority of New York and New Jersey \$800 million for the remaining 50 percent interest in the forthcoming World Trade Center retail complex, the Port Authority said yesterday. Westfield had paid \$600 million for a 50 percent stake in the 365,000-square-foot space two years ago, and the new deal values the total space at north of \$4,000 per square foot, a record for Lower Manhattan. "(The price) highlights the fact that this retail space is going to be incredible, and that Westfield has a backlog of top-tier retail tenants who are eager to lease it," Scott Rechler, CEO of RXR Realty and vice chairman of the Port Authority's board of commissioners, told Crain's.

Yesterday's Port Authority One-Two Punch
Real Estate Bis Now – (Full Text)

The Port Authority has sold its 50% interest in the WTC's retail portion to partner Westfield for \$800M and authorized Durst to put Conde Nast's 842k SF at 4 Times Square on the market. Port Authority head Pat Foye wasn't kidding in September 2012 when he told a small gathering, including us, that his org wanted out of the real estate game. The brokerage community wasn't sure when the massive Times Square block would come on the market (Durst owns the building, and Port Authority assumed the lease in order to get Conde Nast to 1 WTC). But no one's worried about oversupply, says Avison Young's Greg Kraut (whom we snapped with Murray Hill Properties' David Sturmer). 69 blocks of 100k SF or more are on the market now, he tells us, compared to 100 a year ago. Meanwhile, large-block users are in the market for 21M SF, compared to 15M last year. Greg also says Hines' under-construction 7 Bryant Park is asking a base of \$100/SF and climbing to \$180, and if Conde Nast's space is priced right (starting in the low \$80s/SF and climbing to \$100k), leasing won't be a problem.

This Australian Company Now Owns All of the World Trade Center's Retail Space
By Brian Patrick Eha
Entrepreneur

Not content with half measures, Australian shopping mall operator Westfield Group will spend \$800 million to become the sole owner of retail space at the World Trade Center in New York City. Westfield is putting up the princely sum in order to buy out the Port Authority of New York and New Jersey's 50 percent stake in the retail center, of which it already owns the

other 50 percent. The fact that a foreign company will have complete control of retail space at a landmark site in a major American city may come as a surprise to many New Yorkers. But in fact, the company won't be as Australian as all that. Westfield announced yesterday that it plans to divide its domestic and international businesses into separate companies.

TBT

Port Authority chief to appear before Transportation panel

By Bill Mooney
Politicker NJ

The Assembly Transportation Committee reported Thursday that on Monday it will take testimony from the Port Authority of New York and New Jersey's executive director on the decision by the agency to close – without public notice – access lanes to the George Washington Bridge in September. The panel had subpoenaed Executive Director Patrick Foye last week. An earlier hearing saw Deputy Executive Director Bill Baroni attend and he engaged in a sometimes testy give-and-take with Chair Assemblyman John Wisniewski. The Committee will meet on Monday at 10 a.m. in Committee Room 11 on the fourth floor of the Statehouse Annex.

Assembly Panel to Take Testimony from Port Authority Executive Director on GWB Lane Closures

By Mel Fabrikant
Paramus Post – (Full Text)

Foye to Testify at 10 a.m. on Questionable Lane Closures in Fort Lee in September. The Assembly transportation committee will meet Monday to take testimony from the Port Authority of New York and New Jersey's executive director on the decision by the agency to close – without public notice – access lanes to the George Washington Bridge in September. The Assembly Transportation, Public Works and Independent Authorities Committee will meet on Monday at 10 a.m. in Committee Room 11 on the 4th Floor of the State House Annex on West State Street in Trenton.

AVIATION

TLC cracks down on illegal airport 'taxis'

New JFK facility, more vehicle seizures
By Michael Gannon
Queens Chronicle

Seizures of unlicensed livery vehicles at John F. Kennedy International Airport have skyrocketed 500 percent since a new enforcement facility opened there on Oct. 8, according to a statement issued Monday by the Taxi and Limousine Commission. The new facility, opened in coordination with the Port Authority, which operates the airport, was established to combat illegal activity by drivers of livery cars, so-called "dollar vans" and other drivers looking to make a buck off of fares from the airport. In New York City, only drivers of yellow medallion taxis may pick up fares at Kennedy and LaGuardia airports. "JFK is an exceptionally active transportation hub, and for that reason it is a magnet for illegal for-hire activity," TLC Commissioner David Yassky said Monday.

Fog advisory issued for western Bergen County through early Friday

By Minjae Park, Matthew McGrath and Jim Norman, Associated Press
North Jersey.com

The National Weather Service has issued a dense fog advisory for western Bergen County and Passaic County that lasts through early Friday, as the fog lifted in eastern portions of the region by Thursday afternoon. A thick blanket of fog had caused limited visibility throughout North Jersey during much of Thursday and led to a reduction in the speed limit on the George Washington Bridge. Even though the fog was lifting, residual delays were significant at all three major metropolitan airports and at Teterboro, according to the Federal Aviation Administration web site. Heaviest delays – some lasting more than five hours – were reported on flights scheduled to arrive at LaGuardia. Flights to Newark were delayed more than 2 1/2 hours, to Kennedy nearly an hour, and almost four hours for flights heading to Teterboro. State Police advised motorists to turn on their low beam headlights while driving, slow down and maintain a greater distance than usual between vehicles.

Fog causing major delays at area airports

PIX 11 – (Full Text)

Many flights bound for New York's La Guardia Airport are being delayed on average five hours due to weather and foggy conditions. Flights departing Newark International are also experiencing delays over three hours because of runway

traffic. JFK Airport is experiencing the least delays, with departing flights set back about an hour due to low visibility. The FAA urges travelers to check with their airline before heading to the airport.

Heavy fog engulfs 1 World Trade Center

By Kathy Carvajal
My Fox NY

Much of the tristate region was under a dense fog advisory on Thursday. Visibility was greatly reduced in New York City and particularly in lower Manhattan. FOX 5 morning program Good Day NY aired video of a fog-engulfed 1 World Trade Center. Only the top of the building and its 408-foot needle could be seen.

This Holiday Season, Airport Workers say Jobs give them little to be Thankful for The Forum News Group

Thanksgiving week brought a greater security presence to LaGuardia Airport, but not for obvious reasons. More than 700 airport workers rallied throughout the day at the Queens transportation hub last Tuesday, demanding better working conditions through a raucous public rally during one of the busiest travel weeks of the entire year. The workers' voices were heard so clearly that they were barred from protesting in the following days after LaGuardia brought in more security officers to keep the peace. "The workers came out this week and showed the public that poverty wages don't fly," said Jose Santos, organizer with the service workers union 32BJ SEIU. "We're not here for pennies. It's time these workers get better standards."

From:
Sent:
Subject:

Public Affairs Broadcast
Friday, December 06, 2013 6:30 PM
Evening Clips 12.6.13

ANYNJ

Port Authority official resigns amid controversy over George Washington Bridge lane closures

By Shawn Boburg
Record

The Christie appointee at the center of a controversy over unannounced lane closures on the George Washington Bridge has decided to resign from the Port Authority, The Record has learned. David Wildstein, the agency's director of Interstate Capital Projects, submitted his resignation letter Friday, days before a legislative hearing to investigate the lane closures. Wildstein said he plans to leave on Jan. 1 "to pursue other opportunities." "My plan was to leave the agency at some point next year, but the Fort Lee issue has been a distraction, and I think it's better to move on earlier," he wrote in a letter to the agency's Deputy Executive Director, Bill Baroni.

Port Authority official to step down over GWB local access lane closures

By Steve Strunsky
The Star-Ledger

David Wildstein, the Port Authority official at the center of a controversy over the closing in September of the George Washington Bridge local access lanes in Fort Lee, said he will leave the agency in January. "The issue has become a distraction, and I'm going to move on," Wildstein said. Democratic lawmakers have alleged that the closures, which took place Sept. 9 through 13, were politically motivated, ordered by Wildstein in retaliation for the Fort Lee mayor's decision not to endorse Gov. Chris Christie for re-election. Wildstein, a former political blogger and Republican mayor of Livingston, currently serves as director of interstate capital projects for the Port Authority of New York and New Jersey's.

Port Authority official resigns amid traffic probe

By Associated Press
Wall Street Journal - (Full Text)

A Port Authority of New York and New Jersey official is resigning his post effective Jan. 1, saying a controversy over a mysterious traffic problem on the George Washington Bridge has become "a distraction." David Wildstein's resignation was first reported by The Record (<http://bit.ly/1967tmR>). The newspaper obtained a copy of his resignation letter, submitted Friday. In the letter, he says he intended to leave the agency next year but was resigning early because of the "Fort Lee issue." New Jersey lawmakers this week ordered two Port Authority officials to testify on Monday about unannounced lane closures in September. Officials say the September lane closures, which backed up traffic in Fort Lee, were for a traffic study and deny suggestions that they were orchestrated by Gov. Chris Christie as political retribution.

David Wildstein resigns amid GW Bridge lane closure controversy

By Alex Napoliello
NJ.com

David Wildstein has decided to resign from the Port Authority of New York and New Jersey amid a controversy involving lane closures on the George Washington Bridge on Sept. 9, according to a report from The Record. Wildstein, who was hired in 2010 as the authority's director of interstate capital projects by an appointee of Gov. Chris Christie, submitted his resignation letter Friday, the report said. "My plan was to leave the agency at some point next year, but the Fort Lee issue has been a distraction, and I think it's better to move on earlier," Wildstein wrote in a letter, obtained by The Record, to the agency's Deputy Executive Director, Bill Baroni. "I am grateful to you and Governor Christie for the opportunity to serve."

TBT

Two More Port Officials Subpoenaed in Bridge Lane Closure

By Ted Mann
Wall Street Journal Blog - (Full Text)

Two more officials from the Port Authority of New York and New Jersey have been subpoenaed to explain why the authority abruptly reduced local access to the George Washington Bridge for one week in September, a politically charged incident that has become a headache for New Jersey Gov. Chris Christie. New Jersey Assemblyman John Wisniewski, a Democrat and chairman of the Transportation Committee, confirmed Friday that he had issued subpoenas to Robert Durando, the general manager of the bridge, and Cedrick Fulton, the head of the authority's Tunnels, Bridges and Terminals division, to testify Monday about the incident. Mr. Wisniewski had already subpoenaed Patrick Foye, the authority's executive director and an appointee of New York Gov. Andrew Cuomo, to testify on Monday. Mr. Foye angrily reversed the decision to shut off two of the three dedicated local toll lanes after learning about the change in September. The lane change flooded the borough of Fort Lee, N.J., with traffic, and authority officials, including Mr. Foye in a private email to fellow authority executives, have questioned the purpose of the move. Mr. Foye said the changes were done without notice to local officials, relevant officials within the authority, or the police, and warned that they could have violated state and federal law. The transportation committee will also hear from an independent engineer familiar with the process of traffic studies. Some officials at the authority have said that the lane changes were conducted to study traffic on the bridge, a contention that is contested by officials inside and outside of the authority. "There was no study," one person familiar with the matter told the Journal. Fort Lee Mayor Mark Sokolich, a Democrat, wrote in a private appeal to one authority official that he had concluded the lane closures were "punitive," though he has since backed away from that position in public comments. Mr. Sokolich had been asked to endorse Mr. Christie for reelection roughly two weeks earlier, people familiar with the matter say, but declined. Port Authority Deputy Executive Director Bill Baroni appeared before Mr. Wisniewski's committee in a combative hearing last month, in which Mr. Baroni said the purpose of the lane changes had been to determine the fairness of allotting toll lanes for local traffic on the bridge. State legislators have criticized that as misleading, and called on authority officials at a board meeting this week to deliver a more complete explanation of how the lane changes happened and why. Mr. Wisniewski said testimony from Messrs. Durando, Fulton, and Foye was needed to get to the bottom of a simple question: "How did this unfold?" The committee has not issued a subpoena to David Wildstein, the authority employee, political operative and longtime ally of Mr. Christie who ordered that the lane changes be made. Mr. Christie, in his first public comments about the matter earlier this week, mocked the controversy, and joked that he had rearranged the traffic cones on the bridge himself.

AVIATION

Virgin America May Find Troublesome Turf at LaGuardia Airport

By Justin Bachman

Bloomberg Businessweek

The merger creating the world's largest airline has already produced a clear benefit in New York City for two rivals: Southwest (LUV) and Virgin America. Federal regulators said Thursday that Southwest had acquired the rights to 12 new takeoff and landing slots at LaGuardia Airport (as well as full control of 10 slots it had leased from American), while Virgin America will also take over 12 slots to enable its first-ever service at the airport. Yielding prized slots at key airports in New York and Washington was part of the deal American and US Airways (LCC) struck with the Justice Department to allow their massive merger, which is expected to close Monday. While the aged LaGuardia certainly doesn't win any "best airport" awards, airlines and business travelers prize it for being the closest airport to Manhattan.

TV CLIPS

WNET TV (PBS) - David Wildstein resigns amid GW Bridge lane closure controversy.

From: Public Affairs Broadcast
Sent: Monday, December 09, 2013 6:36 PM
Subject: Evening Clips 12.9.13

PANYNJ

Port Authority official says GWB lane closure process was unprecedented

By Steve Strunsky
The Star-Ledger

A Port Authority of New York and New Jersey official told lawmakers today that September's closing of George Washington Bridge local access lanes was carried out in an unprecedented manner at the direction of a political appointee of Gov. Chris Christie. Director of bridges, tunnels and terminals Cedrick Fulton told an Assembly panel that the closures were directed by the agency's No. 2 man from New Jersey. That man, director of interstate capital projects David Wildstein, ordered the bridge's general manager to carry out the closures even though Fulton was the bridge manager's supervisor. On Friday, Sept. 6 Wildstein told Fulton he ordered the bridge manager to implement the closures, Fulton testified.

Port Authority execs differ over GWB lane closings

The Associated Press - (Full Text)

The executive director of the Port Authority of New York and New Jersey says he was unaware of any traffic study being undertaken when two lanes to the George Washington Bridge were shut without notice for four days in September. Monday's testimony by Patrick Foye contradicts earlier statements by Deputy Executive Director Bill Baroni that the lane closings were for a traffic study. Foye is an appointee of New York Gov. Andrew Cuomo. He testified under oath before the Assembly Transportation Committee that he was not notified of a decision to shut local-access lanes to the bridge from Fort Lee. Foye says he reversed the decision on the fifth day following complaints of gridlock. Baroni is an appointee of New Jersey Gov. Chris Christie. He wasn't under oath when he testified two weeks ago.

N.J. Politics Roundup: Port Authority official resigns over GWB controversy; Lesniak extends influence

By Brent Johnson
The Star-Ledger

An embattled Port Authority official says he is resigning in the wake of ordering the controversial closing of local access lanes to the George Washington Bridge in Fort Lee. "The issue has become a distraction and I'm going to move on," David Wildstein said. State Sen. Raymond Lesniak (D-Union) is using a super PAC to spread his already considerable influence in New Jersey. A county clerk and an independent candidate claim Lt. Gov. Kim Guadagno broke state law by placing Republican Steve Lonegan's name at the top of the ballot in this year's special U.S. Senate election.

Poll: Was the closing of three lanes on the George Washington Bridge politically motivated?

By Christopher Baxter
The Star-Ledger

A top official of the Port Authority of New York and New Jersey testified today before the state Legislature that the closing of three lanes on to the George Washington Bridge earlier this year was unprecedented and done at the direction of David Wildstein, a political appointee of Gov. Chris Christie. The testimony, provided by Cedrick Fulton, the director of interstate capital projects, came three days after Wildstein announced he was resigning his post and amid an ongoing hearing by the Assembly Transportation, Public Works and Independent Authorities Committee. The hearing seeks to learn how and why three local access lanes from Fort Lee were closed Sept. 9-13. The authority has said the closures were necessary to conduct a traffic study, and the governor has denied having any involvement. But some believe the closures were orchestrated by Wildstein because the Democratic mayor of Fort Lee did not endorse Christie in his re-election campaign for governor.

Wisniewski calls for Port Authority deputy executive director to step down

By Darryl Isherwood
NJ.com

Assemblyman John Wisniewski, chairman of the Assembly Transportation Committee investigating the September lane closures at the George Washington Bridge, said today that the Port Authority of New York and New Jersey's deputy executive director must go. "Bill Baroni has outlived his usefulness as the Port Authority's deputy director," Wisniewski said in a statement issued hours after Port Authority brass testified at a hearing that the handling of the lane closures was unprecedented. "The testimony showed that Mr. Baroni has not been honest with the public and this committee about these lane closures and his mythical traffic study. Mr. Baroni must go. No one can have any confidence in his abilities." Wisniewski's committee has been investigating September lane closures at the GWB that caused massive traffic backups in Fort Lee.

Officials Testify They Were Told to Break Chain of Command in Bridge Controversy

By Ted Mann

Wall Street Journal Blog - (Full Text)

An ally of New Jersey Gov. Chris Christie specifically warned officials at the George Washington Bridge not to alert local officials that he was orchestrating a change in traffic lanes leading onto the bridge from Fort Lee, N.J., the two officials testified Monday in Trenton. The two also testified that they worried what the repercussions could be for breaking the authority's "chain of command" to alert others of the lane changes that were being ordered. Robert Durando, the general manager of the bridge for the Port Authority of New York and New Jersey, said he was told not to alert local officials or the authority's executive director by David Wildstein, the official who ordered him to cut the number of local access lanes from three to one. "I was instructed not to speak to Fort Lee," Mr. Durando testified. "In my discussions with Mr. Wildstein during the course of this operation, I was told to not discuss this with anyone. Mr. Wildstein resigned from the authority on Friday, citing the "distraction" of the ongoing inquiry into the bridge incident, which some Democratic lawmakers have said they believe was an instance of political retaliation against Fort Lee's Democratic mayor. A spokesman for Mr. Christie has called that suggestion "crazy." Cedrick Fulton, the director of the authority's Bridges, Tunnels and Terminals Department, said Mr. Wildstein called him on Sept. 6 to "advise" him that he had directed Mr. Durando to alter the traffic lanes on the bridge beginning the following Monday morning. Mr. Fulton testified that he had urged Mr. Wildstein—in two phone conversations that day and again on Monday after the local lanes were limited from three to one—to make sure Mr. Foye and Fort Lee officials were notified. Mr. Wildstein said "not to worry about that," Mr. Fulton said. Mr. Fulton said he knew the lane changes could cause traffic congestion in Fort Lee. "My exact words were, 'This will not end well,'" Mr. Fulton said. At one point, Mr. Wisniewski pressed him: Did what Mr. Wildstein was planning "seem wrong," he asked. "The question—" Mr. Fulton began, and then stopped himself. "Yes, it did," he said.

Documents show Port Authority knew GWB lane closures would cause major backups

By Shawn Boburg

Record

Port Authority officials knew beforehand that reducing Fort Lee's access lanes to the George Washington Bridge would result in major backups on the borough's roads, documents obtained by The Record show. Engineers predicted that the mysterious lane shift that rattled morning rush-hour commuters in September — and is the subject of an investigative hearing before state lawmakers in Trenton today — would cause 600-vehicle-long lines on Fort Lee roads that would not clear until noon each weekday, internal e-mails between agency officials show. Cedric Fulton, the agency's director of tunnels, bridges and terminals, testified that the study was a change from normal protocol. He said planning usually starts with his team and goes up and sometimes a study could be more than a year in the making. But the correspondence also shows that planning for the traffic shift began a week and a half before they were put in place and involved consultation with the agency's top engineers, who monitored the effect on traffic.

Port Authority officials: We followed orders

By Bill Mooney

Politicker NJ

Just following orders. That was the mantra repeated time and again Monday by Port Authority of New York and New Jersey officials testifying about the September lane closures at Fort Lee. Even though they thought the impending lane closures were going to cause problems, even though they thought that normal procedures were not being followed, Authority employees followed orders and on the morning of Sept. 9 shut down two of Fort Lee's dedicated three lanes at the George Washington Bridge to conduct a traffic study. Authority officials Robert Durando and his boss, Cedrick Fulton — responding to Assembly Transportation Committee subpoenas — offered testimony today that was in sync: The decision by since-resigned David Wildstein to close Fort Lee lanes was unusual, but questioning Wildstein's superiors would have meant bypassing the chain of command.

Rumana: They weren't lane closures, they were lane adjustments

By Bill Mooney

Politicker NJ

North Jersey lawmaker Scott Rumana, (R-40), wanted Monday to focus the questioning of the Port Authority's Cedrick Fulton on the overall issue of the George Washington Bridge users who are inconvenienced because three lanes are given over to host town Fort Lee. "I know what it's like to sit in this traffic," Rumana said as the testimony and questioning of the Authority's head of tunnels and bridges entered its third hour today. Rumana wanted information on historically who made the decision to dedicate three lanes to Fort Lee but Fulton had no information on that. "It took me two hours and 20 minutes to get here," Rumana said by way of example. "I would love to have a dedicated lane ... to Trenton. It's not practical."

Wisniewski: We may subpoena Baroni, Wildstein

By Bill Mooney
Politicker NJ

The head of the bi-state port authority told N.J. lawmakers today that procedures were violated and residents' safety was put at risk by one official's decision to shut down Fort Lee lanes at the George Washington Bridge in September. Patrick Foye, executive director of the Port Authority of New York and New Jersey, said that as a result he has put in place checks and balances to ensure nothing like this happens again. Foye, testifying today before the Assembly Transportation Committee after receiving a subpoena, is New York's top appointed official at the Authority. His criticism was leveled at New Jersey's second-highest appointee at the Authority, David Wildstein, who since has given his resignation. Foye decried what Wildstein did, but Transportation Chair John Wisniewski questioned why Wildstein was not fired as soon as his involvement became clear. Wisniewski also said they may subpoena Wildstein and Deputy Executive Director Bill Baroni.

Official: GWB Closures 'Odd'

Democrats in New Jersey are still trying to find out if access lane in Fort Lee to the George Washington Bridge were closed in September as political payback to the town's mayor for not endorsing Gov. Chris Christie's reelection bid. The Assembly Transportation Committee subpoenaed three high-level Port Authority of New York and New Jersey officials compelling them to testify today.

By Kevin McArdle
New Jersey 101.5

The director of the Authority's Bridges, Tunnels and Terminals Department, Cedrick Fulton told the panel that the situation surrounding the closures was "odd." He said he was advised of the closures just three days prior. "Is that unprecedented?" asked Assembly Transportation Committee chairman John Wisniewski (D-Middlesex). "I've never participated in a process like that before," answered Fulton. "I am not schooled in the culture of the Port Authority so you'll excuse this question; did this seem wrong?" asked Wisniewski.

Super Bowl Transit Plan Set

With 400,000 Visitors Expected, Organizers Urge Fans to Leave Cars at Home

By Joe Jackson
Wall Street Journal - (Full Text)

Organizers of the 2014 Super Bowl unveiled a mass transit plan Monday for the Feb. 2 game at MetLife MET +0.06% Stadium in New Jersey. With 400,000 visitors expected to descend on the region during the week and 70% of game day attendees expected to use mass transit, officials said they are making an unprecedented effort to support public transportation for the game. Parking will be significantly reduced at MetLife Stadium, with fewer than 13,000 spaces available by permit only; passenger drop-offs will also be strictly limited to permit-holders. "One of the things that's a great asset in this region is our mass transit," said Alfred Kelly, Jr., President and CEO of the host committee, at a news conference at Secaucus Junction station. "And we are actually calling this the first mass transit Super Bowl because we want to take advantage of our transit assets as the way for people to get around." Officials from the N.Y./N.J. Super Bowl Host Committee and regional transit directors detailed their plans for express coaches to and from the game, special "unlimited ride" passes on some networks and increased rail services across the region during the week. The Metropolitan Transportation Authority also announced the release of a special Regional Transit Diagram showing all public connections between New York City and New Jersey, as well as one million commemorative Super Bowl-branded MetroCards in four designs. "I think it's a smart thing," said Mr. Kelly following the briefing, of using mass transit. "People should put the getting around in the hands of professionals—whether those are the engineers or the bus drivers." He added: "People don't know where they're going; it's a dense area. If you want to party, it's a safe way to get around." The host committee will offer a pre-ticketed "fan express" coach bus system to the stadium, operating to and from nine locations in New York City and New Jersey and costing \$51. Meanwhile, New Jersey Transit will introduce a commemorative "Super Pass" providing unlimited rides across its system between Jan. 27 and Feb. 3 for \$50. On game day, it will also expand capacity by using 10-car, multilevel trains to and from the station at MetLife Stadium. Officials said

the Port Authority of New York and New Jersey will also aim to alleviate traffic around game day by dedicating additional lanes into New Jersey in the tunnels and on the George Washington Bridge. The MTA has also pledged to increase service on the Long Island Rail Road, Metro-North and on some subway lanes to handle the additional passengers. "If there is any region that knows how to deal with public transportation, it's the New York, New Jersey region," said Jonathan Tisch, a co-owner of the New York Giants and a co-chairman of the host committee. Robert Wood "Woody" Johnson, another host committee co-chair and co-owner of the New York Jets, reiterated the pledge. "I've been to enough Super Bowls (to know) that we are not going to have a problem. I have a lot of confidence that we can do this, so let's get it done."

Public transportation plans unveiled for Super Bowl PIX 11

Port Authority of NY & NJ: To help alleviate traffic congestion, additional lanes will be dedicated to traffic going into NJ before the game, and then will be dedicated to traffic going into NY after the game. For those coming from New York to New Jersey on game day, the Port Authority of New York and New Jersey will enhance its operations at the Lincoln Tunnel with four lanes; just after kick-off, these lanes will be open for those traveling into New York. There will also be dedicated approach lanes for those with priority access NFL placard on their vehicles. At the George Washington Bridge, new Variable Message Signs (VMS) will provide real-time travel information and special traffic advisories. Regular construction activity at the Port Authority river crossings that would affect travel to and from MetLife Stadium during the week of the Super Bowl will be suspended.

NY-NJ Transit Agencies Outline Super Bowl Plans

Organizers are billing the first outdoor, cold-weather Super Bowl as the first mass-transit Super Bowl
By David Porter, Associated Press
NBC NY

The New York area's major transportation agencies announced separate plans for moving crowds of football fans for February's Super Bowl, and their presentations Monday carried a common theme: Don't drive. "I think it's the smartest thing — people don't know where they're going and it's a dense area," said Al Kelly, head of the Super Bowl host committee. "If you want to party, it's a safe way to get around, a reliable way to get around. I think people should put the getting around in the hands of the professionals." Those professionals gathered at the Secaucus Junction rail station to outline their plans. Absent was a plan to offer an all-purpose pass that could be used on all transit systems in New York and New Jersey.

AVIATION

Port Authority 'wildlife specialists' hunt snowy owls at New York City's airports

Whooodunit? Snowy owls, apparently. After one was sucked into an airplane turbine, the species has been added to a list of birds that 'wildlife specialists' kill to protect planes from bird strikes.
By Thomas Tracy, Edgar Sandoval and Tina Moore
New York Daily News

The Port Authority doesn't give a hoot about the lives of snowy owls. The agency that oversees the city's airports has added the majestic snowy owl to the list of birds it kills to protect airplanes from bird strikes. The Port Authority's "wildlife specialists" started exterminating the owls Saturday, killing three at JFK Airport with a shotgun, a Port Authority source said. The snowy owl — widely familiar to children as Hedwig, the beloved pet of boy wizard Harry Potter — was added to the kill list after one of them, nesting on top of a taxiway sign on an airport runway and got sucked into an airplane turbine.

Snowy owls being shot down at JFK Airport: report PIX 11

Snowy owls have been added to the "kill list" at John F. Kennedy Airport, and as a result, are being shot out of the sky by Port Authority "wildlife specialists," according to multiple reports. Sources say the Port Authority killed three of the owls Saturday at JFK after one of the birds was sucked into an airplane turbine. Known as Harry Potter's companion Hedwig with children, the birds have never been known to cause problems at area airports. "Even a wildlife specialist didn't understand why they were being killed because they are not part of a large population and they are easy to catch and relocate, unlike seagulls," a source told the Daily News.

2 Snowy Owls Shot At Airport, As Birds Deemed Danger To Planes: Report By Amanda Scherker The Huffington Post

Lowenstein Sandler LLP

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December 23, 2013

VIA HAND DELIVERY AND EMAIL

Charles A. Buono, Jr.
Senior Counsel
Office of Legislative Services
State House Annex
PO Box 068
Trenton, NJ 08625

**Re: Assembly Transportation, Public Works and Independent Authorities Committee
vs. The PANY&NJ**



Dear Mr. Buono:

This firm represents William J. Baroni in the above-referenced matter. The enclosed documents, bearing bates numbers BARONI000001 to BARONI000283, are responsive to the subpoena issued to Mr. Baroni on December 12, 2013. Mr. Baroni continues to search for other documents, if any, responsive to the subpoena and will supplement this production as appropriate.

At the Port Authority's request, we redacted an employee's personal cellular phone number on the pages bearing bates numbers BARONI000278 and BARONI000279. Other redactions contained within this production (which appear also to be Port Authority employee phone numbers) were made to these documents prior to their coming into the possession of Mr. Baroni or this firm.

Please do not hesitate to contact me if you have any questions or comments.

Very truly yours,


Michael B. Himmel 

Enclosure(s)

Fernandez, Vanessa

From: Jacobs, Daniel
Sent: Thursday, September 12, 2013 5:14 PM
To: Murjello, Mark
Subject: Emailing: Fort Lee Trial Review.ppt
Attachments: Fort Lee Trial Review.ppt

The message is ready to be sent with the following file or link attachments:

Fort Lee Trial Review.ppt

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Reallocation of Toll Lanes at the GWB

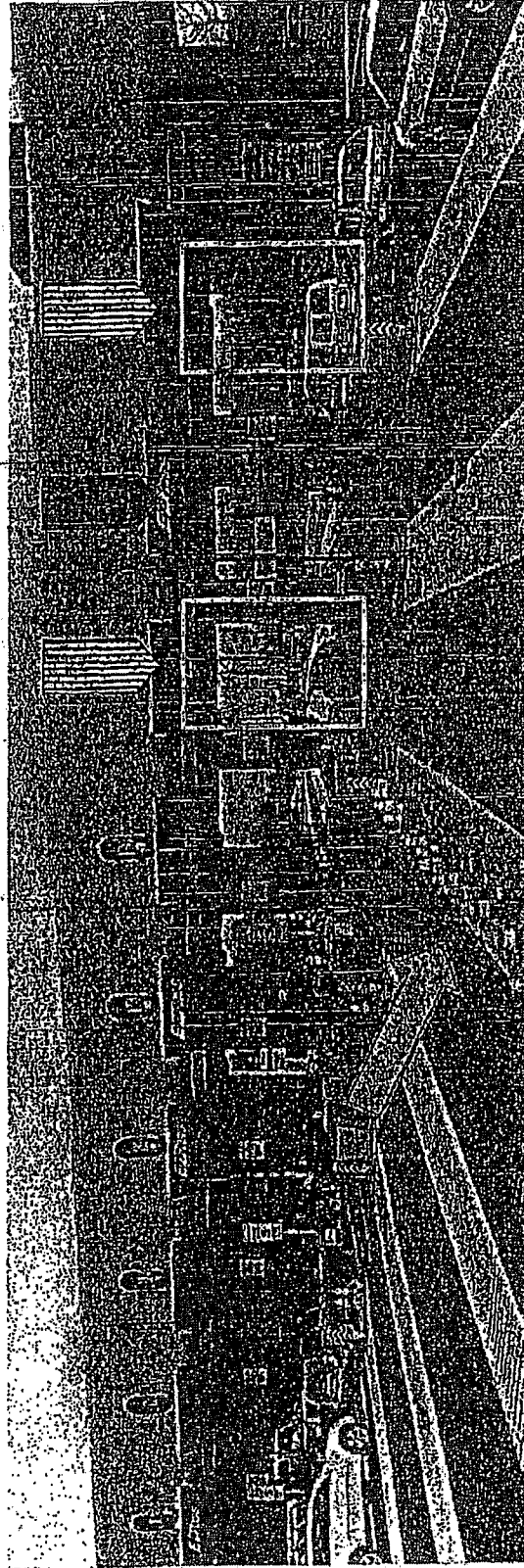
An EARLY assessment of the benefits of the trial

September 12, 2013

THE PORT AUTHORITY OF NY&NJ

Reallocate Toll Lanes Presently Dedicated to Ft. Lee Traffic During the AM Peak

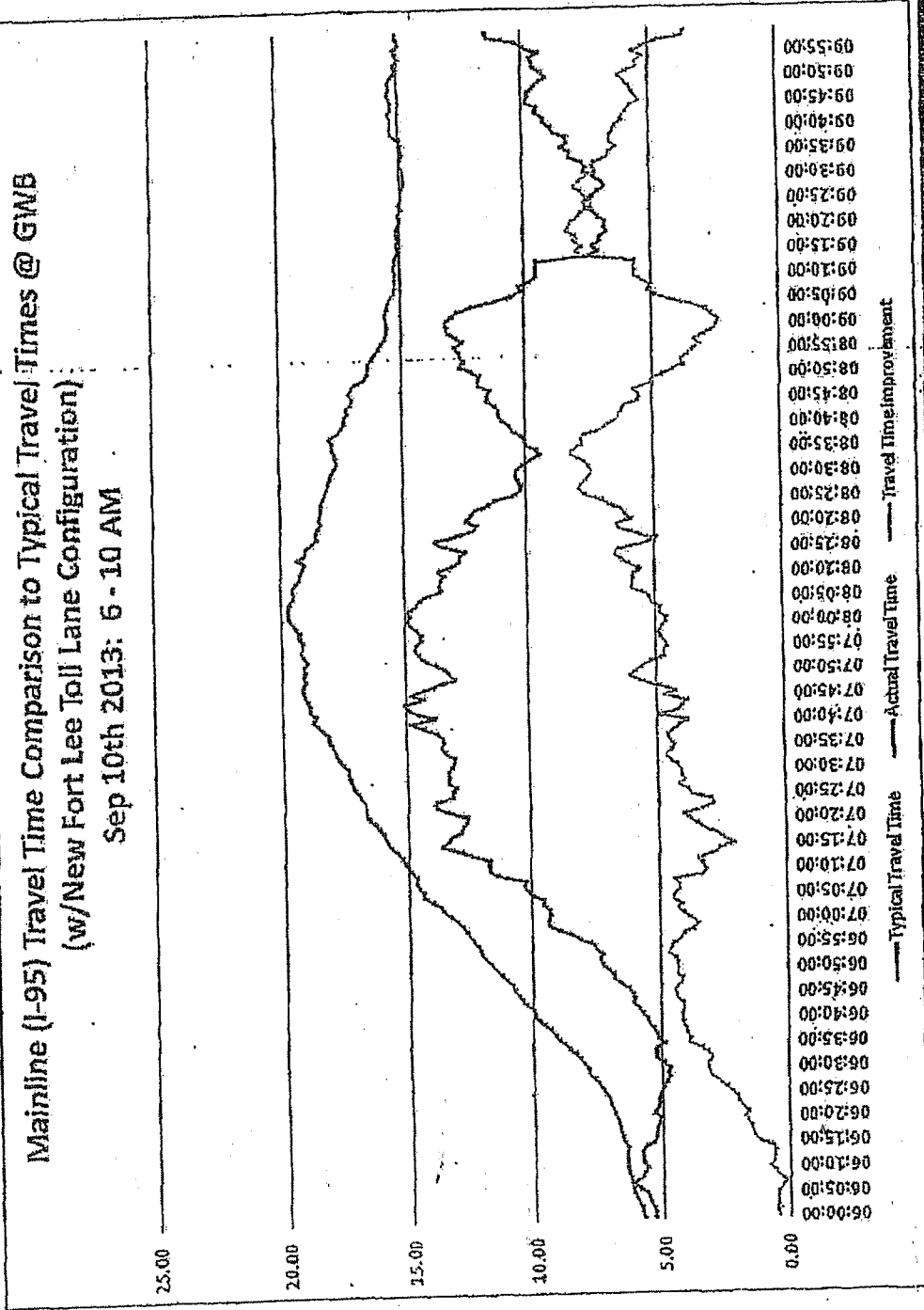
Lanes 20, 22, and 24 have been dedicated to "local" traffic during the AM peak using a cone line.



THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Peak Travel Times - 9/12/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GNB
 (w/New Fort Lee Toll Lane Configuration)
 Sep 10th 2013: 6 - 10 AM



THE PORT AUTHORITY OF NY & NJ

Vehicle Hours of Delay

The trial results in a trade-off between travel time savings for mainline traffic and substantial delays for "local" traffic:

- Assuming the 11,592 vehicles using the mainline toll lanes after implementation of the trial each saved 5 minutes, the total savings would be approximately 966 vehicle hours of reduced delay.
- Based on estimated Fort Lee queues of approximately 600 vehicles over the course of four hours, local traffic is experiencing an additional 2,800 vehicle hours of delay.
 - Even if queues are half those estimated, the additional delay would still far exceed the savings of mainline traffic . . .
- Based on estimated Fort Lee queues of approximately 550 vehicles at 10 AM, many of these vehicles will pay the off-peak toll
 - At an E-ZPass market share of 46%, this works out to a revenue loss of \$550 per day or \$137k per year.

Local Traffic Throughput

By eliminating two of the toll lanes dedicated to "local" traffic from Ft. Lee, this traffic was forced to queue on local streets:

- An analysis of traffic prior to implementation assumed that unprocessed demand could reach over 600 vehicles
 - This analysis was based on the assumption that only traffic originating in Ft. Lee would use the local ramp after trial implementation
- Two separate queues set up in Ft. Lee each stretch for over 0.5 miles (equivalent to over 260 vehicles)
- Queues were predicted to continue until around noon, which processing capacity of Lane #24 would catch up to demand
 - This matches actual performance observed by GWB management
- Unfortunately, "local" E-ZPass traffic lost its dedicated E-ZPass lane, requiring this traffic to join the CASH queues
 - On 9-4-13, "local" traffic had an E-ZPass market share of 46% during the AM peak period

Conclusions

• TBD

THE PORT AUTHORITY OF NY&NJ

Abellans, Ana


From: Bates, Jennifer
Sent: Wednesday, September 11, 2013 11:40 AM
To: Durando, Robert
Cc: Rivera, Jose; Balg, Rizwan (Mirza); Ramirez, Enrique; Shabih, Raheel; Diculescu, Michael
Subject: RE: GWB Upper Level Toll Plaza Modified - Travel Time Analysis

Categories: Blue Category

Bob,

Thank you. Yes, Traffic Engineering is compiling the travel time information. The analysis for yesterday's operation (9/10/13) is ready and will be sent to you shortly. The analysis for this morning's operation (9/11/13) will be available tomorrow morning.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering


jbates@panyni.gov

BARONI000008

Abellans, Ana

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13. "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.



GWB Fort Lee
09-10-13.pdf

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test":

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. *(Diagram Included showing this diversion. -jmr)* I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.



We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic Impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zlpf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:13 AM
To: Zlpf, Peter
Cc: Balg, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zlpf, Peter
Sent: Friday, September 06, 2013 8:10 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified.

Jose,
I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.



GWB UL Tolls 6.pdf

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose

Subject: GWB Upper Level Toll Plaza Modified

David,

As requested, attached is a suggested modification, Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose

Sent: Wednesday, August 28, 2013 6:11 PM

To: Zipf, Peter

Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael

Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

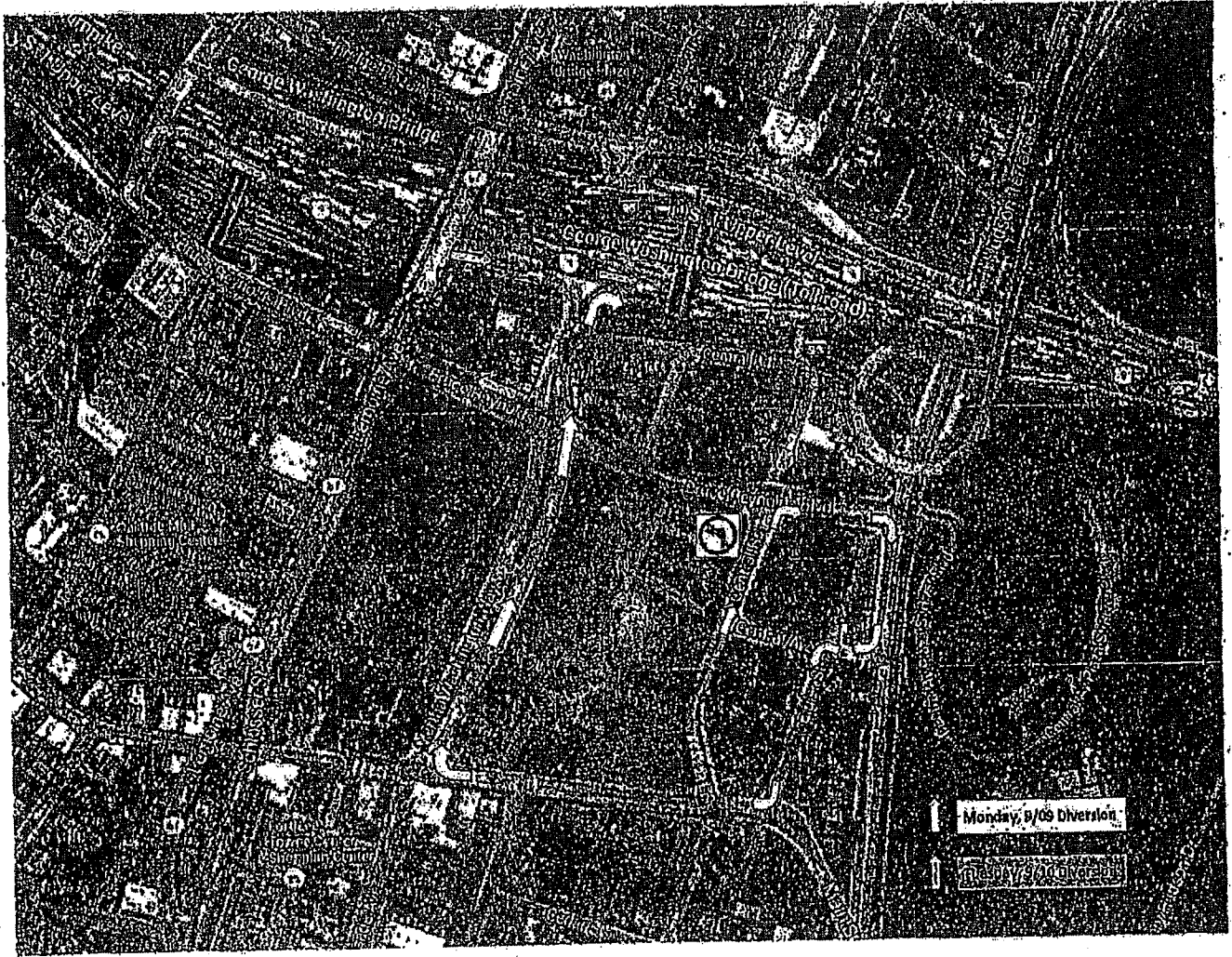
Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

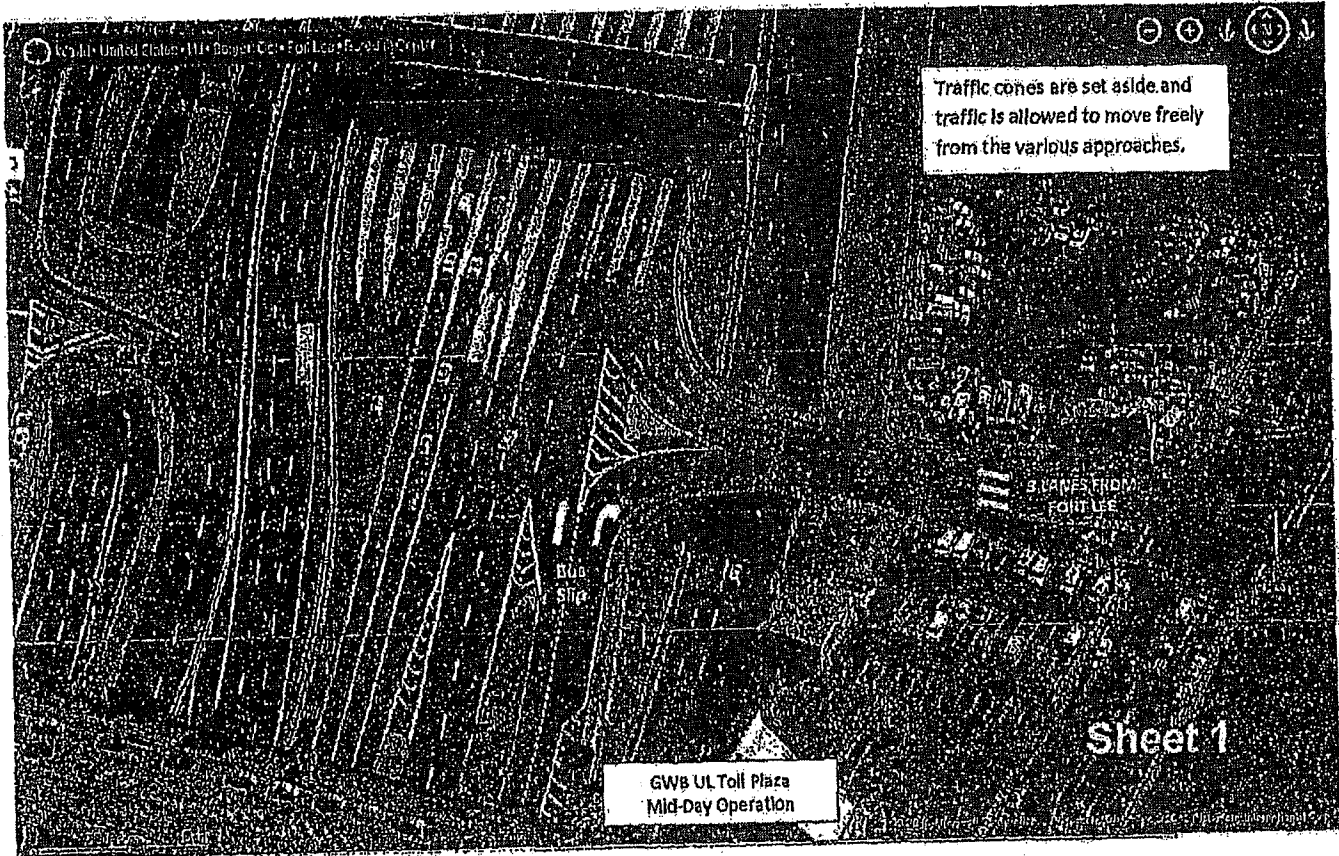
Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panynj.gov | www.panynj.gov

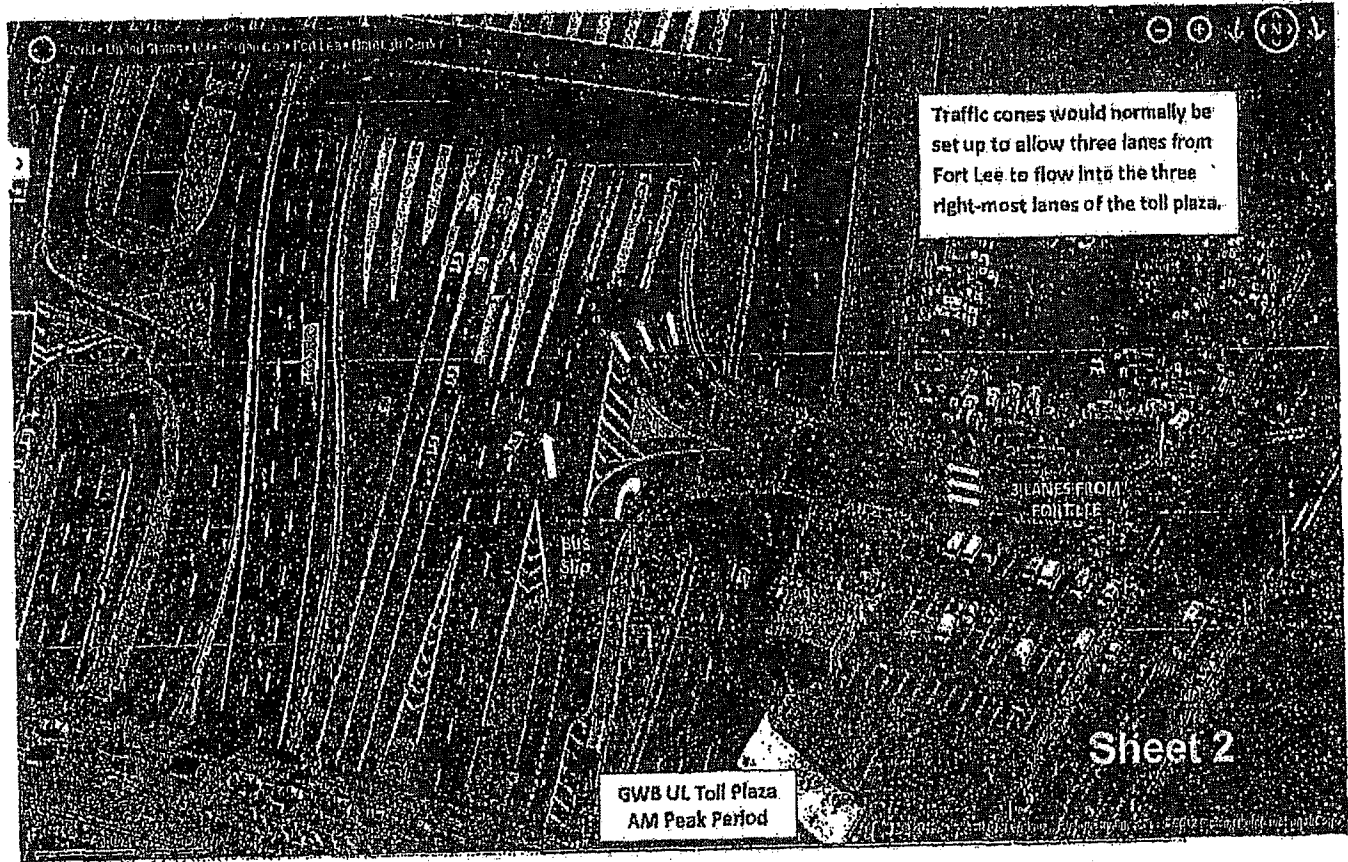




BARONI000015



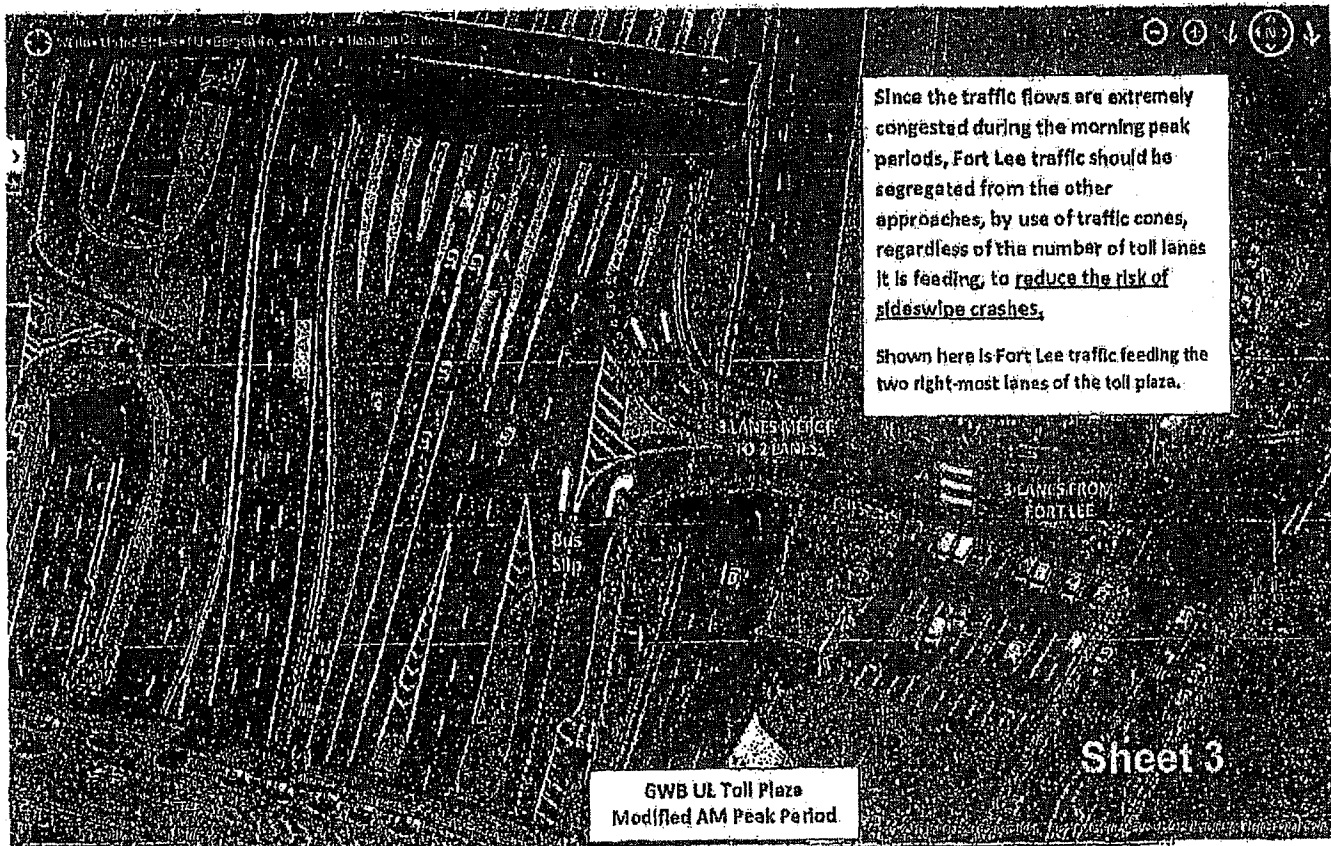
Sheet 1



Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Sheet 2

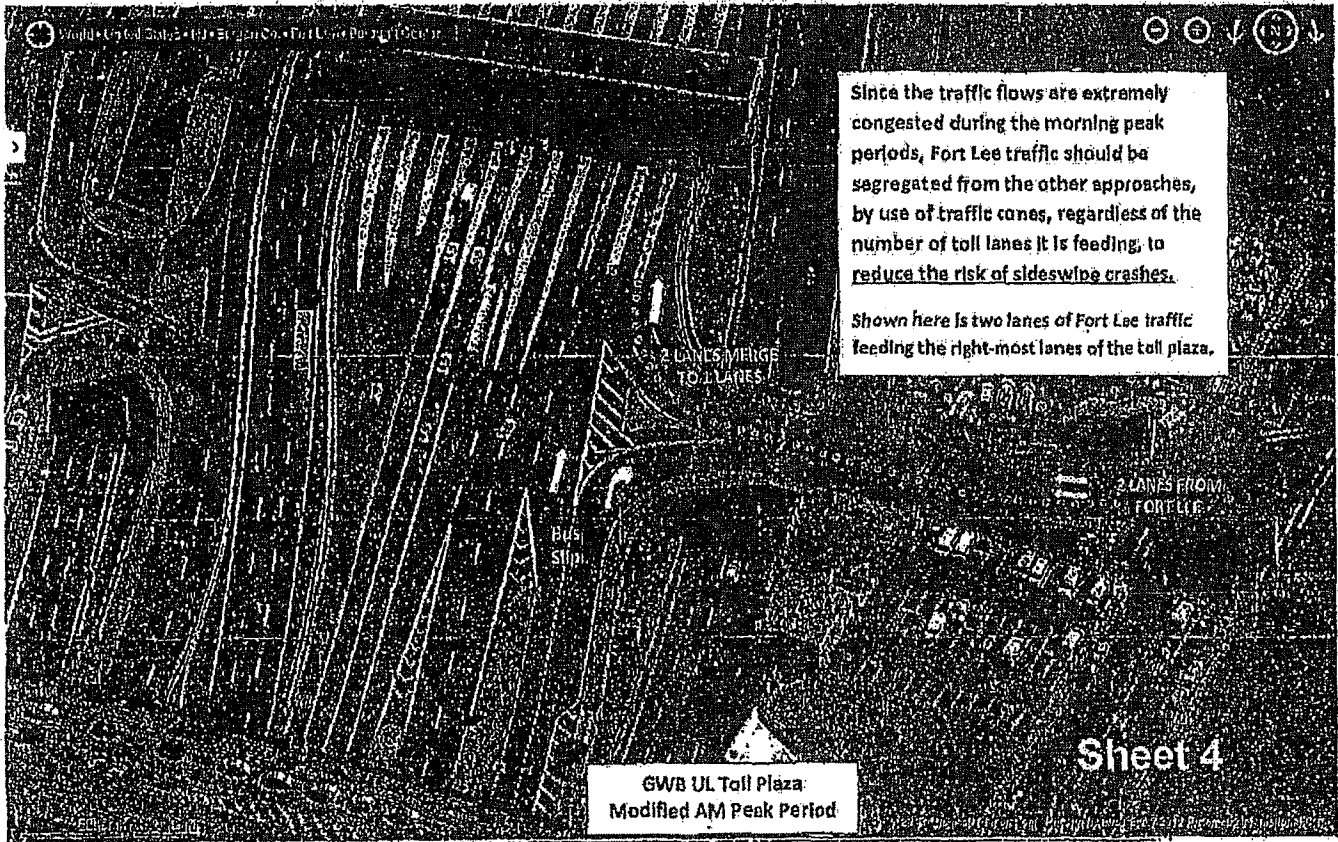


Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes. It is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

GWB UL Toll Plaza
Modified AM Peak Period.

Sheet 3



Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is two lanes of Fort Lee traffic feeding the right-most lanes of the toll plaza,

**GWB UL Toll Plaza:
Modified AM Peak Period**

Sheet 4

Abelians, Ana


From: Bates, Jennifer
Sent: Wednesday, September 11, 2013 11:40 AM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique; Shabih, Raheel; Dicufoescu, Michael
Subject: RE: GWB Upper Level Toll Plaza Modified - Travel Time Analysis

Categories: Blue Category

Bob,

Thank you. Yes, Traffic Engineering is compiling the travel time information. The analysis for yesterday's operation (9/10/13) is ready and will be sent to you shortly. The analysis for this morning's operation (9/11/13) will be available tomorrow morning.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering


jbates@panynj.gov

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
To: Bates, Jennifer
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique
Subject: FW:

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED is pulling together travel time information....true?

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 8:03 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject: Re:

BARONI000020

So same diversion as yesterday? Any calls yet? I've not received any yet?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

----- Original Message -----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 08:01 AM
To: Lado, Tina
Cc: Fulton, Cedrick
Subject: RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 7:59 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject:

Bob-- How's it going this morning?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

Abellans, Ana

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:10 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Batg, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified
Categories: Blue Category

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represents the impact of the new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza. The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB_UL - Toll
lanes Recanfig....

Also, the daily report from the facility is as follows:

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
Subject: FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (Traffic Engineering Division) is pulling together travel time information....true? (Yes - as per this email.)

Jose

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter

1

BARONI000022

Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabli, Raheef
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13. "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue

approaching from Martha Washington Way. (Diagram included showing this diversion. -jmr) I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

<< File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Balg, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Balg, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose

Sent: Friday, September 06, 2013 8:13 AM

To: Zipf, Peter

Cc: Balg, Rizwan (Mirza); Diculăscu, Michael; Patel, Umang; Shabih, Raheel

Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter

Sent: Friday, September 06, 2013 8:10 AM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,

Peter

From: Zipf, Peter

Sent: Thursday, August 29, 2013 6:09 PM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM

To: Zlupf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Balg, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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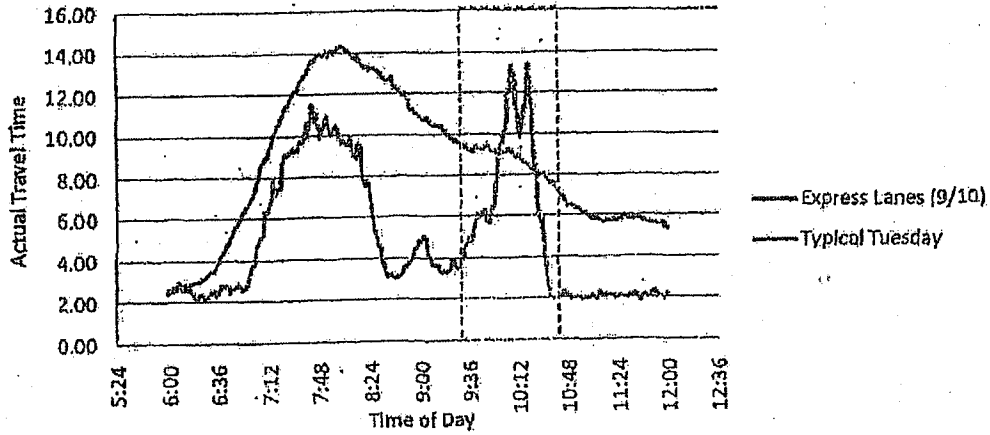
<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

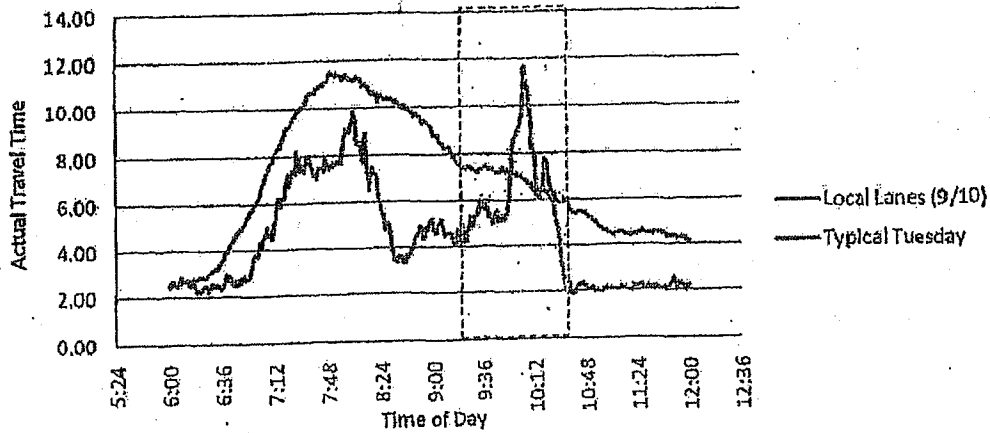
Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 | jrivera@panynj.gov | www.panynj.gov

Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

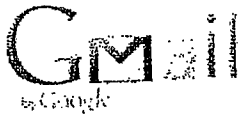
Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

12/4/13

Gmail - Fwd: Fort Lee eastbound access to GWB



David Wildstein <david.wildstein@gmail.com>

Fwd: Fort Lee eastbound access to GWB

1 message

Fri, Sep 13, 2013 at 7:45 AM

Baroni, Bill <bbaroni@panynj.gov>
To: David Wildstein <david.wildstein@gmail.com>

Sent from my iPhone

Begin forwarded message:

From: "Foye, Patrick" <pfoye@panynj.gov>
Date: September 13, 2013, 7:44:29 AM EDT
To: "Fulton, Cedrick" <cfulton@panynj.gov>, "Durando, Robert" <rdurando@panynj.gov>
Cc: "Baroni, Bill" <bbaroni@panynj.gov>, "Dunne, Joseph P." <jdunne@panynj.gov>, "Koumoutsos, Louis" <lkoumoutsos@panynj.gov>, "Zipf, Peter" <pzipf@panynj.gov>, "Samson, David" <dsamson@panynj.gov>, "Rechler, Scott" <SRechler@RXRRealty.com>, "Buchbinder, Darrell" <dbuchbin@panynj.gov>
Subject: Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency

[https://mail.google.com/mail/u/0/?ui=2&ik=505bd3dfe2&view=pt&q=baroni foye&qs=true&search=query&th=1411724536160038](https://mail.google.com/mail/u/0/?ui=2&ik=505bd3dfe2&view=pt&q=baroni%20foye&qs=true&search=query&th=1411724536160038)

1/2

BARONI000029

12/4/13

Gmail - Fwd: Fort Lee eastbound access to GWB

stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

Wildstein, David

From: Marsico, Ron
Sent: Thursday, September 12, 2013 6:27 PM
To: 'srechler@rxrrealty.com'; Foye, Patrick; Baroni, Bill; Danielides, Philippe; Ma, John; Wildstein, David; MacSpadden, Lisa; Coleman, Steve; Simon, Brian; Lado, Tina; Buchbinder, Darrell; 'michael.drewniak@gov.state.nj.us'; 'Joshua.Vlasto@exec.ny.gov'; Garten, David
Subject: Port Authority Nightly Media Activity Report 9/12/13

- Clare Trepasso of the NY Daily News sought comment on a aircraft noise bill pending in Albany. We provided information to the reporter about the Port Authority's noise monitoring initiatives.
- John Cichowksi of the Bergen Record inquired about a change in the amount of toll lanes available to Ft. Lee residents at the GWB. We told the reporter that the Port Authority is reviewing traffic safety patterns at the GWB and that PAPD has been in contact with Fort Lee PD throughout the transition.
- Media Relations staffed ED Foye at a Transportation Research Forum luncheon this afternoon where he provided the audience with an update on P3 projects at the PA. Engineering News Record was in attendance.
- Steve Strunsky of The Star-Ledger inquired about a suicide jumper today at the GWB. We did not respond.
- Tom DiPoto of The Star-Ledger called regarding New Jersey Economic Development Authority funding for the Goethals Bridge project. We did not respond.
- Curtis Eihelberger of Bloomberg News requested an interview with a Port Authority official regarding aviation planning for the 2014 Super Bowl. Response pending.
- Joan Gralla from Newsday is seeking information about the PA's role in asbestos removal at Ground Zero both before and after 9/11. We are working with WTCC to understand our role.

Ron Marsico
Assistant Director/Media Relations
The Port Authority of New York and New Jersey
212-435-7777
rmarsico@panynj.gov

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, September 25, 2013 3:00 PM
To: Zipf, Peter
Cc: Starace, Jim; Baig, Rizwan (Mirza); Syed, Saleem; Clark, Christi; Salvatore, Paul; Abelians, Ana
Subject: FW: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)
Attachments: FOI Request No. 14294.pdf; WSJ FOI 14294.zip
Importance: High

Peter,

Included is a zip file with the emails that should satisfy this FOI request. I suggest someone review the material for compliance with FOI policy. There are a total of 17 emails. Please note the first four emails pre-date that requested material be from 09-01-13 to present.

Jose

From: Abelians, Ana
Sent: Monday, September 23, 2013 3:38 PM
To: Salvatore, Paul; Clark, Christi; Baig, Rizwan (Mirza); Syed, Saleem
Cc: Rivera, Jose
Subject: FW: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)

Due Date is Wed, September 26, 2013. Thank you.

From: Torres Rojas, Genara
Sent: Monday, September 23, 2013 3:05 PM
To: Fulton, Cedrick; Simon, Brian; Starace, Jim
Cc: Abelians, Ana; Archie, Gwendolyn; Berger, Denise (Engineering); Buchbinder, Darrell; Coleman, Steve; DiMarco, Gretchen; Duffy, Daniel; Eastman, Karen; Handel, Linda; Lado, Tina; Ma, John; Marsico, Ron; MacSpadden, Lisa; McDonough, John; Qureshi, Ann; Rojas, Arlett; Stickelman, Timothy; Van Duyn, Sheree; Velasco-Lopez, Mariana; Wildstein, David
Subject: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)

TOPIC: Request for copies of any records regarding changes in traffic patterns on the George Washington Bridge that occurred the week of Sept. 9, 2013, including: any documents reflecting the purpose, methods or conclusion of the traffic study undertaken by the Port Authority any notification or correspondence to any officials of Fort Lee, N.J. reflecting the traffic pattern changes any scheduled meetings with officials from outside the Port Authority concerning traffic changes and any internal correspondence among Port Authority staff, leadership, board members or other personnel concerning traffic conditions on or management of the bridge between Sept. 1, 2013 and the present date

Attached is a Freedom of Information request for your handling. Your response is due within three (3) business days.

YOUR RESPONSE SHOULD INCLUDE RECOMMENDATIONS AS TO ANY SUGGESTED REDACTIONS: PLEASE ENSURE THAT YOU CITE THE SPECIFIC EXEMPTION.

Your written response should include any financial, policy or public relation concerns associated with the release of this material. Any staff representing you on this review should be thoroughly familiar with current departmental policy and business matters to represent your direct views in this matter.

- If no records are found, please confirm that fact in writing. Please ensure that your search for records covers any copies at the facilities or off-site storage facilities.
- Please note that new documents should not be created in response to this request.
- Whenever possible, your response should be sent in electronic format, since it will be posted to the Port Authority's website.

Please keep track of time spent searching for records. This does not include time spent retrieving or copying the responsive records. Your response should note the amount of time, if greater than an hour, and the pay level of the person performing the search.

If you have any questions pertaining to the attached request, please call Dan Duffy at (212) 435-2542 or Ann Qureshi at 212-435-6657.

Att.

Abelians, Ana

From: Rivera, Jose
Sent: Thursday, September 12, 2013 5:32 PM
To: Patel, Umang
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified, Report for Wed,9/11/13.

Categories: Blue Category

Before I send this to Peter I need to know why we experienced those two spikes around the 7:48 mark.

Jose

From: Patel, Umang
Sent: Thursday, September 12, 2013 1:29 PM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Upper Level Toll Plaza Modified, Report for Wed,9/11/13.

Jose, here is a draft summary for Wednesday, September 11, 2013:

"Peter,

We performed the analysis for Wednesday, September 11, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the UL Toll Plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.12 minutes (about 52%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.72 minutes (about 43%) in travel time was observed

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.

Jose"

<< File: GWB_UL - Toll lanes Reconfig9.11.13.pdf >>

Thank you,

Umang Patel
Staff Services Engineer, Traffic Engineering - ITS Group
Engineering/Architecture Design Division

Port Authority of NY & NJ
Engineering Department

Archie, Gwendolyn

From: Durando, Robert
Sent: Tuesday, September 10, 2013 1:41 PM
To: Shabih, Raheel
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer; Fulton, Cedrick; Ehler, Diannae; Muriello, Mark
Subject: RE: GWB Fort Lee Approach

Thank you to all

-----Original Message-----

From: Shabih, Raheel
Sent: Tuesday, September 10, 2013 12:07 PM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

Bob,

We looked at the travel time data from yesterday, but because of the incident at CBX the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Raheel A. Shabih, P.E., PTOE
Principal Traffic Engineer - ITS Group
Port Authority of NY & NJ
2 Gateway Ctr, 14th Fl, Newark, NJ 07102
(W) 973 565 7841
(C) 201 953 1714
(F) 973 565 7648

-----Original Message-----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:52 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach

When do you think your travel time summary will be completed?

-----Original Message-----

From: Diculescu, Michael
Sent: Tuesday, September 10, 2013 7:50 AM
To: Durando, Robert
Subject: Re: GWB Fort Lee Approach

Thanks Bob.

Michael Diculescu, P.E.
Principal Traffic Engineer

Sent from my BlackBerry Wireless Device

----- Original Message -----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:25 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach

Started at 0745 and cleared at 0952

----- Original Message -----

From: Diculescu, Michael
Sent: Monday, September 09, 2013 4:16 PM
To: Durando, Robert
Subject: FW: GWB Fort Lee Approach

Bob,

Sorry to keep bugging you.

We're pulling together some travel times/delay information and it would be helpful to get a little bit more info on the CBX incident. Do you know when it occurred and when it was cleared?

Thanks,
Mike

----- Original Message -----

From: Patel, Umang
Sent: Monday, September 09, 2013 4:10 PM
To: Diculescu, Michael
Cc: Shabih, Raheel; Laub, Ryan
Subject: RE: GWB Fort Lee Approach

Mike,

Per Bob's e-mail below there was an incident on CBX.
Can you please find out from facility, what time the incident occurred on CBX and what time it was cleared?

Thanks
-Umang

----- Original Message -----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
To: Diculescu, Michael
Cc: Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with FL Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto BRE. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. I don't know whether this will continue tomorrow. Mr Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

—Original Message—

From: Rivera, Jose
Sent: Monday, September 09, 2013 12:22 PM
To: Diculescu, Michael; Bates, Jennifer
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Fort Lee Approach

Mike,

Please provide me a summary of what were the effects of reducing the Fort Lane approach to one lane this morning. Generally, what were traffic conditions like? Delays? Queues? Did PA Police have to respond to any Fort Lee intersection for additional traffic control. Please reach out to Bob Durando; was this a one-day thing? How long will it go on for.

Peter would like a summary.
Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer
Port Authority of NY & NJ
Tel: 973-565-7866
BB: 862-754-4781

Please excuse any typos; sent from my BlackBerry

Abelians, Ana

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

- Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
- Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
- Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.
- Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.



GWB UL Tolls 6.pdf

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

- Sheet 5: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
- Sheet 6: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
- Sheet 7: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

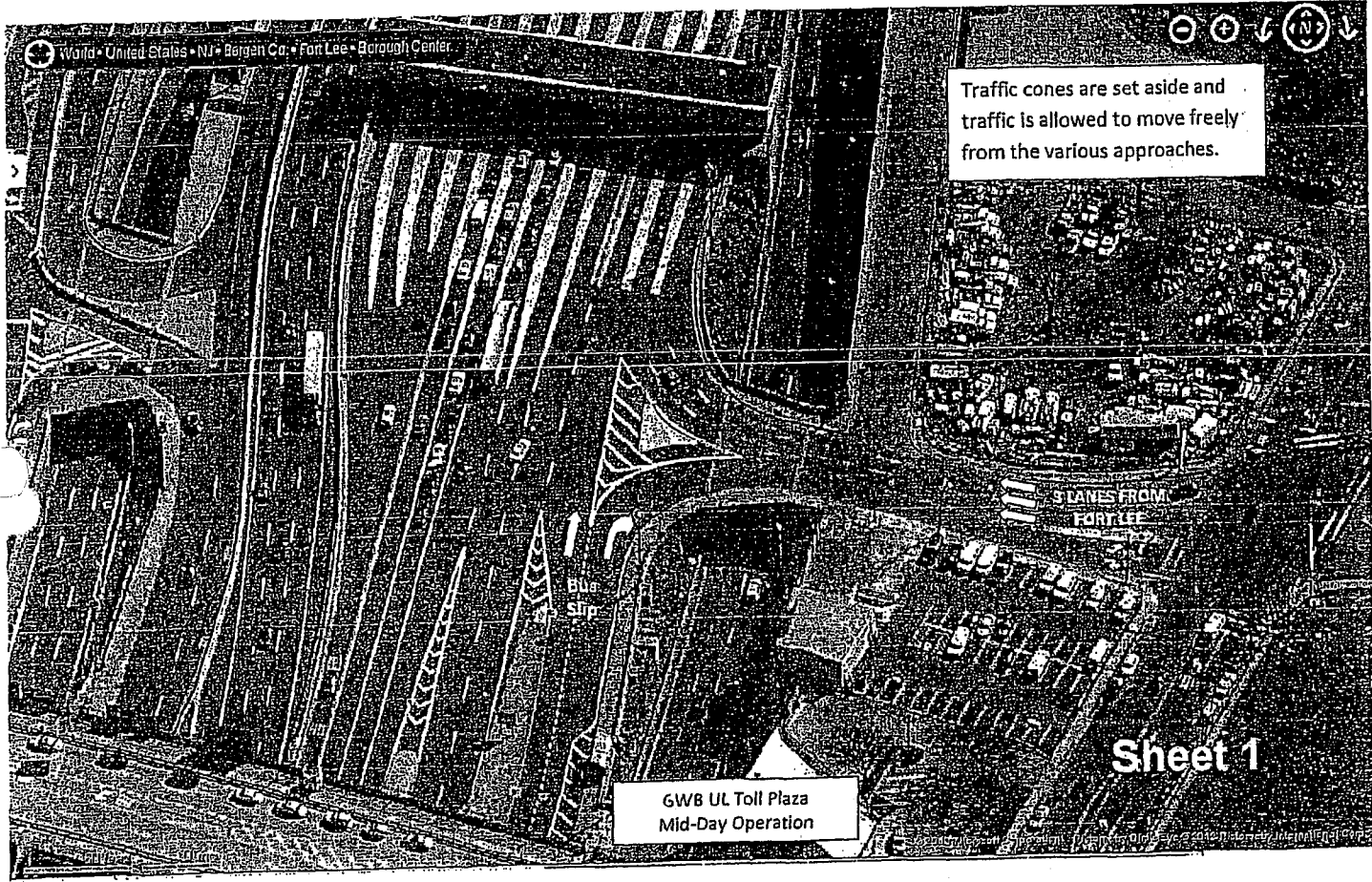
<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panyni.gov | www.panyni.gov

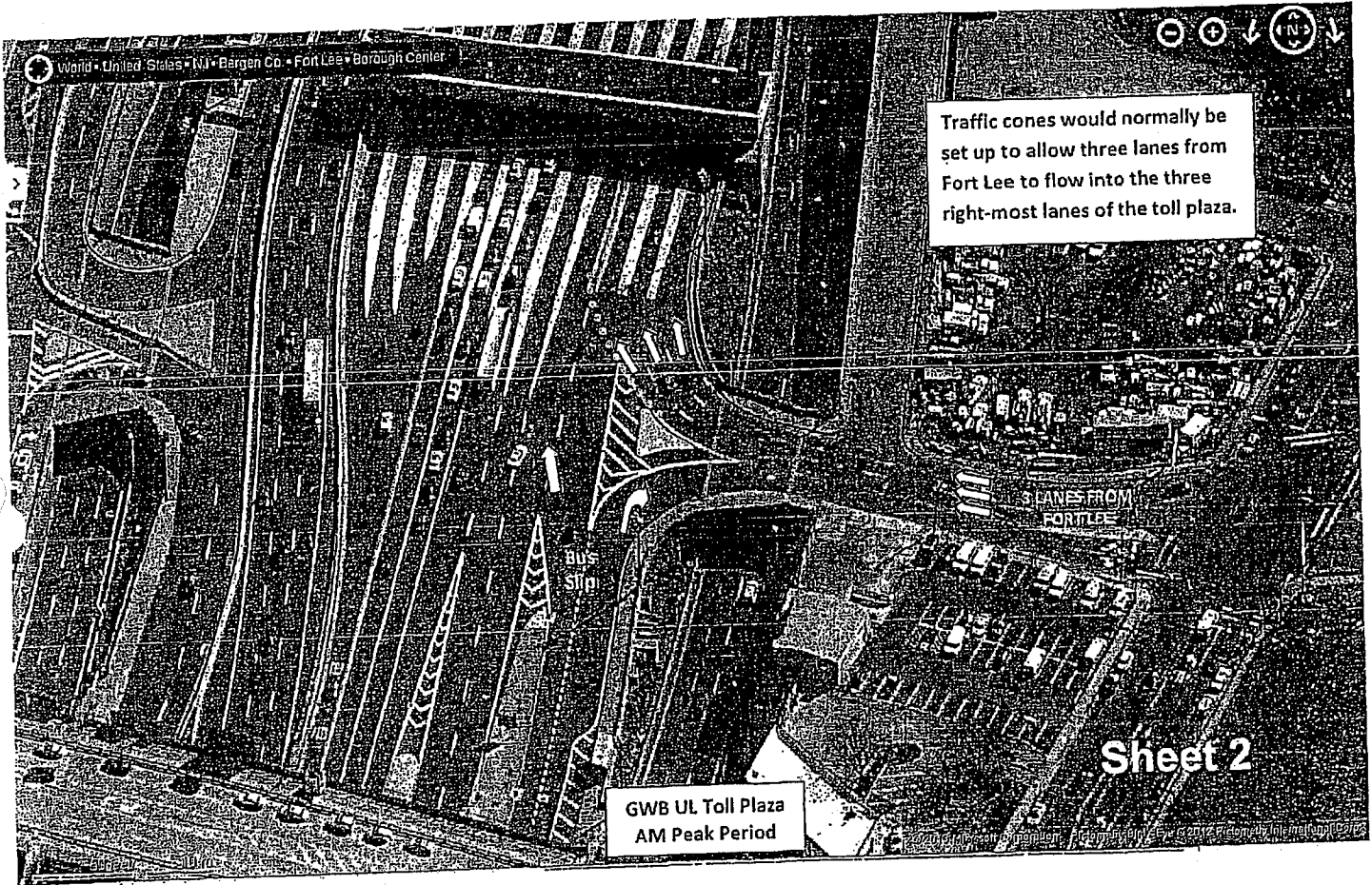
ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov



Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

**GWB UL Toll Plaza
Mid-Day Operation**

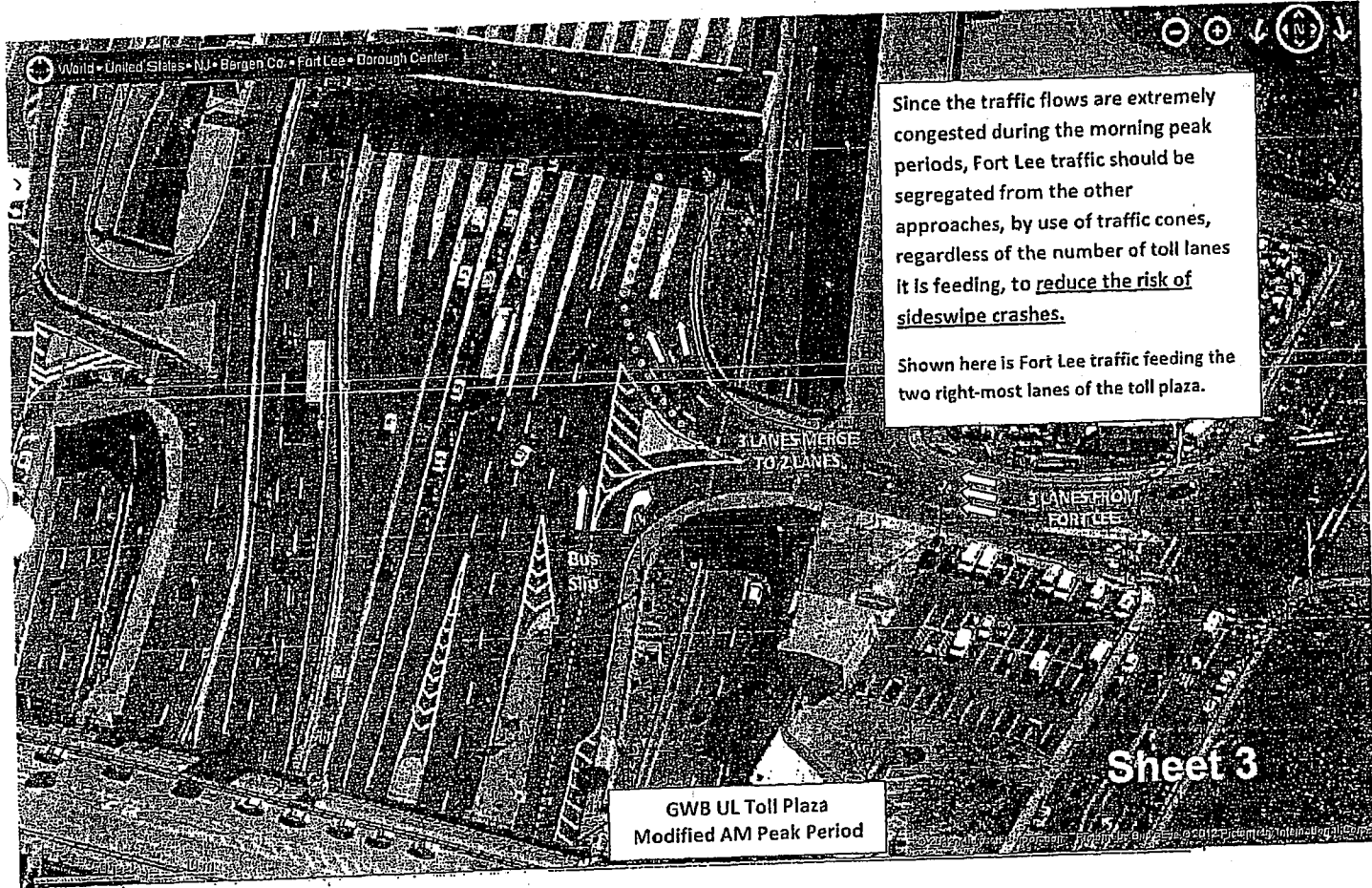
Sheet 1



Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Sheet 2

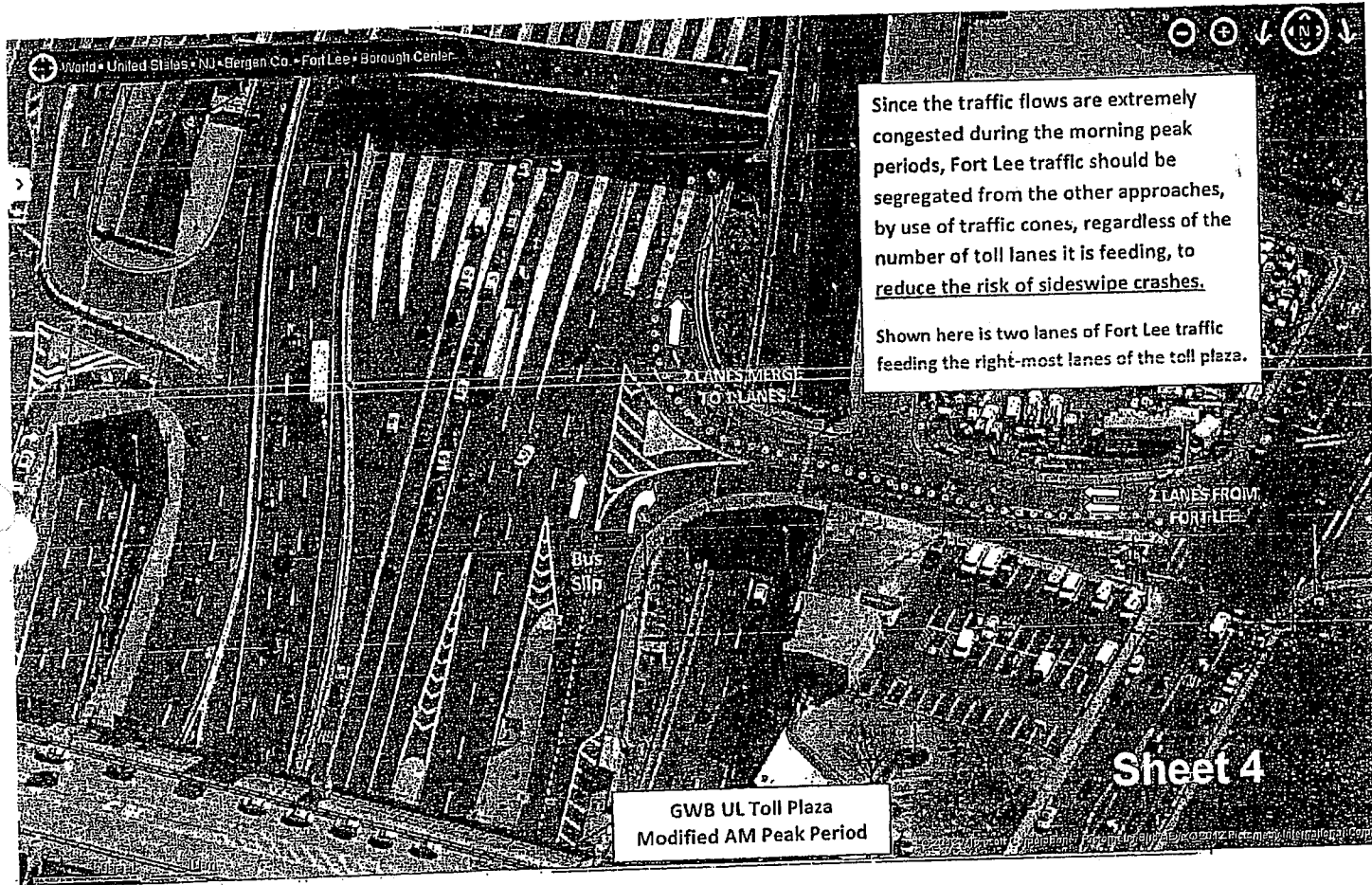


Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes. It is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

**GWB UL Toll Plaza
Modified AM Peak Period**

Sheet 3



Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is two lanes of Fort Lee traffic feeding the right-most lanes of the toll plaza.

**GWB UL Toll Plaza
Modified AM Peak Period**

Sheet 4

Abelians, Ana


From: Bates, Jennifer
Sent: Wednesday, September 11, 2013 11:40 AM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique; Shabih, Raheel; Diculescu, Michael
Subject: RE: GWB Upper Level Toll Plaza Modified - Travel Time Analysis

Categories: Blue Category

Bob,

Thank you. Yes, Traffic Engineering is compiling the travel time information. The analysis for yesterday's operation (9/10/13) is ready and will be sent to you shortly. The analysis for this morning's operation (9/11/13) will be available tomorrow morning.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering


jbates@panynj.gov

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
To: Bates, Jennifer
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique
Subject: FW:

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED is pulling together travel time information....true?

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 8:03 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject: Re:

So same diversion as yesterday? Any calls yet? I've not received any yet?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

----- Original Message -----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 08:01 AM
To: Lado, Tina
Cc: Fulton, Cedrick
Subject: RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 7:59 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject:

Bob-- How's it going this morning?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:10 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified
Categories: Blue Category

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represents the impact of the new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza. The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB_UL - Toll
lanes Reconfig....

Also, the daily report from the facility is as follows:

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
Subject: FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (*Traffic Engineering Division*) is pulling together travel time information....true? (Yes - as per this email.)

Jose

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter

BARONI000046.

Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue

approaching from Martha Washington Way. (Diagram included showing this diversion. -jmr) I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

<< File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose

Sent: Friday, September 06, 2013 8:13 AM

To: Zipf, Peter

Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel

Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter

Sent: Friday, September 06, 2013 8:10 AM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,

Peter

From: Zipf, Peter

Sent: Thursday, August 29, 2013 6:09 PM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM

To: Zipf, Peter

Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael

Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

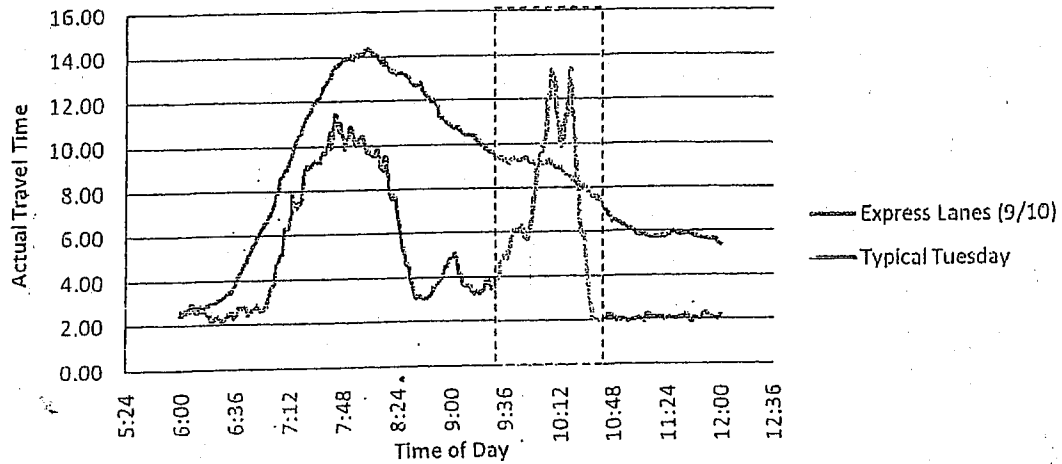
Jose M. Rivera, Jr., P.E.

Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |

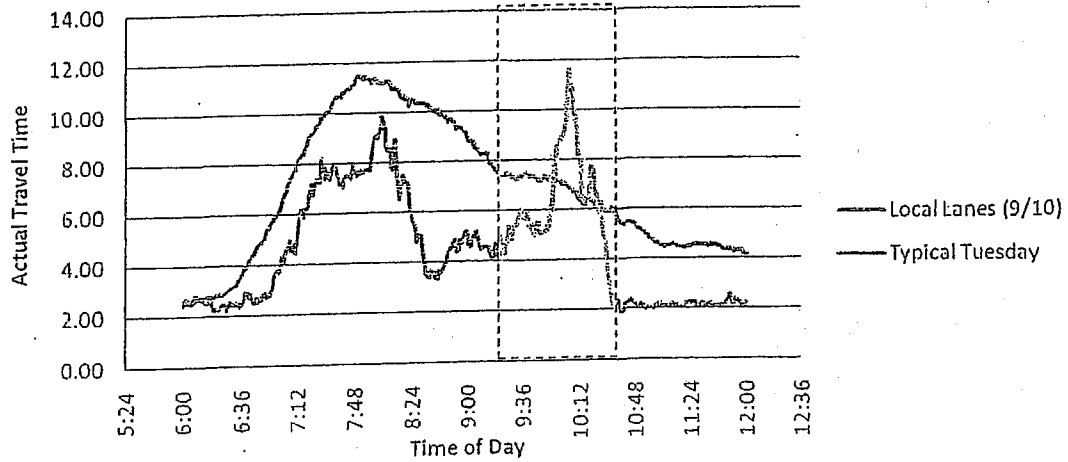
 |  | www.panynj.gov

Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Abelians, Ana


From: Bates, Jennifer
Sent: Wednesday, September 11, 2013 11:40 AM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique; Shabih, Raheel; Diculescu, Michael
Subject: RE: GWB Upper Level Toll Plaza Modified - Travel Time Analysis

Categories: Blue Category

Bob,

Thank you. Yes, Traffic Engineering is compiling the travel time information. The analysis for yesterday's operation (9/10/13) is ready and will be sent to you shortly. The analysis for this morning's operation (9/11/13) will be available tomorrow morning.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering


jbates@panynj.gov

BARONI000053

Archie, Gwendolyn

From: Durando, Robert
Sent: Tuesday, September 10, 2013 1:41 PM
To: Shabih, Raheel
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer; Fulton, Cedrick; Ehler, Diannae; Muriello, Mark
Subject: RE: GWB Fort Lee Approach

Thank you to all

-----Original Message-----

From: Shabih, Raheel
Sent: Tuesday, September 10, 2013 12:07 PM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

Bob,

We looked at the travel time data from yesterday, but because of the incident at CBX the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Raheel A. Shabih, P.E., PTOE
Principal Traffic Engineer - ITS Group
Port Authority of NY & NJ
2 Gateway Ctr, 14th Fl, Newark, NJ 07102
(W) 973 565 7841
(C) 201 953 1714
(F) 973 565 7648

-----Original Message-----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:52 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach

When do you think your travel time summary will be completed?

-----Original Message-----

From: Diculescu, Michael
Sent: Tuesday, September 10, 2013 7:50 AM
To: Durando, Robert
Subject: Re: GWB Fort Lee Approach

Thanks Bob.

Michael Diculescu, P.E.
Principal Traffic Engineer

Sent from my BlackBerry Wireless Device

----- Original Message -----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:25 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach.

Started at 0745 and cleared at 0952

----- Original Message -----

From: Diculescu, Michael
Sent: Monday, September 09, 2013 4:16 PM
To: Durando, Robert
Subject: FW: GWB Fort Lee Approach

Bob,

Sorry to keep bugging you.

We're pulling together some travel times/delay information and it would be helpful to get a little bit more info on the CBX incident. Do you know when it occurred and when it was cleared?

Thanks,
Mike

----- Original Message -----

From: Patel, Umang
Sent: Monday, September 09, 2013 4:10 PM
To: Diculescu, Michael
Cc: Shabih, Raheel; Laub, Ryan
Subject: RE: GWB Fort Lee Approach

Mike,

Per Bob's e-mail below there was an incident on CBX.
Can you please find out from facility, what time the incident occurred on CBX and what time it was cleared?

Thanks
-Umang

----- Original Message -----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
To: Diculescu, Michael
Cc: Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with FL Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto BRB. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. I don't know whether this will continue tomorrow. Mr Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

—Original Message—

From: Rivera, Jose
Sent: Monday, September 09, 2013 12:22 PM
To: Diculescu, Michael; Bates, Jennifer
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Fort Lee Approach

Mike,

Please provide me a summary of what were the effects of reducing the Fort Lane approach to one lane this morning. Generally, what were traffic conditions like? Delays? Queues? Did PA Police have to respond to any Fort Lee intersection for additional traffic control. Please reach out to Bob Durando; was this a one-day thing? How long will it go on for.

Peter would like a summary.
Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer
Port Authority of NY & NJ
Tel: 973-565-7866
BB: 862-754-4781

Please excuse any typos; sent from my BlackBerry

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, September 25, 2013 3:00 PM
To: Zipf, Peter
Cc: Starace, Jim; Baig, Rizwan (Mirza); Syed, Saleem; Clark, Christi; Salvatore, Paul; Abelians, Ana
Subject: FW: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)
Attachments: FOI Request No. 14294.pdf; WSJ FOI 14294.zip
Importance: High

Peter,

Included is a zip file with the emails that should satisfy this FOI request. I suggest someone review the material for compliance with FOI policy. There are a total of 17 emails. Please note the first four emails pre-date that requested material be from 09-01-13 to present.

Jose

From: Abelians, Ana
Sent: Monday, September 23, 2013 3:38 PM
To: Salvatore, Paul; Clark, Christi; Baig, Rizwan (Mirza); Syed, Saleem
Cc: Rivera, Jose
Subject: FW: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)

Due Date is Wed, September 26, 2013. Thank you.

From: Torres Rojas, Genara
Sent: Monday, September 23, 2013 3:05 PM
To: Fulton, Cedrick; Simon, Brian; Starace, Jim
Cc: Abelians, Ana; Archie, Gwendolyn; Berger, Denise (Engineering); Buchbinder, Darrell; Coleman, Steve; DiMarco, Gretchen; Duffy, Daniel; Eastman, Karen; Handel, Linda; Lado, Tina; Ma, John; Marsico, Ron; MacSpadden, Lisa; McDonough, John; Qureshi, Ann; Rojas, Arlett; Stickelman, Timothy; Van Duyne, Sheree; Velasco-Lopez, Mariana; Wildstein, David
Subject: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)

TOPIC: Request for copies of any records regarding changes in traffic patterns on the George Washington Bridge that occurred the week of Sept. 9, 2013, including: any documents reflecting the purpose, methods or conclusion of the traffic study undertaken by the Port Authority any notification or correspondence to any officials of Fort Lee, N.J. reflecting the traffic pattern changes any scheduled meetings with officials from outside the Port Authority concerning traffic changes and any internal correspondence among Port Authority staff, leadership, board members or other personnel concerning traffic conditions on or management of the bridge between Sept. 1, 2013 and the present date

Attached is a Freedom of Information request for your handling. Your response is due within three (3) business days.

YOUR RESPONSE SHOULD INCLUDE RECOMMENDATIONS AS TO ANY SUGGESTED REDACTIONS: PLEASE ENSURE THAT YOU CITE THE SPECIFIC EXEMPTION.

Your written response should include any financial, policy or public relation concerns associated with the release of this material. Any staff representing you on this review should be thoroughly familiar with current departmental policy and business matters to represent your direct views in this matter.

- If no records are found, please confirm that fact in writing. Please ensure that your search for records covers any copies at the facilities or off-site storage facilities.
- Please note that new documents should not be created in response to this request.
- Whenever possible, your response should be sent in electronic format, since it will be posted to the Port Authority's website.

Please keep track of time spent searching for records. This does not include time spent retrieving or copying the responsive records. Your response should note the amount of time, if greater than an hour, and the pay level of the person performing the search.

If you have any questions pertaining to the attached request, please call Dan Duffy at (212) 435-2542 or Ann Qureshi at 212-435-6657.

Att.

Abelians, Ana

From: Rivera, Jose
Sent: Thursday, September 12, 2013 5:32 PM
To: Patel, Umang
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified, Report for Wed,9/11/13.

Categories: Blue Category

Before I send this to Peter I need to know why we experienced those two spikes around the 7:48 mark.

Jose

From: Patel, Umang
Sent: Thursday, September 12, 2013 1:29 PM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Upper Level Toll Plaza Modified, Report for Wed,9/11/13.

Jose, here is a draft summary for Wednesday, September 11, 2013:

"Peter,

We performed the analysis for Wednesday, September 11, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the UL Toll Plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.12 minutes (about 52%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.72 minutes (about 43%) in travel time was observed

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.

Jose"

<< File: GWB_UL - Toll lanes Reconfig9.11.13.pdf >>

Thank you,

Umang Patel
Staff Services Engineer, Traffic Engineering - ITS Group
Engineering/Architecture Design Division

Port Authority of NY & NJ
Engineering Department

Abelians, Ana


From: Bates, Jennifer
Sent: Wednesday, September 11, 2013 11:40 AM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique; Shabih, Raheel; Diculescu, Michael
Subject: RE: GWB Upper Level Toll Plaza Modified - Travel Time Analysis

Categories: Blue Category

Bob,

Thank you. Yes, Traffic Engineering is compiling the travel time information. The analysis for yesterday's operation (9/10/13) is ready and will be sent to you shortly. The analysis for this morning's operation (9/11/13) will be available tomorrow morning.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering


jbates@panynj.gov

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
To: Bates, Jennifer
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Ramirez, Enrique
Subject: FW:

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED is pulling together travel time information....true?

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 8:03 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject: Re:

So same diversion as yesterday? Any calls yet? I've not received any yet ?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

----- Original Message -----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 08:01 AM
To: Lado, Tina
Cc: Fulton, Cedrick
Subject: RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

From: Lado, Tina
Sent: Wednesday, September 11, 2013 7:59 AM
To: Durando, Robert
Cc: Fulton, Cedrick
Subject:

Bob-- How's it going this morning?

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:10 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified
Categories: Blue Category

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represents the impact of the new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza. The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB_UL - Toll
lanes Reconfig....

Also, the daily report from the facility is as follows:

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
Subject: FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (*Traffic Engineering Division*) is pulling together travel time information....true? (Yes - as per this email.)

Jose

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter

Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue

approaching from Martha Washington Way. (Diagram included showing this diversion. -jmr) I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

<< File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified.

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose

Sent: Friday, September 06, 2013 8:13 AM

To: Zipf, Peter

Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel

Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter

Sent: Friday, September 06, 2013 8:10 AM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,

Peter

From: Zipf, Peter

Sent: Thursday, August 29, 2013 6:09 PM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM

To: Zipf, Peter

Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael

Subject: *GWB Upper Level Toll Plaza Modified*

Attached is a PDF showing the *GWB Upper Level Toll Plaza* under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

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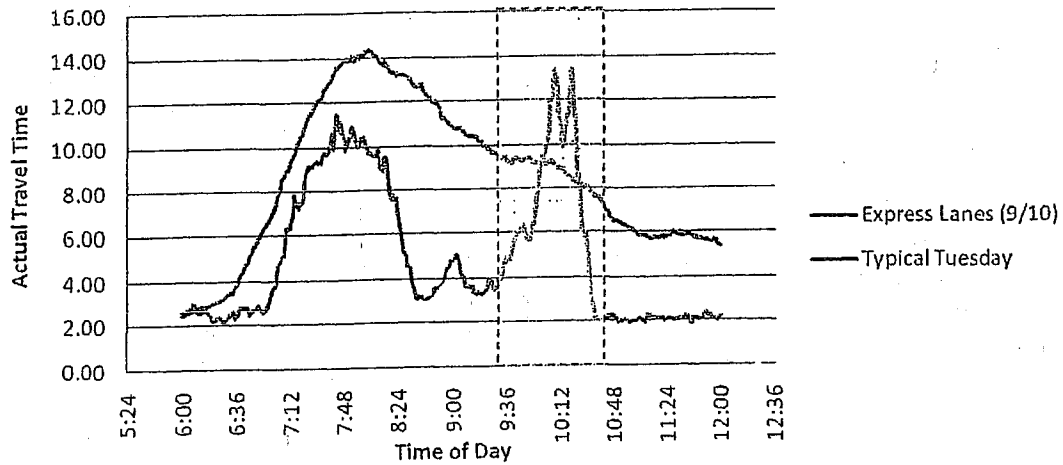
<< File: *GWB UL Tolls 5a.pdf* >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

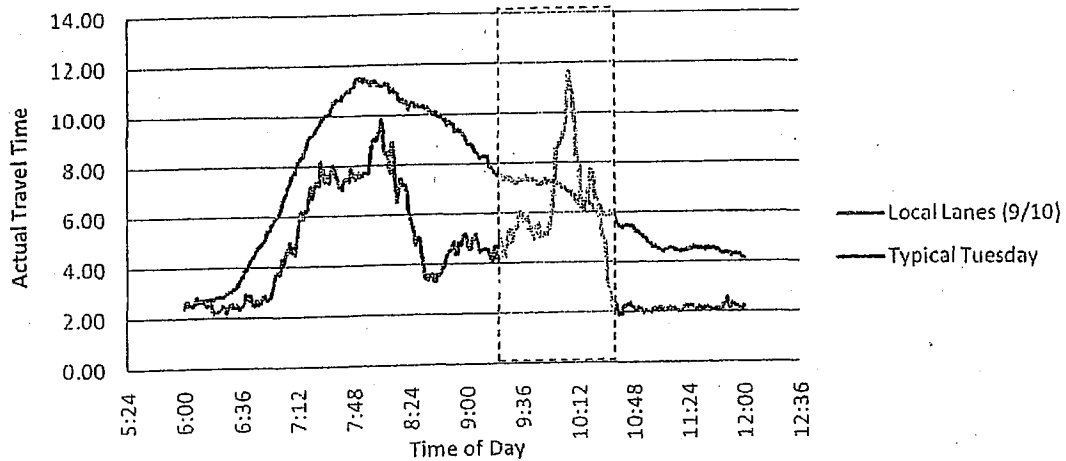
Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
 | jrivera@panynj.gov | www.panynj.gov

Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

MEMORANDUM

Engineering

To: Daniel Duffy, FOI Administrator
From: James Starace
Date: September 26, 2013
Subject: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)
Copy To: D. Berger, A. Abelian, G. Torres, A. Qureshi, S. Van Duyne

These are the emails associated with this FOI.



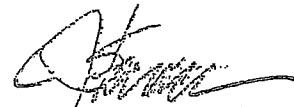
James Starace, P.E.
Deputy Chief Engineer

MEMORANDUM

Engineering

To: Daniel Duffy, FOI Administrator
From: James Starace
Date: September 26, 2013
Subject: FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)
Copy To: D. Berger, A. Abelian, G. Torres, A. Qureshi, S. Van Duyne

These are the emails associated with this FOI.



James Starace, P.E.
Deputy Chief Engineer

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 4:50 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchanan, James; Baig, Rizwan (Mirza); Diculescu, Michael; Bates, Jennifer
Subject: GWB Upper Level Toll Plaza

Peter,

Attached is a PDF showing the GWB Upper Level Toll Plaza. The first page indicates a typical mid-day operation, where the traffic cones are set aside and traffic is allowed to move freely from the various approaches. The second page is mocked up to indicate a morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.



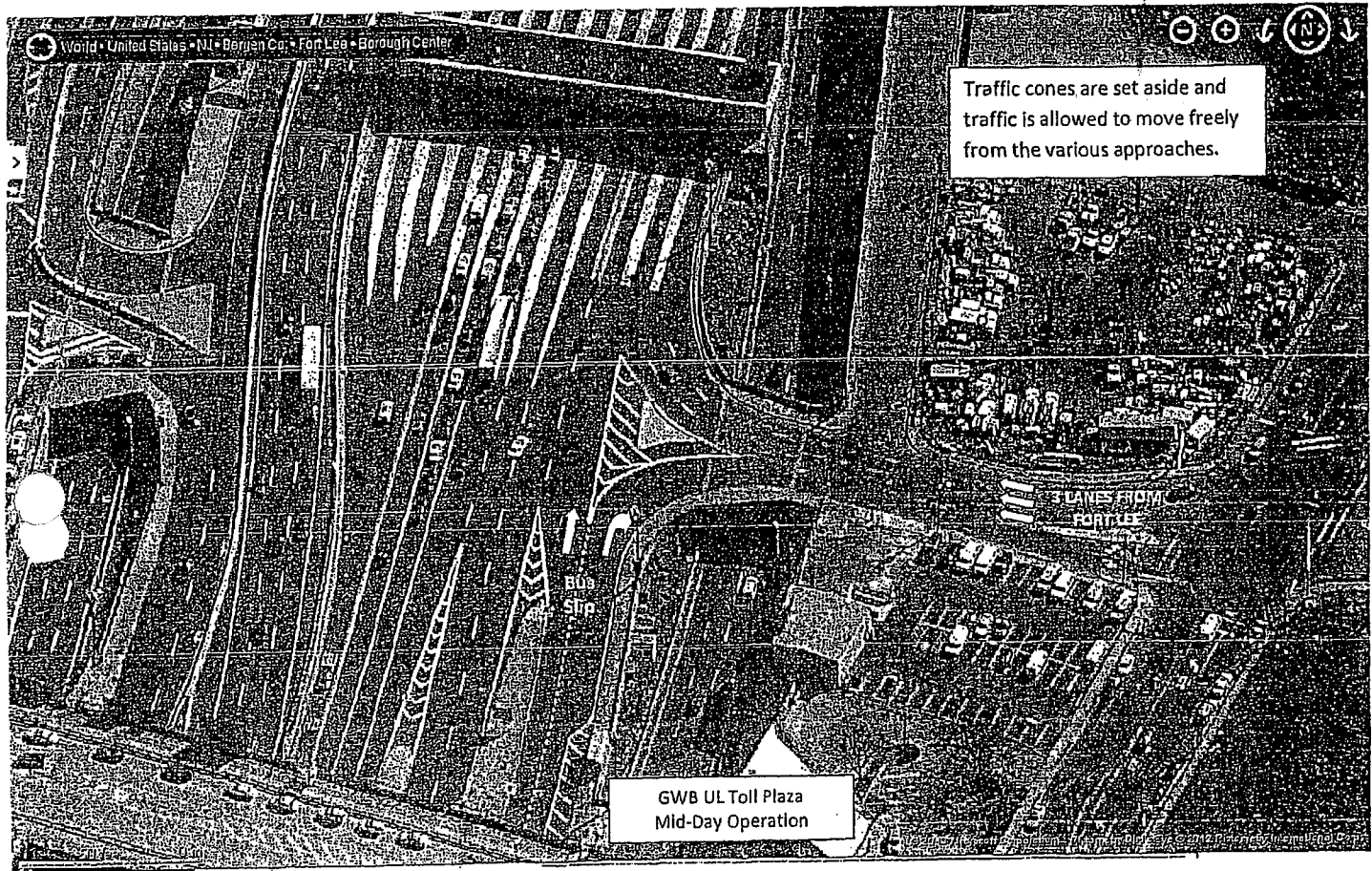
GWB UL Tolls 4.pdf

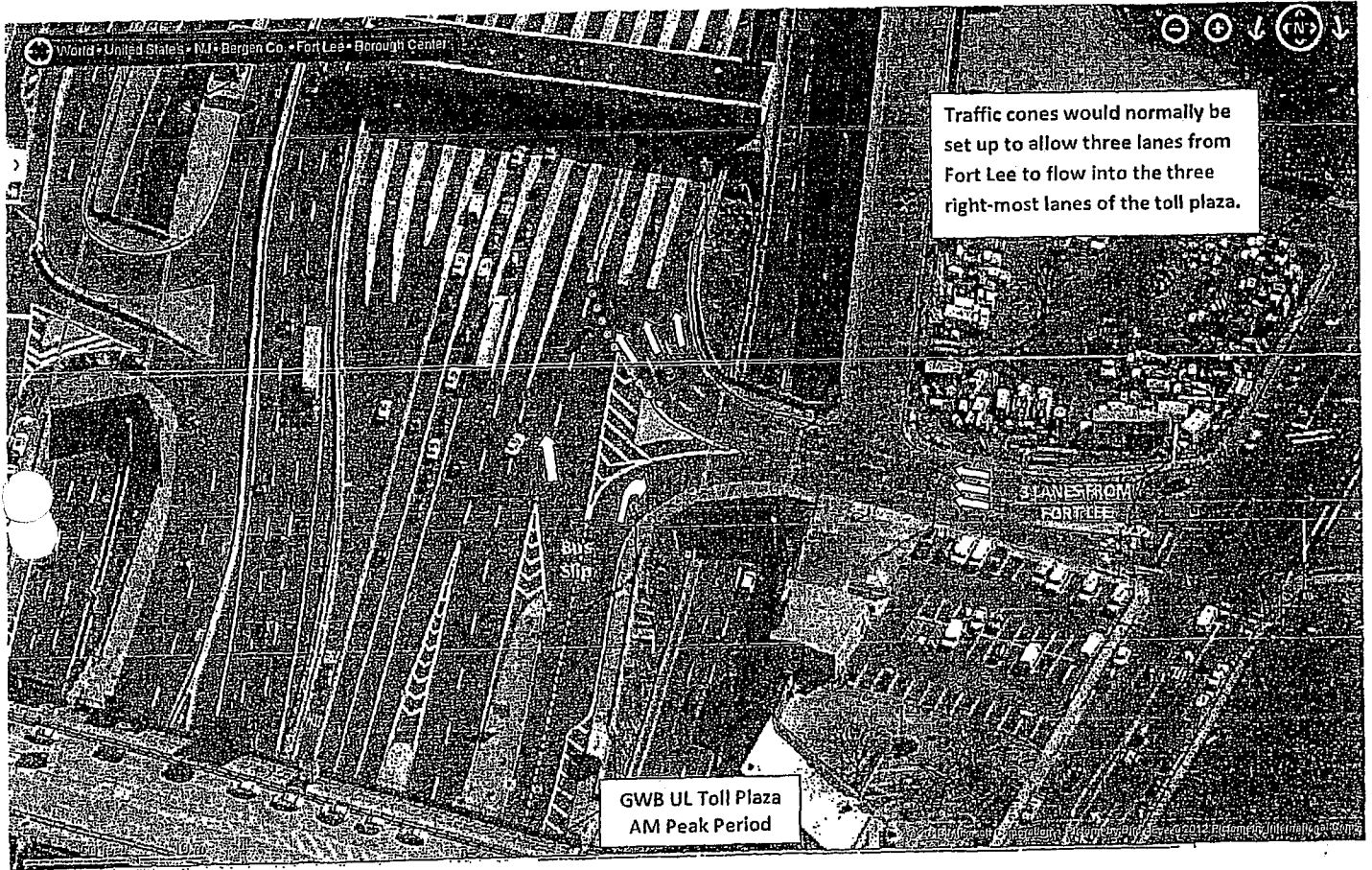
I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

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Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: .GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Peter, (*modified as discussed*)

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.



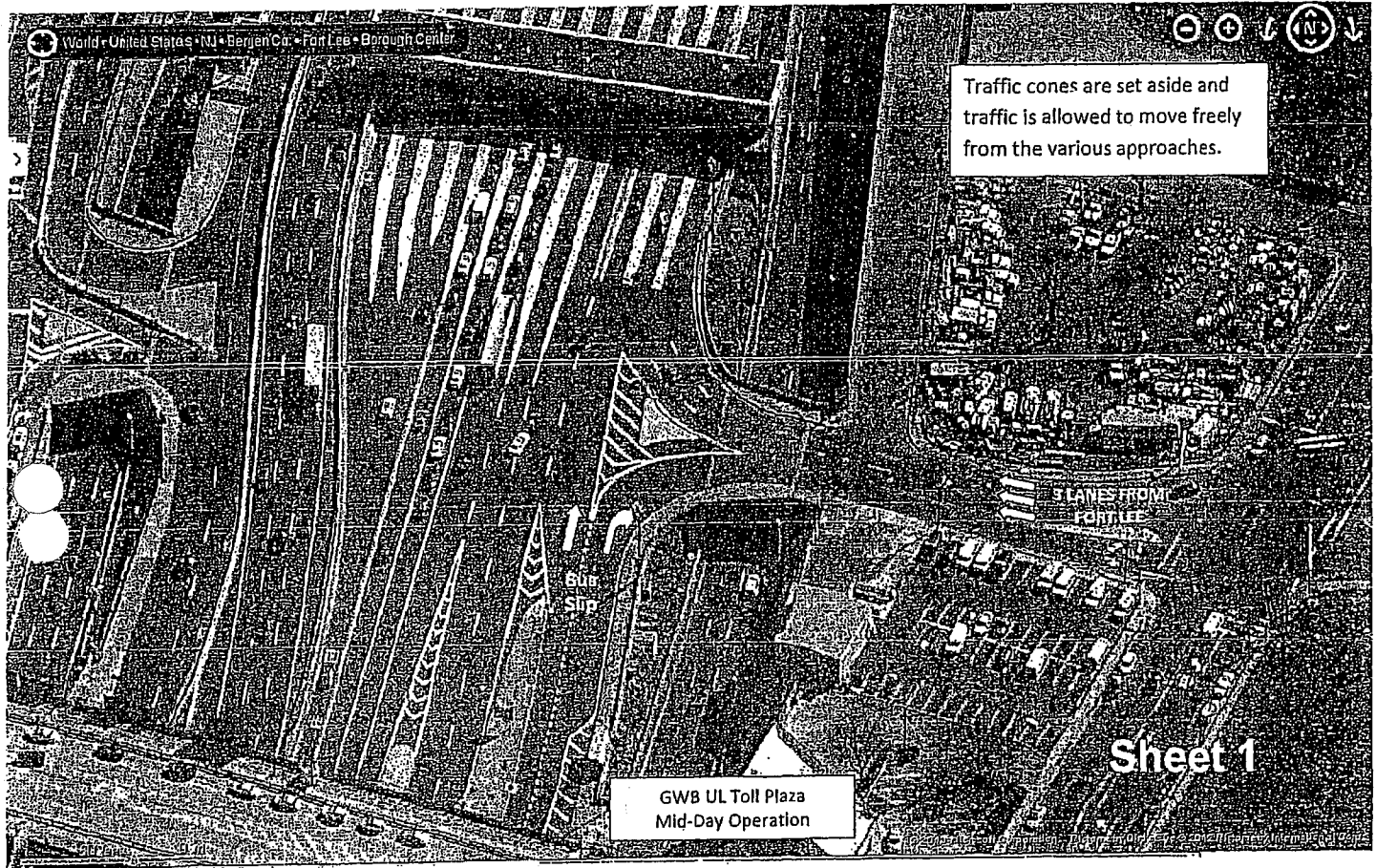
GWB UL Tolls
5a.pdf

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

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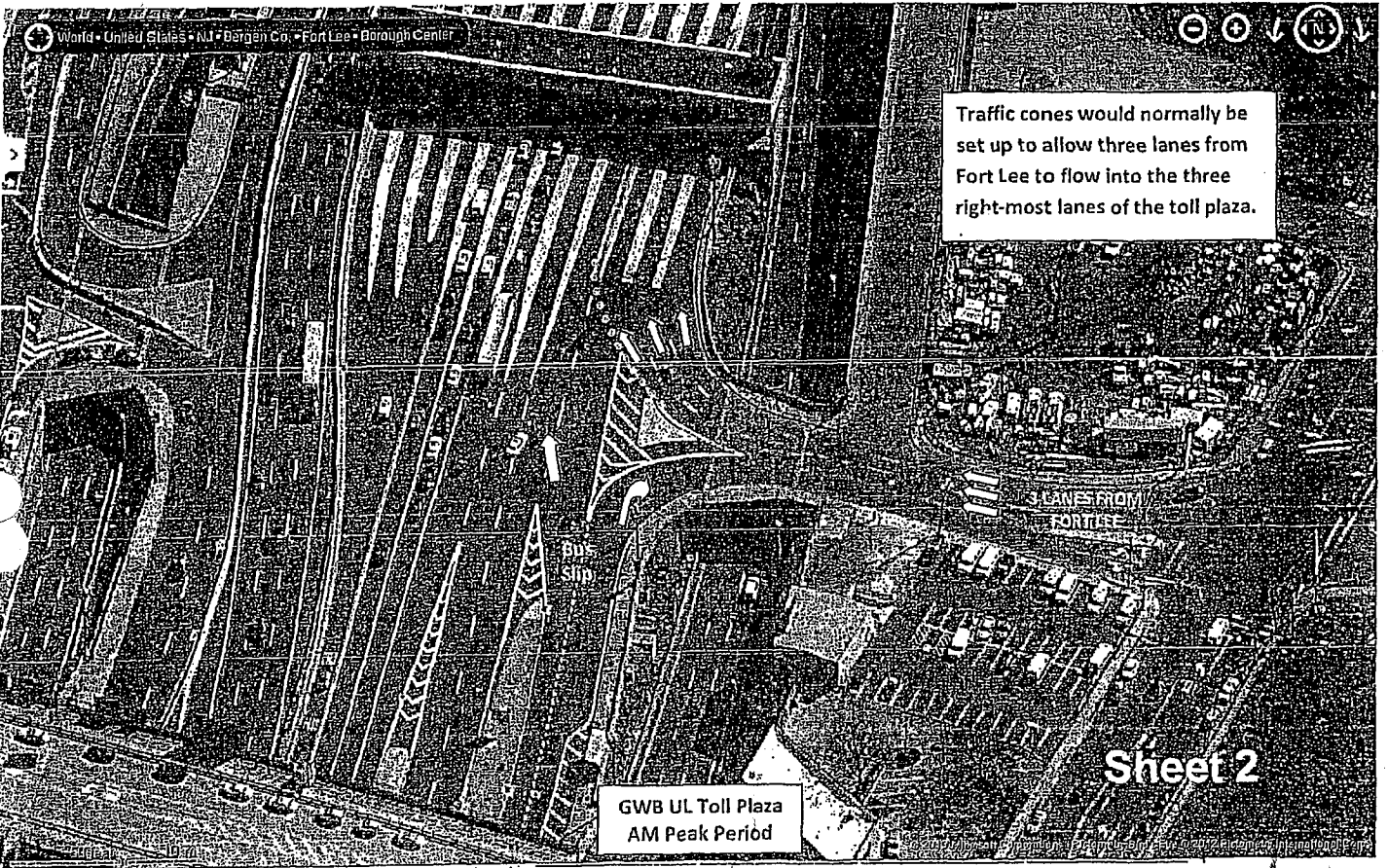


World - United States - NJ - Bergen Co. - Fort Lee - Borough Center

Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

GWB UL Toll Plaza
Mid-Day Operation

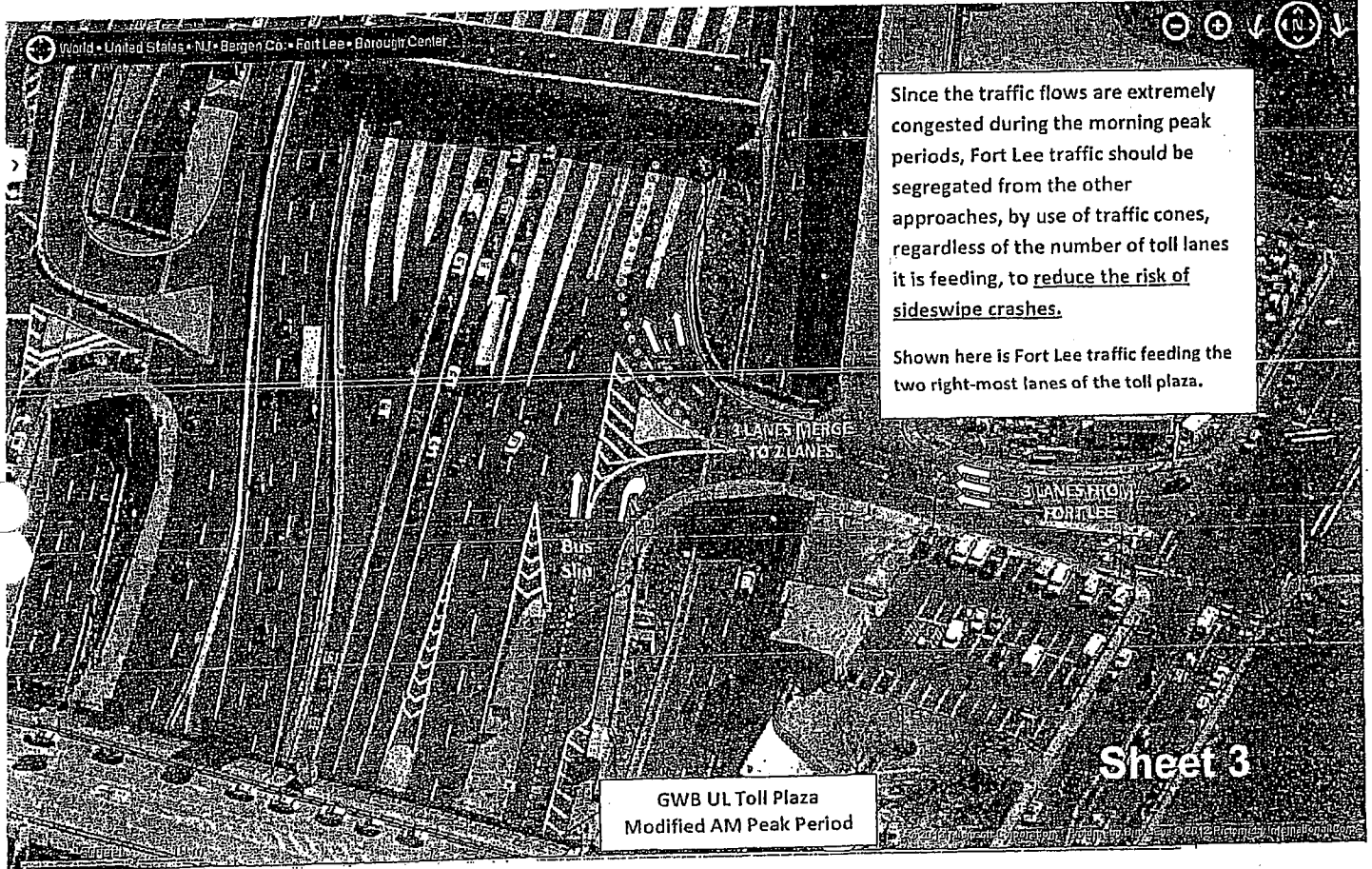
Sheet 1



Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Sheet 2



Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

GWB UL Toll Plaza
Modified AM Peak Period

Sheet 3

Abelians, Ana

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

David,

As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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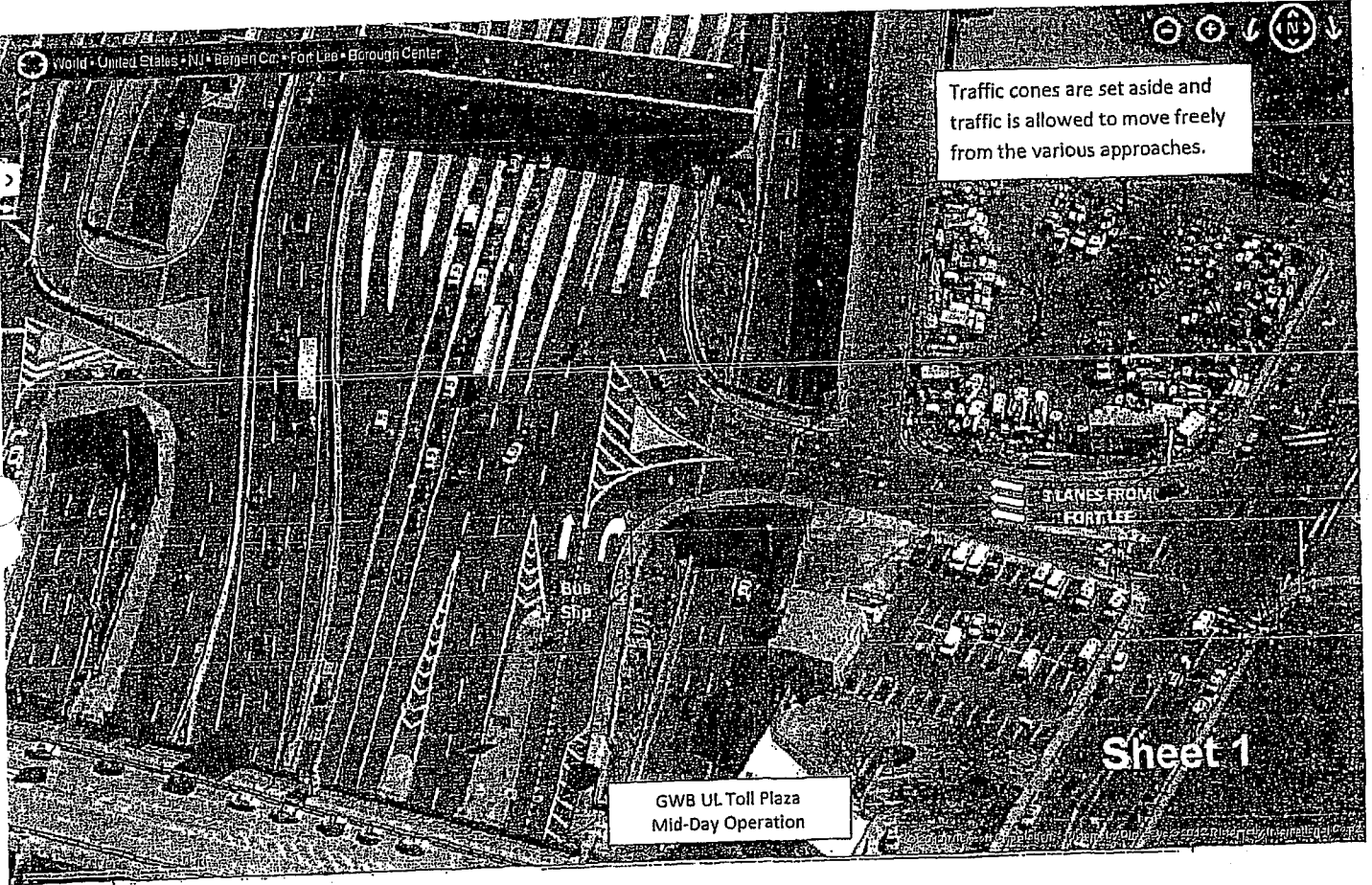
GWB UL Tolls
5a.pdf

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

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Office: 97[REDACTED] | jrivera@panynj.gov | www.panynj.gov

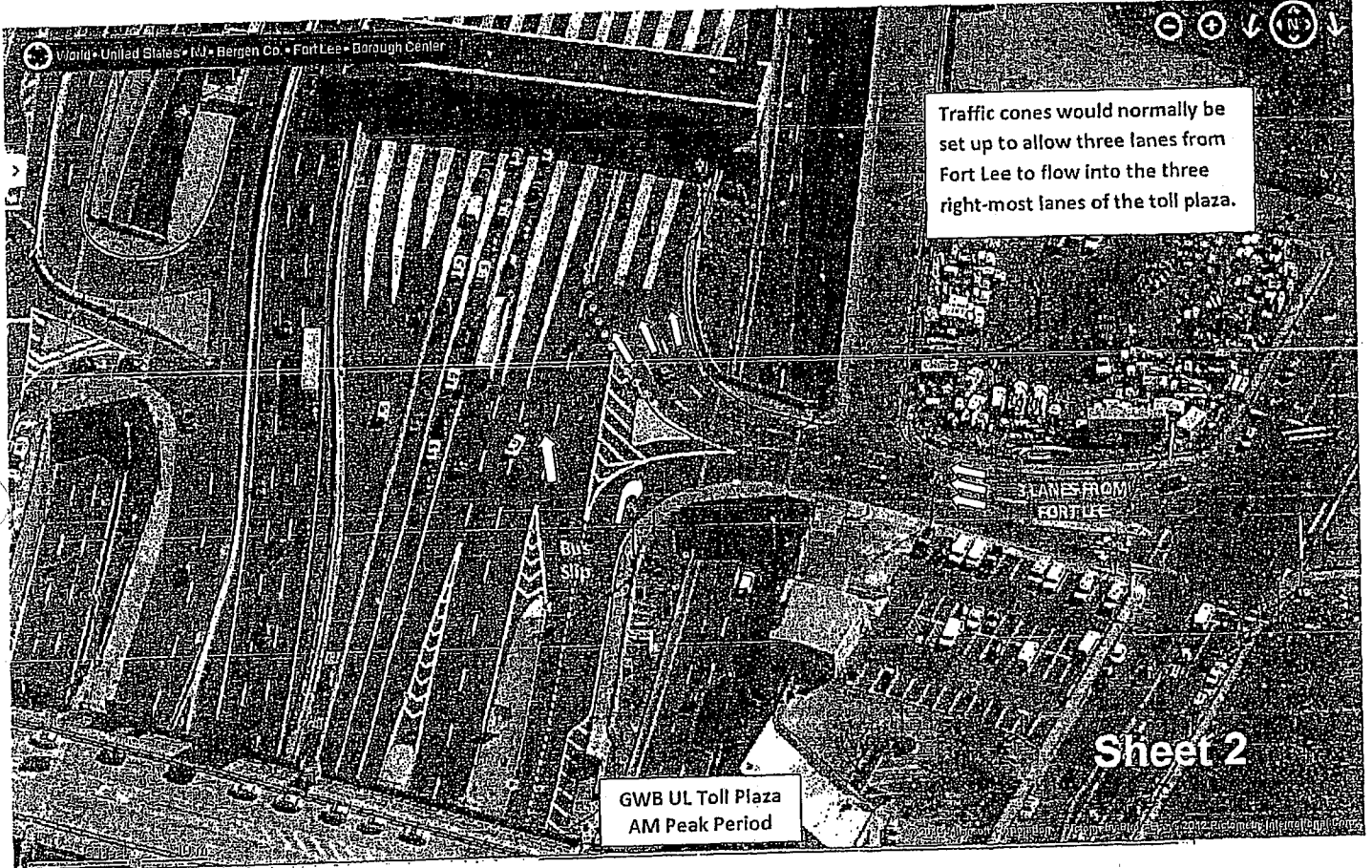
ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov



Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

GWB UL Toll Plaza
Mid-Day Operation

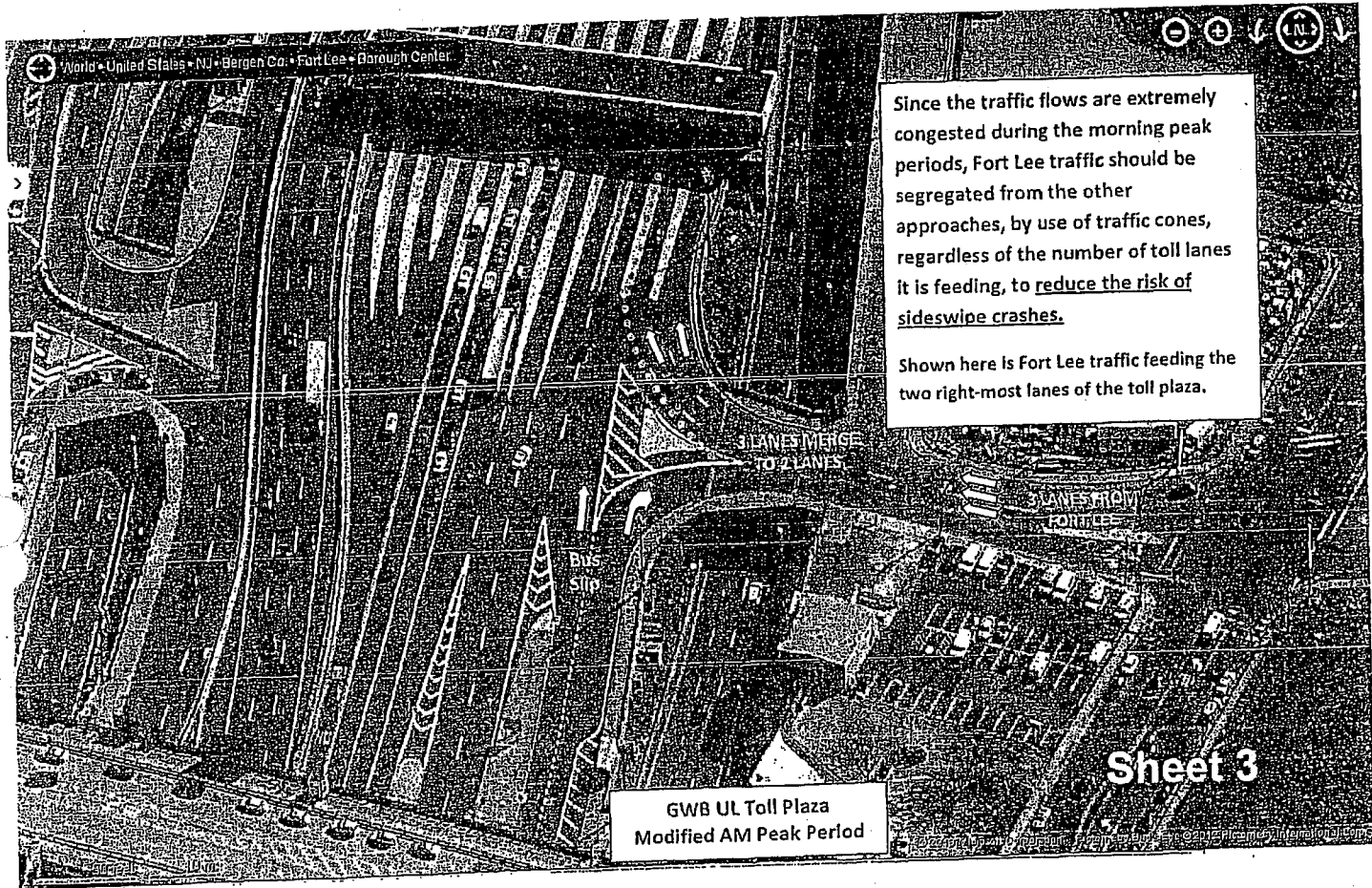
Sheet 1



Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Sheet 2



Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

GWB UL Toll Plaza
Modified AM Peak Period

Sheet 3

Abelians, Ana

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:11 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

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Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,

As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.

Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |

[REDACTED] | [REDACTED] | www.panynj.gov

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Abelians, Ana

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:17 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

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From: Rivera, Jose
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I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |


jrivera@panynj.gov<mailto:jrivera@panynj.gov> | www.panynj.gov<http://www.panynj.gov>

Abelians, Ana

From: Bates, Jennifer
Sent: Friday, September 06, 2013 3:40 PM
To: Rivera, Jose
Subject: FW: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

From: McMenamin, Bill [mailto:wmcmenamin@gpinet.com]
Sent: Friday, September 06, 2013 11:39 AM
To: Diculescu, Michael; Shabih, Raheel; Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; Fraser, Craig; Rawashdeh, Anis
Cc: Lepore, Armando; Bates, Jennifer; Paradiso, John
Subject: RE: GWB Upper Level Toll Plaza Modified

All -

I am actually at the facility today and was asked by Ricky to accompany he, Bob, and Ken on a visit to the site. A few observations:

- All Fort Less lanes will be tapered into toll lane 24, the southern-most toll lane, which currently operates as mixed mode.
- There are three signs that will be impacted by this change - one at the corner of BRB and Hoyt, one on the Hudson Street median just north of BRB, and one on the Martha Washington median just south of BRB. These signs, which currently depict lanes usage approaching the upper toll plaza will be covered by facility maintenance prior to Monday morning.
- The pavement markings on Martha Washington approaching the Hudson Street entrance permit for three lanes to go through. Based on my discussions, all tapering of these lanes into one will happen north of BRB.

The facility is expecting heavy congestion and delays during Monday morning's rush. Let me know if I can provide anything further.

From: Diculescu, Michael [mdicules@panynj.gov]
Sent: Friday, September 06, 2013 10:57 AM
To: Shabih, Raheel; Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; McMenamin, Bill; Fraser, Craig; Rawashdeh, Anis
Cc: Lepore, Armando; Bates, Jennifer; Paradiso, John
Subject: RE: GWB Upper Level Toll Plaza Modified

We should probably also do some field observations once this is implemented to assess the situation. This would be more of a qualitative assessment rather than quantitative, but could be used to supplement the travel time/queue data.

In addition, the Fort Lee approach is currently striped as three lanes, and there are existing signs out there depicting the lane configuration/lane-use on the approach. (Anis: Please provide some photos showing this.) I'm assuming that the three lanes will be coned into the rightmost toll lane. We should take a look at how they plan

to do this and work with them to make it as safe as possible. If this becomes permanent, we will need to modify the markings and signs accordingly.

Thanks,
Mike

From: Shabih, Raheel
Sent: Friday, September 06, 2013 10:45 AM
To: Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; 'wmcmenamin@gpinet.com'; Fraser, Craig
Cc: Lepore, Armando; Diculescu, Michael; Bates, Jennifer
Subject: RE: GWB Upper Level Toll Plaza Modified

Rizwan,

I spoke with Jose about this. We can measure the improvement in delays on the mainline but cannot measure the impact on the Fort Lee approach, as there are no travel time readers on local streets. Jose suggested that I talk to Jerry and see what TBT is planning to do. Jose also suggested that Skycom can be used to assess the queues.

Jerry is out on vacation. I am reaching out to Bob Durando to see who is working on this from TBT side and what they are planning to do to measure the impact.

Raheel A. Shabih, P.E., PTOE
Principal Traffic Engineer - ITS Group
Port Authority of NY & NJ
2 Gateway Ctr, 14th Fl, Newark, NJ 07102
(W) 973 565 7841
(C) 201 953 1714
(F) 973 565 7648

-----Original Message-----

From: Baig, Rizwan (Mirza)
Sent: Friday, September 06, 2013 9:55 AM
To: Patel, Umang; Shabih, Raheel; Laub, Ryan; Altan, Osman; 'wmcmenamin@gpinet.com'; Fraser, Craig
Cc: Lepore, Armando
Subject: Fw: GWB Upper Level Toll Plaza Modified
Importance: High

Yes or no ? if no what needs to be done ?

Sent from my RizBerry Wireless Device

----- Original Message -----

From: Rivera, Jose
Sent: Friday, September 06, 2013 08:23 AM
To: Baig, Rizwan (Mirza)

Cc: Shabih, Raheel; Patel, Umang; Diculescu, Michael
Subject: FW: GWB Upper Level Toll Plaza Modified

Rizwan,

Will it be possible to monitor delays using the travel time readers similar to the orthotropic deck project? How involved would it be to set that up?

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:22 AM
To: Fulton, Cedrick
Subject: FW: GWB Upper Level Toll Plaza Modified

Hi Cedrick,

This is what I called about – I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you – just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

Peter

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Sent: Friday, September 06, 2013 8:11 AM
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Peter

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<< File: GWB UL Tolls 6.pdf >>

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I hope this helps. Please advise if you need additional information.

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ALL|www.distraction.gov <<http://links.govdelivery.com/track?type=click&enid=bWFpbGluZ2lkPTEwODg4MDMmbWVzc2FnZWlkPVBSRC1CVUwtMTE4ODgwMyZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTEyNzYlNjAzNjkmZW1haWxpZD1qcml2ZXJhOHBhbnluai5nb3YmdXNlcmkPWpyaXZlcmFAcGFueW5qLmdvdjZnibD0mZXh0cmE9TXVsdGI2YXJpYXRISWQ9JiYm&&&101&&&http://www.distraction.gov/>>

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Abelians, Ana

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. *(Diagram included showing this diversion. -jmr)* I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.



GWB Fort Lee
Diverslon.pdf

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

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To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
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BARONI000098

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GWB UL Tolls 6.pdf

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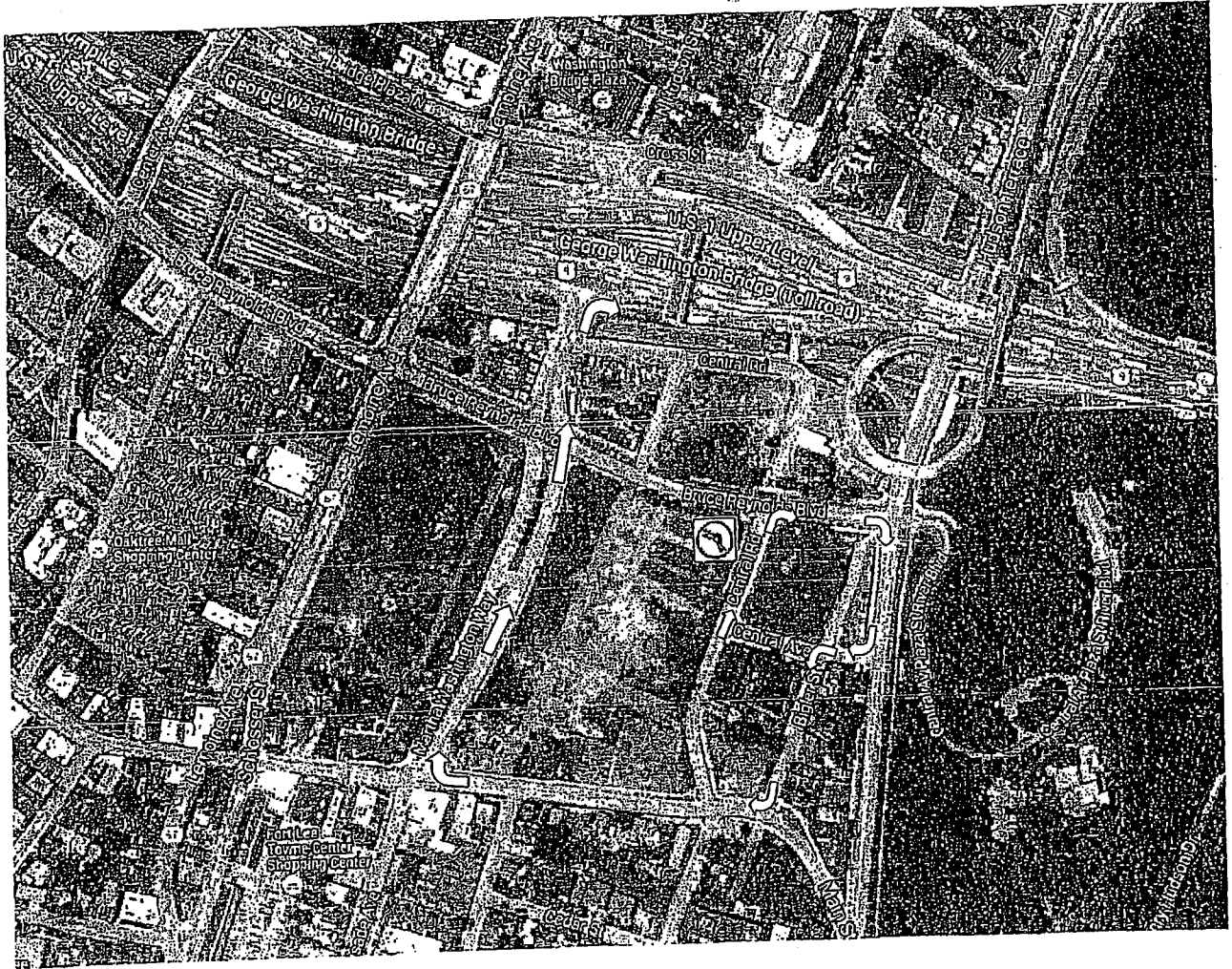
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Abelians, Ana

From: Bates, Jennifer
Sent: Tuesday, September 10, 2013 11:13 AM
To: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Patel, Umang
Subject: Fw: GWB Fort Lee Approach - 9/10/13

Categories: Blue Category

Please see below for Bob's report on the traffic conditions this morning.

Jennifer Bates, P.E.
Senior Engineer
~~XXXXXXXXXX~~

Sent using BlackBerry

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
To: Bates, Jennifer
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

From: Bates, Jennifer
Sent: Tuesday, September 10, 2013 10:58 AM
To: Durando, Robert
Subject: GWB Fort Lee Approach - 9/10/13

Good morning Bob,

How has the second day of the closure been going? Any improvement/decline in the operation from yesterday? I need to keep Jose updated on the situation.

Jennifer Bates, P.E.
Senior Engineer
Traffic Engineering
~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

jbates@panyni.gov

Abelians, Ana

From: Shabih, Raheel
Sent: Tuesday, September 10, 2013 12:07 PM
To: Durando, Robert
Cc: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

Categories: Blue Category

Bob,

We looked at the travel time data from yesterday, but because of the incident at CBX the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Raheel A. Shabih, P.E., PTOE
Principal Traffic Engineer - ITS Group
Port Authority of NY & NJ
2 Gateway Ctr, 14th Fl, Newark, NJ 07102

----- Original Message -----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:52 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach

When do you think your travel time summary will be completed?

-----Original Message-----

From: Diculescu, Michael
Sent: Tuesday, September 10, 2013 7:50 AM
To: Durando, Robert
Subject: Re: GWB Fort Lee Approach

Thanks Bob.

Michael Diculescu, P.E.
Principal Traffic Engineer

Sent from my BlackBerry Wireless Device

----- Original Message -----

From: Durando, Robert
Sent: Tuesday, September 10, 2013 07:25 AM
To: Diculescu, Michael
Subject: RE: GWB Fort Lee Approach

Started at 0745 and cleared at 0952

-----Original Message-----

From: Diculescu, Michael
Sent: Monday, September 09, 2013 4:16 PM
To: Durando, Robert
Subject: FW: GWB Fort Lee Approach

Bob,

Sorry to keep bugging you.

We're pulling together some travel times/delay information and it would be helpful to get a little bit more info on the CBX incident. Do you know when it occurred and when it was cleared?

Thanks,
Mike

-----Original Message-----

From: Patel, Umang
Sent: Monday, September 09, 2013 4:10 PM
To: Diculescu, Michael
Cc: Shabih, Raheel; Laub, Ryan
Subject: RE: GWB Fort Lee Approach

Mike,

Per Bob's e-mail below there was an incident on CBX.
Can you please find out from facility, what time the incident occurred on CBX and what time it was cleared?

Thanks
-Umang

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
To: Diculescu, Michael
Cc: Bates, Jennifer
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with FL Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto BRB. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. I don't know whether this will continue tomorrow. Mr Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

-----Original Message-----

From: Rivera, Jose
Sent: Monday, September 09, 2013 12:22 PM
To: Diculescu, Michael; Bates, Jennifer
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Fort Lee Approach

Mike,

Please provide me a summary of what were the effects of reducing the Fort Lane approach to one lane this morning. Generally, what were traffic conditions like? Delays? Queues? Did PA Police have to respond to any Fort Lee intersection for additional traffic control. Please reach out to Bob Durando; was this a one-day thing? How long will it go on for.

Peter would like a summary.
Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer
Port Authority of NY & NJ

Please excuse any typos; sent from my BlackBerry

Zipf, Peter

From: Zipf, Peter
Sent: Monday, September 09, 2013 3:20 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks for the update Jose.

Peter

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:39 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

New, from GWB Manager:

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 2:28 PM
Subject: RE: GWB Fort Lee Approach

I've been advised by DW that we will continue this current operation through tomorrow at a minimum

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

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<< File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

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From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM

To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

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Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

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To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

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Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM

To: Ziff, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panynj.gov | www.panynj.gov

Paonessa, Diane

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<< File: GWB UL Tolls 6.pdf >>

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Cc: Rivera, Jose
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David,
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Let me know if you need anything further.

Peter

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

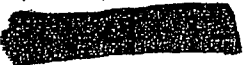
Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panynj.gov | www.panynj.gov

Paonessa, Diane

From: Giorgi Bocker, Andrea
Sent: Monday, September 09, 2013 9:16 AM
To: Zipf, Peter
Subject: FW: GWB Toll Plaza

Please read below
Also an incident on the cross Bronx expwy is backing up traffic on the span

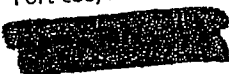
Andrea Giorgi Bocker, P.E.
Engineer of Construction, TB&T Facilities
220 Bruce Reynolds Boulevard
Fort Lee, NJ 07024


From: Ramirez, Enrique
Sent: Monday, September 09, 2013 9:14 AM
To: Giorgi Bocker, Andrea
Subject: RE: GWB Toll Plaza

Yes, heavier on local street than usual. PAPD put in additional restriction on Bruce Reynolds Blvd at Central Rd.
Toll lane 24 backed up before the main line did. Lane 24 moved well until the span backed up through the toll plaza.

From: Giorgi Bocker, Andrea
Sent: Monday, September 09, 2013 8:54 AM
To: Ramirez, Enrique
Subject: FW: GWB Toll Plaza

Hello Ricky
Do you know the answers to Peters questions below?
Thanks,
Andrea

Andrea Giorgi Bocker, P.E.
Engineer of Construction, TB&T Facilities
220 Bruce Reynolds Boulevard
Fort Lee, NJ 07024


From: Zipf, Peter
Sent: Monday, September 09, 2013 8:40 AM
To: Giorgi Bocker, Andrea
Subject: RE: GWB Toll Plaza

Thanks Andrea.

Can you give a sense to "heavier than usual" - is it back up of x blocks or delays of y minutes from last week.

By the way - is the main through put moving faster than in the past?

BARONI000118

Thanks again!!
Peter

From: Giorgi Bocker, Andrea
Sent: Monday, September 09, 2013 8:30 AM
To: Zipf, Peter
Subject: GWB Toll Plaza

Traffic has been building since 7:15 AM (typical)
Local streets heavier than usual.

Andrea Giorgi Bocker, P.E.
Engineer of Construction, TB&T Facilities
220 Bruce Reynolds Boulevard
Fort Lee, NJ 07024

[REDACTED]

Zipf, Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 9:26 AM
To: Rivera, Jose
Cc: Buchsbaum, Jack; Starace, Jim
Subject: FW: GWB Upper Level Toll Plaza Modified

fyi

From: Fulton, Cedrick
Sent: Friday, September 06, 2013 8:31 AM
To: Zipf, Peter
Cc: Muriello, Mark; Ehler, Diannae; Durando, Robert
Subject: Re: GWB Upper Level Toll Plaza Modified

Peter,

I just spoke with Bob Durando. He will involve Jerry Quelch.

Ced

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Zipf, Peter
Sent: Friday, September 6, 2013 8:22 AM
To: Fulton, Cedrick
Subject: FW: GWB Upper Level Toll Plaza Modified

Hi Cedrick,

This is what I called about – I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you – just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

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Thanks,
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Subject: RE: GWB Upper Level Toll Plaza Modified

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Peter

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<< File: GWB UL Tolls 5a.pdf >>

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Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panynj.gov | www.panynj.gov

ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov

Zipf, Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:23 AM
To: Fulton, Cedrick
Subject: FW: GWB Upper Level Toll Plaza Modified

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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 5: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 6: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 7: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
~~908-764-2700~~ | jrivera@panynj.gov | www.panynj.gov

ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov

Zipf, Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:23 AM
To: Fulton, Cedrick
Subject: FW: GWB Upper Level Toll Plaza Modified

Hi Cedrick,

This is what I called about – I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you – just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:11 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,
I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM

To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
[REDACTED] | jrivera@panynj.gov | www.panynj.gov

ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov

Abelians, Ana

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:21 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified
Categories: Blue Category

Please DISREGARD my previous email and use this one instead. We have provided more detail in the write-up below.

Jose

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:10 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes (about 47%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes (about 40%) in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB_UL - Toll
lanes Reconfig....

Also, the daily report from the facility is as follows:

-----Original Message-----
From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
Subject: FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (*Traffic Engineering Division*) is pulling together travel time information....true? (Yes - as per this email.)

Jose

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----
From: Durando, Robert

Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. *(Diagram included showing this diversion. -jmr)* I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

<<File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:13 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:10 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

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<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,

As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

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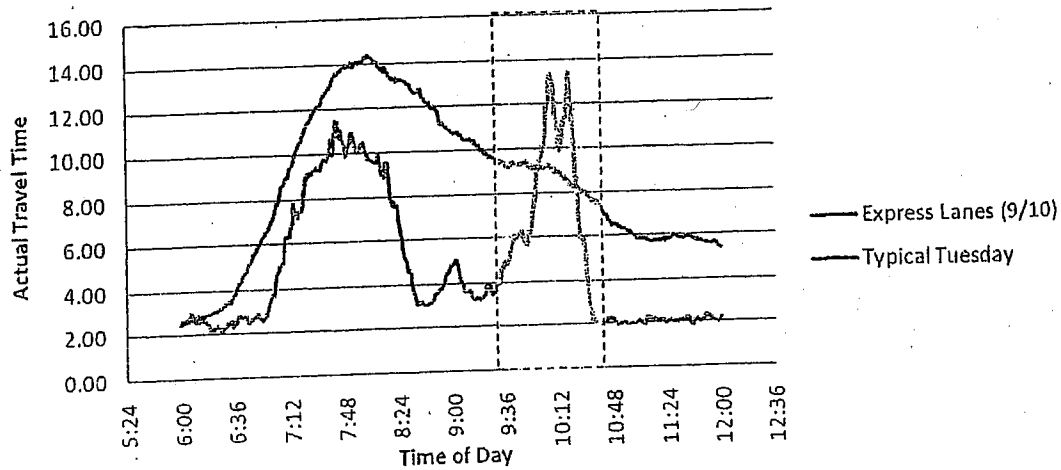
<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

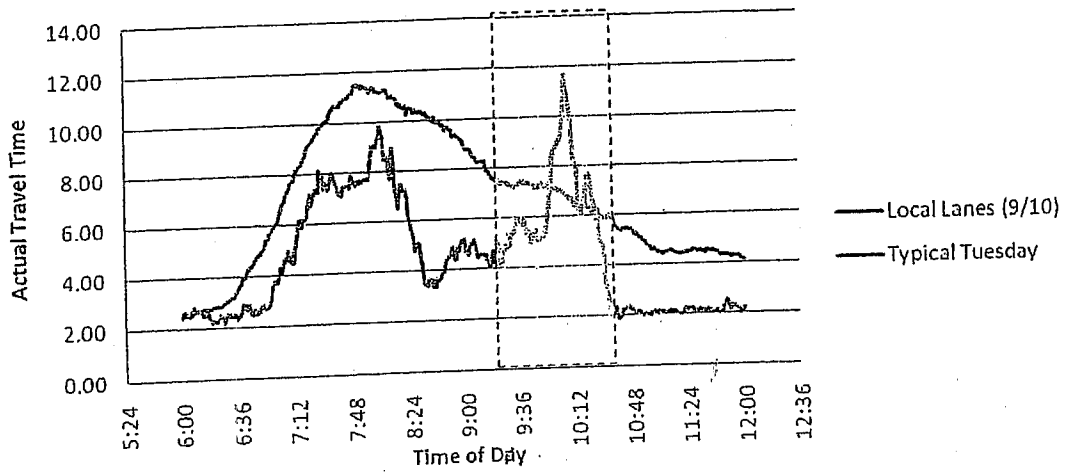
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[REDACTED] | jrivera@panynj.gov | www.panynj.gov

Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Abelians, Ana

From: Patel, Umang
Sent: Thursday, September 12, 2013 1:29 PM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Shabih, Raheel
Subject: GWB Upper Level Toll Plaza Modified, Report for Wed,9/11/13.

Jose, here is a draft summary for Wednesday, September 11, 2013:

"Peter,

We performed the analysis for Wednesday, September 11, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the UL Toll Plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.12 minutes (about 52%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.72 minutes (about 43%) in travel time was observed

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.

Jose"



GWB_UL - Toll
lanes Reconfig9...

Thank you,

Umang Patel
Staff Services Engineer, Traffic Engineering - ITS Group
Engineering/Architecture Design Division

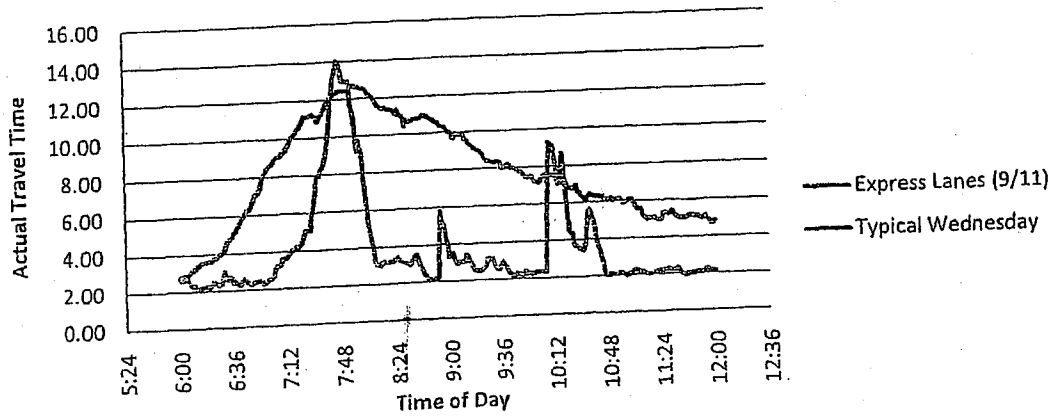
Port Authority of NY & NJ
Engineering Department
Two Gateway Center, 14th Floor
Newark, NJ 07102

e-mail: upatel@panynj.gov

PA Zip: GWAY 119

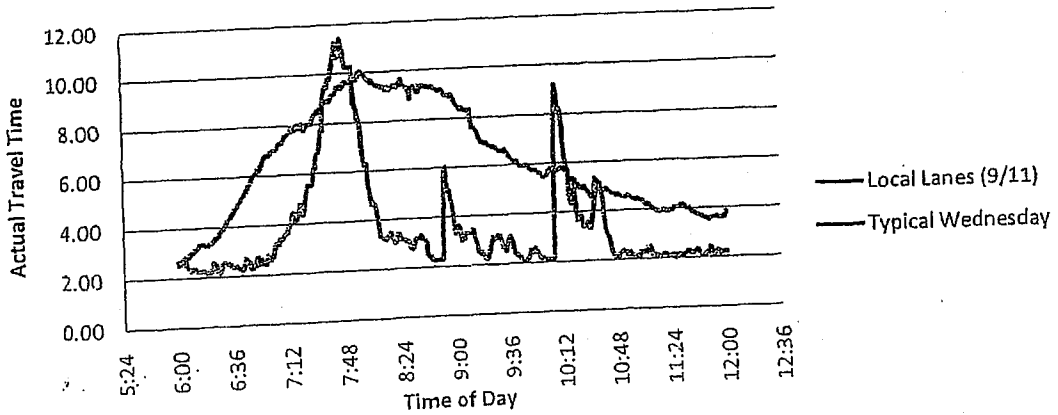
Express Lanes to Upper Level Toll Plaza

Typical Wed. Vs. Wed., September 11th



Local Lanes to Upper Level Toll Plaza

Typical Wed. Vs. Wed., September 11th



Torres Rojas, Genara

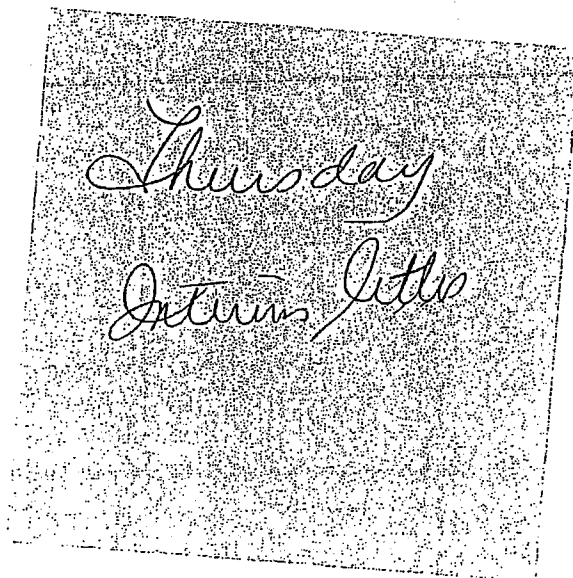
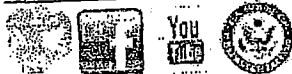
From: Coleman, Kyle [Kyle.Coleman@mail.house.gov]
Sent: Friday, September 13, 2013 4:02 PM
To: Lado, Tina
Subject: Letter to Mr. Bill Baroni
Attachments: Port Authority Letter- September 2013.pdf

Hi Tina,

I hope all is well. My name is Kyle Coleman; I was told to pass the attached letter from Congressman Pascrell to you. Also, this letter has not been sent to any press or media outlets. However, our office did forward it along to the borough of Fort Lee. Thank you for your time and please let me know if you have any questions.

Best,

Kyle Coleman
Office of Representative Bill Pascrell, Jr. (NJ-9)
2370 Rayburn House Office Building
Washington, DC 20515
P: 202.225.5751 F: 202.225.5782
Kyle.Coleman@mail.house.gov



BILL PASCRELL, JR.
9th DISTRICT, NEW JERSEY

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(973) 523-0637 FAX

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bill.pascrell@mail.house.gov



COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives

September 13, 2013

Mr. Bill Baroni
Deputy Executive Director
The Port Authority of New York & New Jersey
225 Park Avenue South
New York, NY 10003

Dear Mr. Baroni:

I was surprised to read reports of tollbooth closures in *The Record* article "Road Warrior: Closed tollbooths a commuting disaster". According to this article, The Port Authority of New York & New Jersey has reduced the number of tollbooths to just one for all traffic approaching the George Washington Bridge from Bruce Reynolds Boulevard and Martha Washington Way in Fort Lee.

This reduction has created significant delays for our constituents who live in the communities closest to the George Washington Bridge, especially for the residents of Fort Lee. Commuters who rely on the George Washington Bridge every day are experiencing extreme delays. Furthermore, I am deeply concerned that local officials and local law enforcement agencies were not properly notified of any change before it was implemented. Not only is this a problem for commuters, it also a public safety issue and could possibly hinder economic growth in the surrounding area.

Thank you for taking the time to consider this important issue. I look forward to reviewing the explanation for the recent reports of reduction in tollbooths. If I can provide any additional insight, please do not hesitate to contact me or my Deputy Chief of Staff Assad Akhter in my office at (202) 225-5751.

Sincerely,

Bill Pascrell, Jr.
Member of Congress

BARONI000139

Torres Rojas, Genara

From: Lado, Tina
Sent: Friday, September 13, 2013 4:05 PM
To: Baroni, Bill; Wildstein, David
Subject: FW: Letter to Mr. Bill Baroni
Attachments: Port Authority Letter- September 2013.pdf

Bill and David,

I just received the attached letter from the office of Congressman Bill Pascrell, Jr.

I have not responded.

From: Coleman, Kyle [mailto:Kyle.Coleman@mail.house.gov]
Sent: Friday, September 13, 2013 4:02 PM
To: Lado, Tina
Subject: Letter to Mr. Bill Baroni

Hi Tina,

I hope all is well. My name is Kyle Coleman; I was told to pass the attached letter from Congressman Pascrell to you. Also, this letter has not been sent to any press or media outlets. However, our office did forward it along to the borough of Fort Lee. Thank you for your time and please let me know if you have any questions.

Best,

Kyle Coleman
Office of Representative Bill Pascrell, Jr. (NJ-9)
2370 Rayburn House Office Building
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Kyle.Coleman@mail.house.gov



BILL PASCRELL, JR.
9TH DISTRICT, NEW JERSEY

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(973) 523-0637 FAX

<http://pascrell.house.gov>
bill.pascrell@mail.house.gov



COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives

September 13, 2013

Mr. Bill Baroni
Deputy Executive Director
The Port Authority of New York & New Jersey
225 Park Avenue South
New York, NY 10003

Dear Mr. Baroni:

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Sincerely,

Bill Pascrell, Jr.
Member of Congress

BARONI000141

Archie, Gwendolyn

From: Muriello, Mark
Sent: Friday, September 06, 2013 8:51 AM
To: Jacobs, Daniel; Chung, Victor
Cc: Quelch, Gerard
Subject: FW: GWB Upper Level Toll Plaza Modified
Attachments: GWB UL Tolls 6.pdf

I am going to need you guys to jump in on this right away, while Jerry is away on vacation. Cedrick will be looking for us to do a quick assessment on Fort Lee impacts to be used for a discussion with the Fort Lee Mayor next week.

I think what we need is an analysis of traffic by toll by hour for this past week, and some estimates of what we think might be likely next week with the new toll plaza configuration that is planned.

Currently the Fort Lee approach is three roadway lanes feeding three toll lanes (essentially #2 of 4 in the attached). What is being proposed is two roadway lanes from Fort Lee, feeding one toll lane (#4 of 4 in the attached). Presumably the impact may be having more people stay on the main I80/95 approach rather than getting off and find their way into Fort Lee. However, there are likely to be increased delays and queuing on the local approach roads (River Road, Bruce Reynolds Blvd., Martha Washington Way, etc.).

Victor — Please stop by so that we can discuss this morning and get started and collecting some data.

Dan — We can discuss when you get back in on Monday.

Jerry — I bet Florida is looking a whole lot better now!

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407
Email: mmuriello@panynj.gov

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From: Fulton, Cedrick
Sent: Friday, September 06, 2013 8:31 AM
To: Zipf, Peter
Cc: Muriello, Mark; Ehler, Diannae; Durando, Robert
Subject: Re: GWB Upper Level Toll Plaza Modified

Peter,

I just spoke with Bob Durando. He will involve Jerry Quelch.

Ced

BARONI000142

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Zipf, Peter
Sent: Friday, September 6, 2013 8:22 AM
To: Fulton, Cedrick
Subject: FW: GWB Upper Level Toll Plaza Modified

Hi Cedrick,

This is what I called about - I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you - just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:11 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,
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Thanks,
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From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

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From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
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<< File: GWB UL Tolls 6.pdf >>

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<< File: GWB UL Tolls 5a.pdf >>

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Fernandez, Vanessa

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Sent from my BlackBerry Wireless Device

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Cc: Quelch, Gerard
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The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407
Email: mmuriello@panynj.gov

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Fernandez, Vanessa

From: Durando, Robert
Sent: Friday, September 06, 2013 9:49 AM
To: Bobowsky, Theodore; Antes, Vincent; Mehta, Dipak; Carleton, Robert; Varga, Edward; Shuffield, Jay
Cc: Muriello, Mark; Crist, Paul; Yostpille, Bernard; Ramirez, Enrique; Nurse, Garvin; Rivera, Jose; Lepore, Armando; Baig, Rizwan (Mirza); Sagrestano, Kenneth
Subject: RE: Usage of GWB

Ricky, Ken, and I would like to participate in the call/vtu

From: Bobowsky, Theodore
Sent: Friday, September 06, 2013 9:13 AM
To: Antes, Vincent; Mehta, Dipak; Carleton, Robert; Varga, Edward; Shuffield, Jay
Cc: Muriello, Mark; Crist, Paul; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin; Rivera, Jose; Lepore, Armando; Baig, Rizwan (Mirza); Sagrestano, Kenneth
Subject: RE: Usage of GWB

The vendor is available to provide a demo the week after next (9/16). This will be web-based so it can be accessed from multiple locations.

Can the appropriate people from TB&T and the facility please advise who will be in attendance so I can coordinate schedules and select a time that works for everyone? I will coordinate with engineering.

Thanks,

Ted

From: Antes, Vincent
Sent: Friday, September 06, 2013 7:32 AM
To: Bobowsky, Theodore; Mehta, Dipak; Carleton, Robert; Varga, Edward; Shuffield, Jay
Cc: Muriello, Mark; Crist, Paul; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin; Rivera, Jose; Lepore, Armando; Baig, Rizwan (Mirza); Sagrestano, Kenneth
Subject: Re: Usage of GWB

I think this is a small investment for a big opportunity to understand our sidewalk operations. I recommend we set up a demo.

Vinny

Sent from my BlackBerry Wireless Handheld

From: Bobowsky, Theodore
Sent: Thursday, September 05, 2013 04:26 PM
To: Antes, Vincent; Mehta, Dipak; Carleton, Robert; Varga, Edward; Shuffield, Jay
Cc: Muriello, Mark; Crist, Paul; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin; Rivera, Jose; Lepore, Armando; Baig, Rizwan (Mirza); Sagrestano, Kenneth
Subject: RE: Usage of GWB

Vinny,

Traffic Engineering has looked at the different technologies that are available to collect bicycle and pedestrian volume data and there appears to be only one viable, but very promising solution- infrared. This is a combination of a laser beam (not visible) and detection loops. This is the only technology that can differentiate between bicycles and pedestrians as well as provide directionality, which are essential capabilities to obtain the most useful data.

The product that the company Eco Counter offers has worked very well in similar applications, and this company has systems installed in 5,000 locations in 32 countries, including 30 US states. We spoke to the individual at Arlington County VA who is responsible for the 30 systems they currently have installed, including the Key Bridge which connects Virginia to Washington DC; it has walkways very similar to the GWB walkways (6,000-8,000 pedestrians/bikes a day, and a walkway widths of 8'-10'). They had nothing but positive things to say. The system is very inconspicuous as it only consists of loops in the pavement and a post (that looks like a bollard) to house the sensor and other electronics. See attached for the current installation on the Key Bridge. If cutting into the pavement is not possible at the location we chose, the loop can be laid on top of the pavement.

The approximate cost for the system installation (material and labor) is \$10,000. The annual fee to transmit the data is \$420 (uploaded to a website daily), or it is free to access the data on site via Bluetooth. Maintenance cost are expected to be negligible, only about \$100 every year for new loop batteries that are easily installed in minutes. The system is expected to last a minimum of 5-10 years and all of it can be relocated if needed with the exception of the loops, which cost about \$1,000. We could select an installation location that would allow the system to be installed now and be unaffected by the suspender rope program, or move the system during construction based on walkway closures.

This data would be very useful to understand the usage and trends at the bridge in general, and variations throughout the year, time of day, etc. It would also provide a baseline to project future changes in demand and serve as a great tool in making informed design, operations and policy decisions. This solution provides much more robust data than the manual counts currently done by analyzing video, and is more cost effective over the long run.

The vendor has offered to provide a webinar to anyone that is interested in seeing a demo of what the free software can do with the data once it is collected.

Please let us know if anyone sees any potential issues with installing this system at the GWB or there are any questions. We think it would make the most sense to install it on the approach to the main walkway on the NJ side past the gate on Hudson terrace- this would eliminate any cutting into concrete that is on structure should we decide to go with in-pavement loops.

If there are no issues with installing this system at the GWB we can work with the vendor to see if they are willing to install the system on a trial basis.

Ted

From: Baig, Rizwan (Mirza)
Sent: Thursday, August 22, 2013 10:26 AM
To: Antes, Vincent
Cc: Muriello, Mark; Crist, Paul; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin; Shuffield, Jay; Varga, Edward; Rivera, Jose; Bobowsky, Theodore
Subject: RE: Usage of GWB

Sure Vinny let me reach out to few vendors and I will get back to you. thanks

From: Antes, Vincent
Sent: Thursday, August 22, 2013 8:57 AM
To: Shuffield, Jay; Varga, Edward; Baig, Rizwan (Mirza)
Cc: Muriello, Mark; Crist, Paul; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin
Subject: RE: Usage of GWB

Thanks Jay. Any counts we get now would be after the Monday visit by the ED. But I think we should purpose a technology to give us this count info.

Rizwan - do you have any ideas of how to start taking traffic / ped count data at the GWB?

Vinny

From: Shuffield, Jay
Sent: Thursday, August 22, 2013 8:30 AM
To: Antes, Vincent; Varga, Edward; Baig, Rizwan (Mirza)
Cc: Muriello, Mark; Crist, Paul; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin
Subject: RE: Usage of GWB

That is a good question. There are ATRs designed for bicycle counts (see attached photo taken on the Burnside Bridge in Portland earlier this year), and it may be worth spending the money to have somebody deploy them for us.

There are some limitations: you cannot distinguish directionality, you can't tell the difference between a stroller and a bicycle, and you won't get any pedestrian volumes. It would still be useful to gauge overall volumes and to get more data with relatively little effort. Because I have observed regular stroller use, I have been planning to count strollers as a separate category this year (if I can ever get the video back from AV). There isn't any reason we couldn't try to collect data sooner.

There may be some newer technology that claims it could count and distinguish bicycles and pedestrians, but we would have to look at that very closely to have any confidence, especially given the crowded conditions and relatively slow bicycle speeds we sometimes see on the bridge.

But this is Thursday already; I don't see how you could get the data by Monday, unless your consultant for the project already has access to a bicycle ATR and could put an absolute push on it this morning and work on it over the weekend.

From: Antes, Vincent
Sent: Thursday, August 22, 2013 8:08 AM
To: Shuffield, Jay; Varga, Edward; Baig, Rizwan (Mirza)
Cc: Muriello, Mark; Crist, Paul; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin
Subject: RE: Usage of GWB

Maybe a nutty question but can we put traffic counters on the south sidewalk?

Vinny

From: Shuffield, Jay
Sent: Wednesday, August 21, 2013 4:56 PM
To: Varga, Edward
Cc: Muriello, Mark; Crist, Paul; Antes, Vincent; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin
Subject: RE: Usage of GWB

Cedrick stopped by my desk yesterday to give me a heads-up that this was coming.

There are no new data available yet, and our data has all been collected in the Summer (not "average" day). I have been trying to process some counts for Summer 2013, but I haven't been able to get the converted video back from AV yet, so I am doubtful we'll have anything ready by Monday. I am updating the 9/25 memo, and will add details about weekdays and trip purpose (based on our 2010 work).

Note that there are currently no wheelchair users, since the existing sidewalks are not accessible.

From: Varga, Edward
Sent: Wednesday, August 21, 2013 2:32 PM
To: Shuffield, Jay
Cc: Muriello, Mark; Crist, Paul; Antes, Vincent; Mehta, Dipak; Yostpille, Bernard; Durando, Robert; Ramirez, Enrique; Nurse, Garvin
Subject: Usage of GWB

For upcoming briefings to Executive Staff, we are tasked to provide some data for follow-up discussions. The following information is needed:

- Average daily number of pedestrians, bicyclists and wheelchairs that cross the GWB (weekdays and weekends)
- Historical data for the past 5 years for the same patron usage, and projections for future growth.

We have the memo dated 9/25/12 from your office that indicated the following data:

Pedestrian Volumes on the GWB

Sunday 7am - 7pm

May 19, 2002	329
June 27, 2010	408
July 17, 2011	553
July 29, 2012	710

While somewhat more mixed, the counts have also shown substantial increases in bicycle usage on the GWB:

Bicycle Volumes on the GWB

Sunday 7am - 7pm

May 19, 2002	1492
June 27, 2010	2281
July 17, 2011	3150
July 29, 2012	2631

Please advise if any additional details for compliance with this request can be supplied.

The information is needed no later than Monday (8/26).

Thank you in advance.

Ed Varga
04-4625

Fernandez, Vanessa

From: Quelch, Gerard
Sent: Friday, September 06, 2013 11:02 AM
To: Muriello, Mark
Subject: Re: GWB Upper Level Toll Plaza Modified

Mark,

I received an e-mail and long string from Raheel regarding the GWB toll plaza issue. Apparently, TE is directly involved already and I responded the Victor should work with Raheel. Don't know why the 15th floor is involved?

Jerry

Sent from my BlackBerry Wireless Device

From: Muriello, Mark
Sent: Friday, September 06, 2013 10:00 AM
To: Quelch, Gerard
Cc: Jacobs, Daniel
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks, Jerry. I appreciate you jumping in here. Victor is starting by gathering some ITCS data by hour by toll lane. This is a 24x7 toll plaza change that the 15th Floor is seeking. It will affect the peak hour significantly. Do we have any relatively recent traffic counts and turning movements of the Bruce Reynolds/Martha Washington intersection.?

Mark F. Muriello
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To: Chung, Victor
Cc: Muriello, Mark; Jacobs, Daniel
Subject: Re: GWB Upper Level Toll Plaza Modified

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Jerry

Sent from my BlackBerry Wireless Device

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Cc: Jacobs, Daniel
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Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407

Email: mmuriello@panynj.gov

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To: Quelch, Gerard
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Subject: RE: GWB Upper Level Toll Plaza Modified
Attachments: Fort Lee 1 lane - May 21 2013.xlsx

Jerry,

I will meet up with Mark at 12:30 later. So far, I have used sample ITCS data to get the usual demand of the 3 Fort Lee toll lanes and the estimate the capacity of a full service toll lane. I used the 2006 Trans Hudson auto OD to get the local Fort Lee auto demand alone. Assuming that all the highway demands stay on the highway as the best case scenario of this one lane only implementation, there will still be substantial queuing just by the Fort Lee demand.

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GWB Fort Lee Toll Lanes (Lanes 20, 22, 24 at U

Time Began	Sum of CASH			Sum of EZPASS			Sum of VIOLATION	
	20	22	24	20	22	24	20	22
0	85	0	85	31	127	54	1	9
100	50	0	18	41	15	30	0	0
200	74	0	11	28	55	3	0	1
300	38	0	18	25	72	5	1	2
400	44	0	40	31	113	24	7	10
500	97	0	99	78	361	97	7	12
600	14	0	93	162	461	109	1	8
700	13	0	67	320	321	241	3	10
800	30	0	106	364	353	229	2	11
900	26	0	107	219	426	155	4	6
1000	75	0	102	174	395	203	6	6
1100	86	0	89	147	454	125	5	12
1200	82	0	89	96	476	47	4	15
1300	116	0	101	60	425	63	1	10
1400	98	0	86	80	433	50	3	16
1500	65	0	103	128	449	49	2	15
1600	86	0	106	112	477	58	2	8
1700	88	0	103	129	507	64	1	13
1800	109	0	98	147	593	56	0	16
1900	42	0	106	89	405	48	6	16
2000	79	0	75	75	287	62	0	5
2100	70	0	73	58	288	47	0	9
2200	52	0	67	45	181	45	2	8
2300	126	0	97	25	167	71	2	14
Grand Total	1645	0	1939	2664	7841	1935	60	232

(L) - May 21, 2013					May 21 - Baseline Dema		
	Sum of CASH	Sum of EZPASS	Sum of VIOLATION	Grand Total	Single Full Service Lane Capacity	Hourly unprocessed volume	
24							
0	170	212	10	392	400	0	
3	68	86	3	157	400	0	
0	85	86	1	172	400	0	
0	56	102	3	161	400	0	
2	84	168	19	271	400	0	
0	196	536	19	751	400	351	
2	107	732	11	850	400	450	
5	80	882	18	980	400	580	
5	136	946	18	1100	400	700	
3	133	800	13	946	400	546	
4	177	772	16	965	400	565	
4	177	772	16	965	400	520	
2	175	726	19	920	400	412	
3	171	619	22	812	400	378	
2	217	548	13	778	400	369	
3	184	563	22	769	400	415	
4	168	626	21	815	400	452	
3	192	647	13	852	400	510	
5	191	700	19	910	400	623	
4	207	796	20	1023	400	316	
4	148	542	26	716	400	186	
3	154	424	8	586	400	145	
0	143	393	9	545	400	1	
1	119	271	11	401	400	105	
3	223	263	19	505	400		
61	3584	12440	353	16377			

BARONI000170

nd Cumulative unprocessed volume	Aug 20 - Baseline Demand			Cumulative unprocessed volume	Pure Fort Lee Demand from Auto OD
	Grand Total	Single Full Service Lane Capacity	Hourly unprocessed volume		
	225	400	0		
	265	400	0		
	159	400	0		
	154	400	0		
	282	400	0		
351	459	400	59	59	167
801	665	400	265	324	548
1381	807	400	407	731	639
2081	1,010	400	610	1341	671
2627	986	400	586	1927	400
3192	820	400	420	2347	338
3712	886	400	486	2833	338
4124	771	400	371	3204	75
4502	724	400	324	3528	145
4871	798	400	398	3926	150
5286	836	400	436	4362	75
5738	829	400	429	4791	183
6248	1,007	400	607	5398	563
6871	984	400	584	5982	182
7187	778	400	378	6360	416
7373	669	400	269	6629	122
7518	630	400	230	6859	90
7519	463	400	63	6922	155
7624	467	400	67	6989	
	15,674				

Best Case Scenario

Unprocessed volume
on pure Fort Lee
Demand

Cumulative unprocessed
Fort Lee Demand Alone

0	0
148	148
239	387
271	657
-	657
-	995
-	633
-	208
-	0
-	0
-	0
-	0
-	0
163	163
-	0
16	16
-	0
-	0
-	0

Fernandez, Vanessa

From: Chung, Victor
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This is what I called about – I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you – just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

Peter

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:11 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

1. Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
2. Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
3. Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.
4. Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose

Sent: Wednesday, August 28, 2013 6:11 PM

To: Zipf, Peter

Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael

Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

5. Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
6. Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
7. Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
Office: 973-565-7866 | BlackBerry: 862-754-4781 | jrivera@panynj.gov | www.panynj.gov

ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov

Fernandez, Vanessa

From: Chung, Victor
Sent: Friday, September 06, 2013 3:45 PM
To: Muriello, Mark
Cc: Jacobs, Daniel; Quelch, Gerard; Hwang, Amy
Subject: GWB Toll lane modification

Importance: High

Mark,

Just received a phone call from Traffic Engineering (Raheel Shabih). He said that Jose Rivera just got off the phone with Bob Durando, and Bob told him that the one lane modification will be implemented on Monday morning.

Victor

Fernandez, Vanessa

From: Quelch, Gerard
Sent: Friday, September 06, 2013 4:37 PM
To: Jacobs, Daniel; Chung, Victor; Muriello, Mark
Cc: Hwang, Amy
Subject: Re: GWB Toll lane modification

That is my question as well. A single toll lane operation invites potential disaster. Even with a three lane operation, motorists experience 5-10 min each morning. It seems like we are punishing all for the sake of a few.

Very confused.

Jerry

Sent from my BlackBerry Wireless Device

----- Original Message -----

From: Jacobs, Daniel
Sent: Friday, September 06, 2013 04:14 PM
To: Chung, Victor; Muriello, Mark
Cc: Quelch, Gerard; Hwang, Amy
Subject: RE: GWB Toll lane modification

Is there really no way to convert this plan into two a two lane configuration, one cash and one E-ZPass? The volumes are such that we could probably handle this volume in just two lanes with only limited spill-back . . .

What is driving this?

- Daniel

Daniel M. Jacobs, PP
General Manager -- Transportation and Revenue Port Authority of NY & NJ Two Montgomery Street, 4th
Floor Jersey City, NJ 07302 Tel # (201) 395-3984 Djacobs@panynj.gov

From: Chung, Victor
Sent: Friday, September 06, 2013 3:44 PM
To: Muriello, Mark
Cc: Jacobs, Daniel; Quelch, Gerard; Hwang, Amy
Subject: GWB Toll lane modification

Mark,

Just received a phone call from Traffic Engineering (Raheel Shabih). He said that Jose Rivera just got off the phone with Bob Durando, and Bob told him that the one lane modification will be implemented on Monday morning.

Victor

Fernandez, Vanessa

From: Durando, Robert
Sent: Monday, September 09, 2013 8:31 AM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark

DW has left the building. He'll be "checking back" with me later to discuss how this morning went.

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

BARONI000180

Fernandez, Vanessa

From: Durando, Robert
Sent: Monday, September 09, 2013 12:55 PM
To: Muriello, Mark
Cc: Ramirez, Enrique
Subject: RE: Angry Patron

It is, no delays at this time. DW is supposed to check in with me later to talk traffic numbers

From: Muriello, Mark
Sent: Monday, September 09, 2013 12:53 PM
To: Durando, Robert
Cc: Ramirez, Enrique
Subject: RE: Angry Patron

Is the operation still in effect?

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407

Email: mmuriello@panynj.gov

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From: Durando, Robert
Sent: Monday, September 09, 2013 12:09 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth
Subject: Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

From: Herrera, Lisa
Sent: Monday, September 09, 2013 12:06 PM
To: Durando, Robert
Subject: Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa

Fernandez, Vanessa

From: Chung, Victor
Sent: Friday, September 06, 2013 5:01 PM
To: Muriello, Mark
Subject: GWB toll lane modification
Attachments: Fort Lee 1 lane - May 7 2013.xlsx

Mark,

Attached is the latest summary sheet for the analysis. Please let me know if you have any questions.

Thanks

Victor

BARONI000182

Time Begin	GWD For Toll lanes (Lanes 20, 21, 22 at ULI) - Hwy 7, 2013				May 7 - Baseline Demand				Aug 20 - Baseline Demand				Pure For Use		Unprocessed volume	
	Sum of CASH	Sum of EPPAS	Sum of VIOLATION	Sum of EPPAS	Sum of CASH	Sum of EPPAS	Sum of VIOLATION	Grand Total	Single Full Service Lane Capacity	Hourly unprocessed volume	Cumulative unprocessed volume	Auto OD	Sum of Demand from	Unprocessed volume on pure For Use	Committed	
0	24	20	24	24	24	24	24	24	215	0	0	215	0	0	0	
5	50	42	304	304	304	304	304	304	265	0	0	265	0	0	0	
10	28	17	78	78	78	78	78	78	139	0	0	139	0	0	0	
15	36	21	73	73	73	73	73	73	154	0	0	154	0	0	0	
20	34	0	0	0	0	0	0	0	282	0	0	282	0	0	0	
25	35	0	0	0	0	0	0	0	459	0	0	459	0	0	0	
30	49	0	0	0	0	0	0	0	807	0	0	807	0	0	0	
35	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
40	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
45	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
50	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
55	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
60	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
65	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
70	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
75	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
80	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
85	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
90	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
95	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
100	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
105	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
110	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
115	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
120	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
125	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
130	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
135	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
140	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
145	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
150	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
155	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
160	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
165	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
170	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
175	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
180	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
185	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
190	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
195	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
200	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
205	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
210	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
215	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
220	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
225	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
230	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
235	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
240	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
245	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
250	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
255	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
260	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
265	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
270	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
275	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
280	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
285	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
290	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
295	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
300	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
305	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
310	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
315	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
320	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
325	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
330	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
335	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
340	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
345	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
350	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
355	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
360	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
365	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
370	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
375	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
380	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
385	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
390	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
395	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
400	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
405	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
410	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
415	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
420	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
425	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
430	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
435	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
440	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
445	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
450	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
455	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
460	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
465	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
470	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
475	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
480	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
485	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
490	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
495	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
500	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
505	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
510	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
515	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
520	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
525	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
530	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
535	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
540	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
545	0	0	0	0	0	0	0	0	1081	0	0	1081	0	0	0	
550	0	0	0	0	0	0	0	0	1081							

Fernandez, Vanessa

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 3:23 PM
To: Crist, Paul; Antes, Vincent
Cc: Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark; Baig, Rizwan (Mirza); Lepore, Armando
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort-Lee police

All,

- anything been said to Ft Lee police yet? - **No.**
- when did Ft lee make the request? - **Fort Lee Police made the request for the video on September 3rd**
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing? - **Yes; data collection is ongoing- 09/09/13 to 09/16/13- HOWEVER, due to the "TL24 Test", all data collection will have to be retaken when the "test" is complete.**
- once they complete the video, how long will it take before they send us an analysis? - **Data processing and develop base Synchro network - complete by 09/27/13; however will be delayed to ongoing "TL24 Test".**

Jose

From: Crist, Paul
Sent: Wednesday, September 11, 2013 1:53 PM
To: Antes, Vincent
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark
Subject: Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Thanks, a few questions:

- anything been said to Ft Lee police yet?
- when did Ft lee make the request?
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing?
- once they complete the video, how long will it take before they send us an analysis?

Thanks

Paul

Paul V. Crist
Port Authority of NY and NJ -----
Sent from my BlackBerry Wireless Handheld

From: Antes, Vincent
Sent: Wednesday, September 11, 2013 01:46 PM
To: Crist, Paul
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas

Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

The request for copies of the video traffic count info was made by Ft Lee police to the consultant installing the video equipment. The consultant passed off the request to us:

The reason video traffic counts are being made is a result of repeated vandalism to the traffic count tubes first employed. The tubes were being cut by someone on the street.

Bob D also asked a question regarding traffic videos being discoverable as a result of FOI's. After discussing with Tim Stickelman, the answer is yes. The PA may deem such requested information of a sensitive nature and elect to not send.

Vinny

From: Crist, Paul

Sent: Tuesday, September 10, 2013 6:35 PM

To: Antes, Vincent

Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae

Subject: Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist

Port Authority of NY and NJ

Sent from my BlackBerry Wireless Handheld

From: Antes, Vincent

Sent: Tuesday, September 10, 2013 04:15 PM

To: Crist, Paul

Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert

Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

From: Rivera, Jose

Sent: Tuesday, September 10, 2013 12:44 PM

To: Harriott, Thomas

Cc: Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore,

Armando; Fraser, Craig

Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

From: Harriott, Thomas

Sent: Tuesday, September 10, 2013 11:23 AM

To: Rivera, Jose

Cc: Carleton, Robert; Mehta, Dipak

Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose -

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

From: Rivera, Jose

Sent: Thursday, September 05, 2013 10:53 AM

To: Harriott, Thomas

Cc: Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack

Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

From: Harriott, Thomas

Sent: Thursday, September 05, 2013 10:21 AM

To: Rivera, Jose; Baig, Rizwan (Mirza)

Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan -

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

From: Jen, Ching
Sent: Wednesday, September 04, 2013 4:10 PM
To: Harriott, Thomas
Cc: Sloan, Stewart
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:
I don't know you read this email or not,
could you response his request to get permission from PA
in order to release video files to Fort Lee Police?
Thank you

Ching jen

From: beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]
Sent: Wednesday, September 04, 2013 9:07 AM
To: Jen, Ching
Cc: mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job_2781%Hardesty__Hanover@hardesty-hanover.com;
Harriot, Thomas; charlie@hardesty-hanover.com
Subject: Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,
Bob

Robert F. Eslinger, Jr, PE, Principal Associate

mail: beslinger@hardesty-hanover.com
address: 1501 Broadway, Suite 310, New York, NY 10036
office: 212.944.1150
direct: 646.428.8471
cell: 917.860.4047
fax: 212.391.0297



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— Forwarded by Bob Eslinger/Hardesty_Hanover on 09/04/2013 09:01 AM —

From: "Westrick, Lisa" <LWestrick@chacompanies.com>
To: "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>,
Cc: "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>
Date: 09/04/2013 08:48 AM
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,
We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9th.
However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA
to get their authorization to release the video files to the Fort Lee Police?
Thanks, Lisa

Lisa M. Westrick, P.E., Associate
CHA - design/construction solutions

From: Westrick, Lisa

Sent: Wednesday, August 28, 2013 9:20 AM
To: 'mmohrmann@hardesty-hanover.com'
Cc: beslinger@hardesty-hanover.com; Rashford, Jim
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9th. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
- Data Processing and develop base Synchro network - complete by 09/27/13
- Develop detour volumes and conduct capacity analysis - complete by 10/25/13
- Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate
CHA - design/construction solutions

Fernandez, Vanessa

From: Jacobs, Daniel
Sent: Thursday, September 12, 2013 5:14 PM
To: Muriello, Mark
Subject: Emailing: Fort Lee Trial Review.ppt
Attachments: Fort Lee Trial Review.ppt

The message is ready to be sent with the following file or link attachments:

Fort Lee Trial Review.ppt

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled:-----

Reallocation of Toll Lanes at the GMB

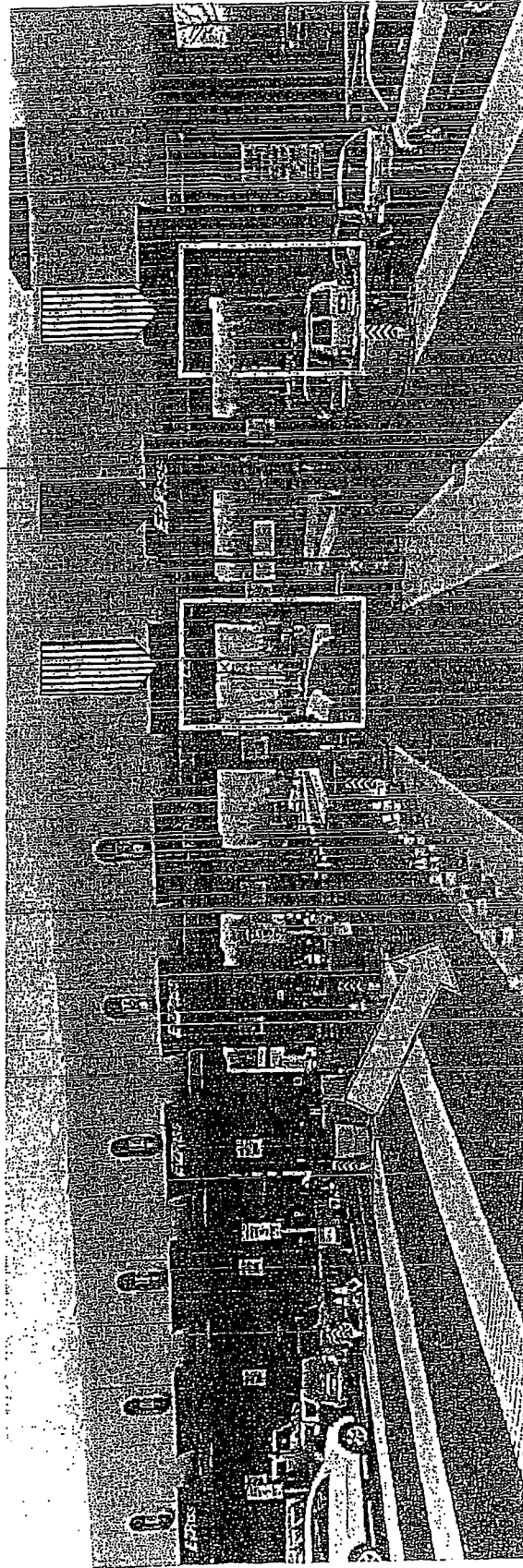
An EARLY assessment of the benefits of the trial

September 12, 2013

THE PORT AUTHORITY OF NY & NJ

Reallocate Toll Lanes Presently Dedicated to Ft. Lee Traffic During the AM Peak

Lanes 20, 22, and 24 have been dedicated to "local" traffic during the AM peak using a cone line.



Local Traffic Throughput

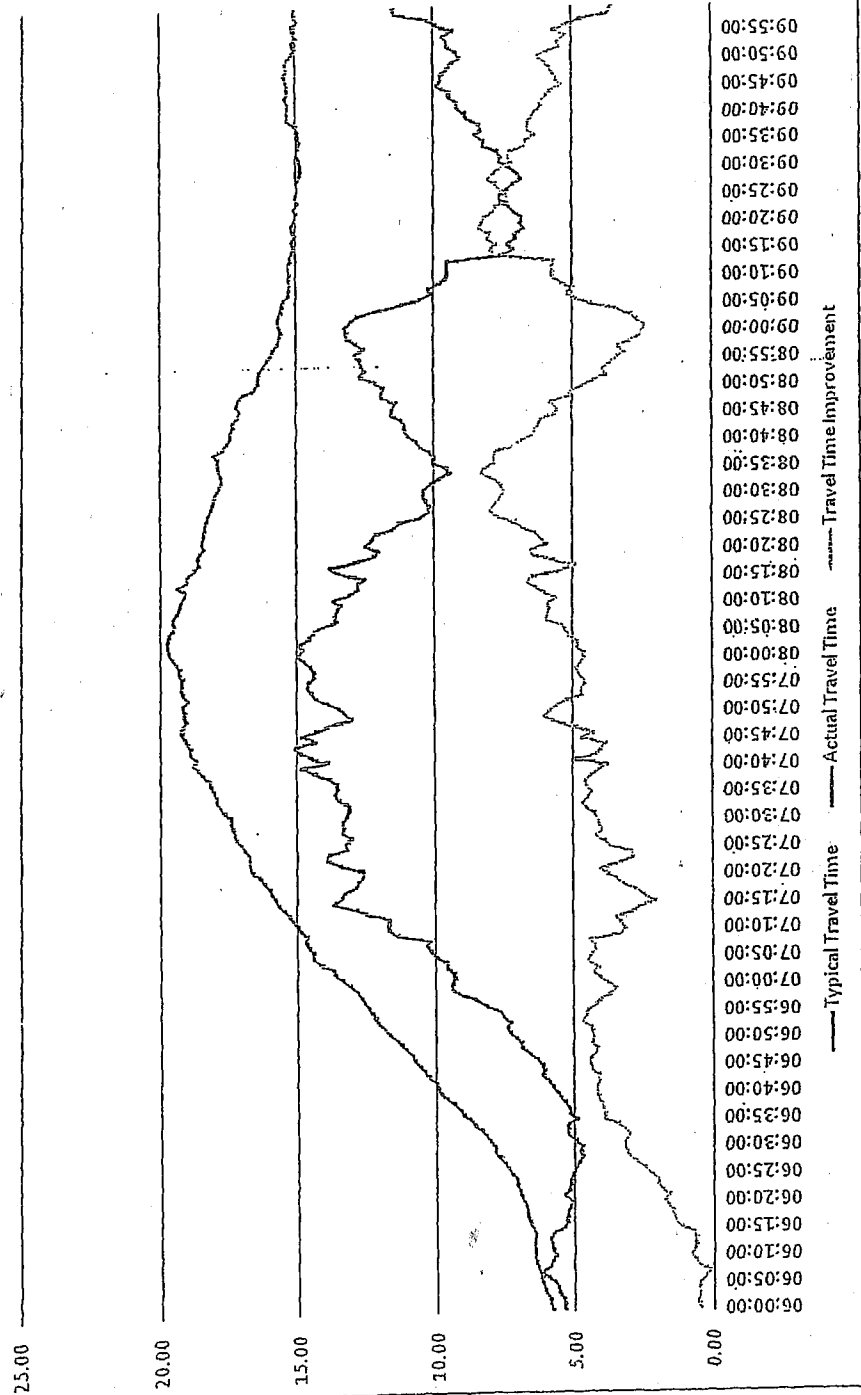
By eliminating two of the toll lanes dedicated to "local" traffic from Ft. Lee, this traffic was forced to queue on local streets:

- An analysis of traffic prior to implementation assumed that unprocessed demand could reach over 600 vehicles
 - This analysis was based on the assumption that only traffic originating in Ft. Lee would use the local ramp after trial implementation
- Two separate queues set up in Ft. Lee each stretch for over 0.5 miles (equivalent to over 260 vehicles)
- Queues were predicted to continue until around noon, which processing capacity of Lane #24 would catch up to demand
 - This matches actual performance observed by GWB management
- Unfortunately, "local" E-ZPass traffic lost its dedicated E-ZPass lane, requiring this traffic to join the CASH queues
 - On 9-4-13, "local" traffic had an E-ZPass market share of 46% during the AM peak period . . .

THE PORT AUTHORITY OF NY AND NJ

Peak Travel Times - 9/12/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB
(w/New Fort Lee Toll Lane Configuration)
Sep 10th 2013: 6 - 10 AM



Vehicle Hours of Delay

The trial results in a trade-off between travel time savings for mainline traffic and substantial delays for "local" traffic:

- Assuming the 11,592 vehicles using the mainline toll lanes after implementation of the trial each saved 5 minutes, the total savings would be approximately 966 vehicle hours of reduced delay.
- Based on estimated Fort Lee queues of approximately 600 vehicles over the course of four hours, local traffic is experiencing an additional 2,800 vehicle hours of delay.
 - Even if queues are half those estimated, the additional delay would still far exceed the savings of mainline traffic . . .
- Based on estimated Fort Lee queues of approximately 550 vehicles at 10 AM, many of these vehicles will pay the off-peak toll
 - At an E-ZPass market share of 46%, this works out to a revenue loss of \$550 per day or \$137k per year.

conclusions

• TBD



Fernandez, Vanessa

From: Jacobs, Daniel
 Sent: Friday, September 13, 2013 11:24 AM
 To: Muriello, Mark
 Subject: Fort Lee Trial
 Attachments: Fort Lee Trial Review.ppt; 15-min trf GWB 9-11-13 vs 9-4-13.xlsx

See attached, plus worksheet for calculations (except travel time done separately).

Calculation table below:

		Peak Period	
Ft. Lee Approach	Pre-Trial	3816	
Ft. Lee Approach	Post Trial	2109	
	Net Unprocessed Demand	-1707	
	Estimated Unprocessed Ft. Lee Demand	-595	
Mainline	Pre-Trial	2696 0600 hrs	
		2572 0700 hrs	
		2342 0800 hrs	
		1868 0900 hrs	
Mainline	Post Trial	3089 0600 hrs	
		3487 0700 hrs	
		2707 0800 hrs	
		2309 0900 hrs	966
Mainline	Net Impact	393	
		915	
		365	
		441	
Additional Mainline Traffic	Peak Period	2114	
Unprocessed Fort Lee Demand	Peak Period	-1707	
Additional UL Plaza Traffic	Peak Period	407 extra 100 vph per hour	
Ft. Lee ETC Market Share	Peak Period	87.0% 10 AM Hour	84.0%
Off-peak toll revenue Loss	Peak Traffic Delayed to Off-Peak (E-Zpass only)	\$ (998.79) Per Day	
Vehicle Hours of Delay	Estimated from Victor	2827 hrs	

Daniel M. Jacobs, PP
 General Manager -- Transportation and Revenue
 Port Authority of NY & NJ

Two Montgomery Street, 4th Floor
Jersey City, NJ 07302
Tel # (201) 395-3984
Djacobs@panynj.gov

Reallocation of Toll Lanes at the GMB

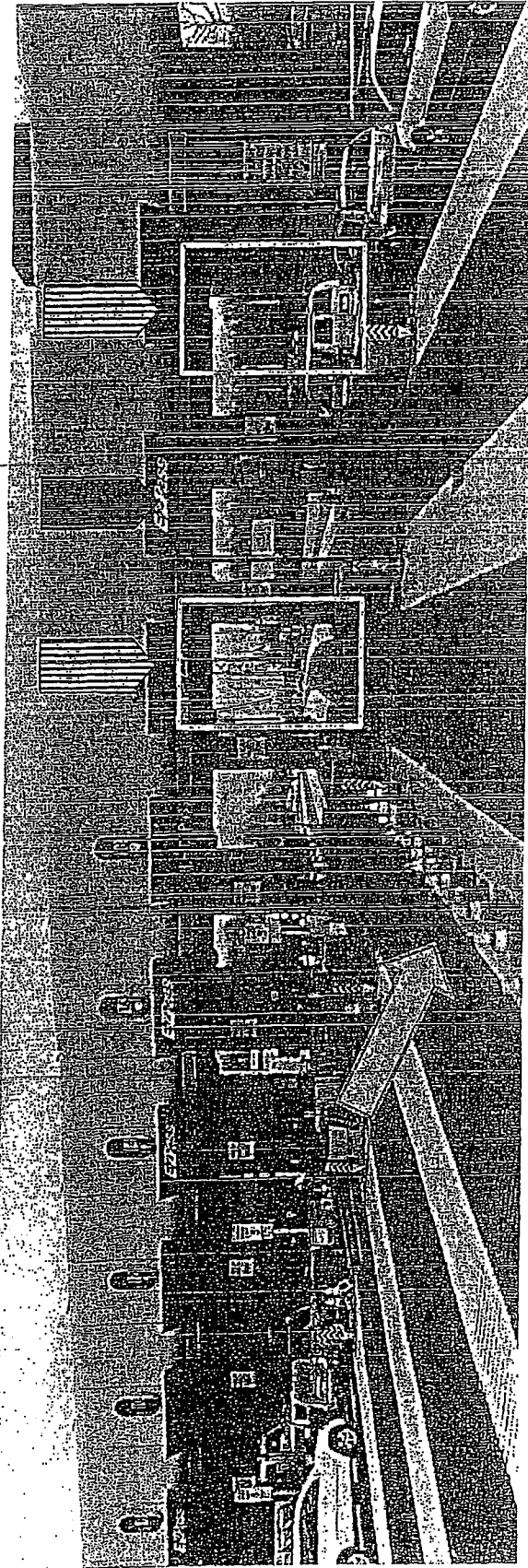
An EARLY assessment of the benefits of the trial

September 12, 2013



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Lanes 20, 22, and 24 were dedicated to "local" traffic during the AM peak using a cone line.

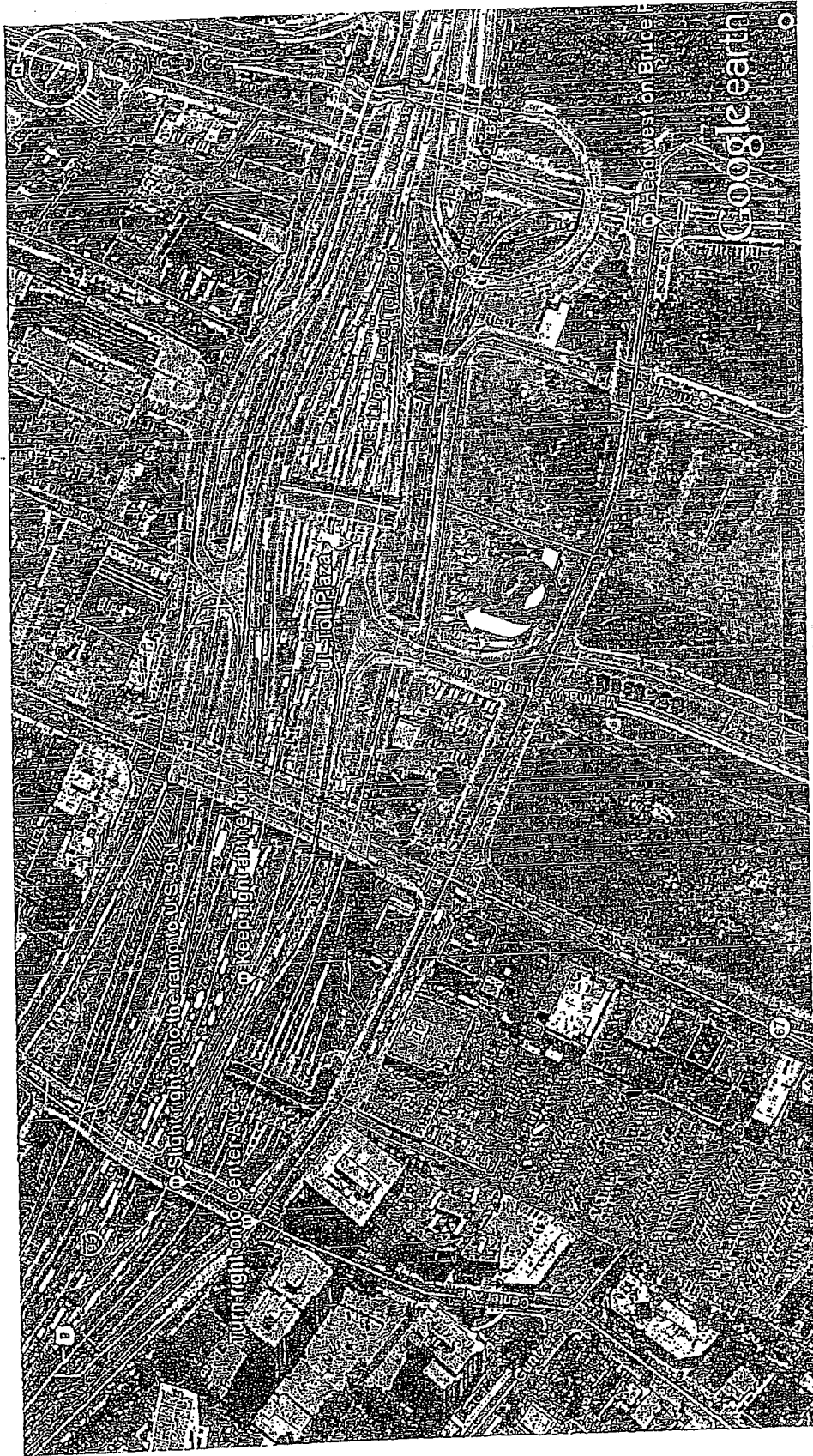


Local Traffic Throughput

By eliminating two of the toll lanes dedicated to "local" traffic from Ft. Lee, this traffic was forced to queue on local streets:

- An analysis of traffic prior to implementation assumed that unprocessed demand could reach over 600 vehicles
 - This analysis was based on the assumption that only traffic originating in Ft. Lee would use the local ramp after trial implementation
- Validation: Two separate queues set up in Ft. Lee each stretch for over 0.5 miles (equivalent to over 260 vehicles)
- Validation: Queues were predicted to continue until around noon,
 - This matches actual performance observed by GWB management
- "Local" E-ZPass traffic lost its dedicated E-ZPass lane, requiring this traffic to join the CASH queues
 - Prior to the trial, "local" traffic had an E-ZPass market share of around 87% during the AM peak period . . .

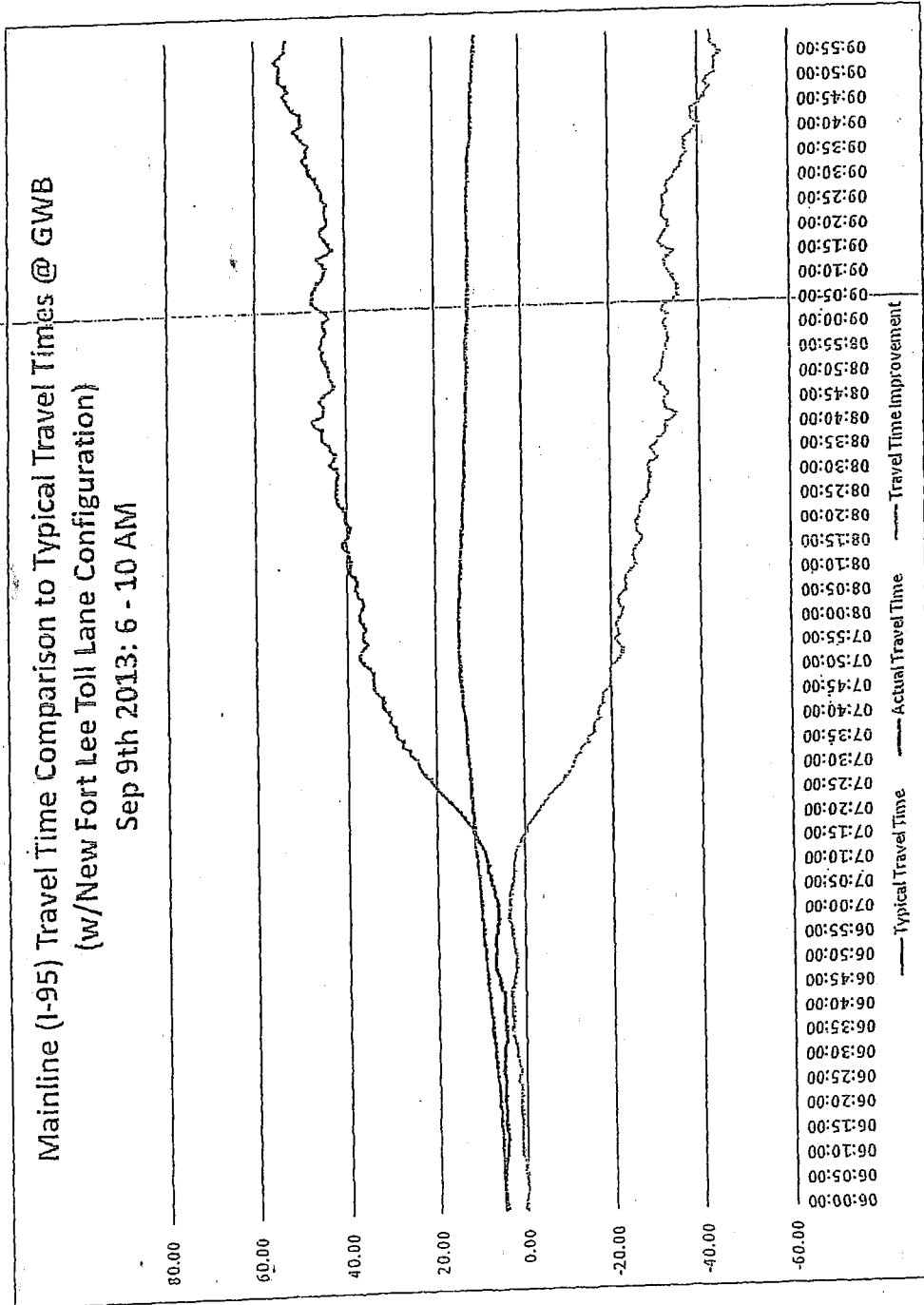
Route B: Local Queues in Fort Lee (PAPD Detour)



THE PORT AUTHORITY OF NY & NJ

AM Peak Highway Approach Travel Times on 9/9/2013

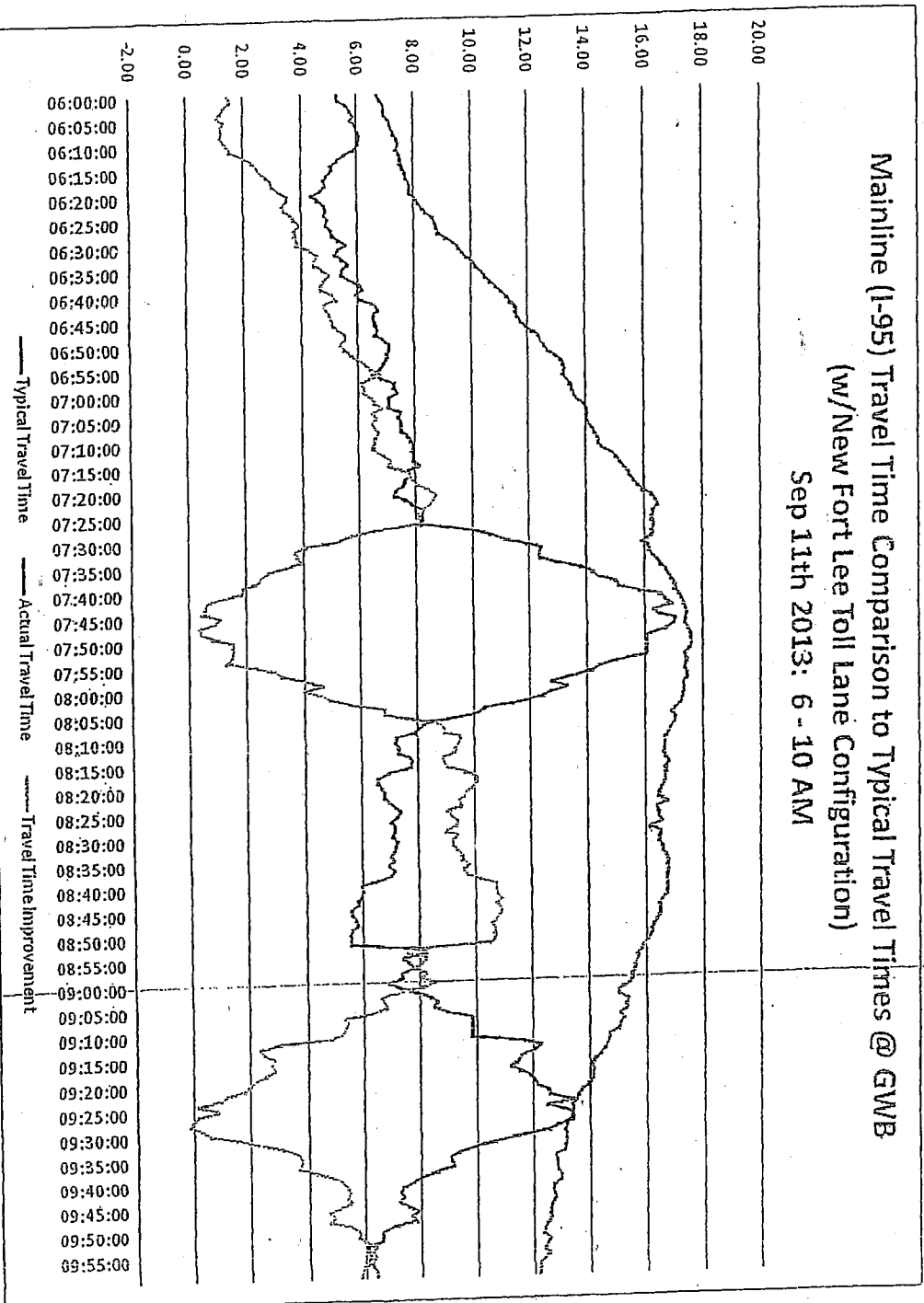
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Sep 9th 2013: 6 - 10 AM



THE PORT AUTHORITY OF NY & NJ

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Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB
 (w/New Fort Lee Toll Lane Configuration)
 Sep 11th 2013: 6 - 10 AM



THE PORT AUTHORITY OF NY & NJ

Vehicle Hours of Delay

The trial results in a trade-off between travel time savings for highway approach traffic and delays for "local" traffic:

- Assuming the 11,592 vehicles using the mainline toll lanes after implementation of the trial each saved 5 minutes, the total savings would be approximately 966 vehicle hours of reduced delay.
- Based on estimated Fort Lee queues of approximately 600 vehicles over the course of four hours, local traffic is experiencing an additional 2,800 vehicle hours of delay.
 - Even if queues are half those originally estimated, the additional delay would still far exceed the savings of mainline traffic . . .
- Based on estimated Fort Lee queues of approximately 550 vehicles at 10 AM, many of these vehicles will pay the off-peak toll
 - At an E-ZPass market share of 84% during the 9 o'clock hour, this works out to a revenue loss of around \$1000 per day or \$250k per year.

THE PORT AUTHORITY OF NEW YORK

Conclusions

• TBD

THE PORT AUTHORITY OF NY&NJ

Fernandez, Vanessa

From: Jacobs, Daniel
Sent: Friday, September 13, 2013 11:44 AM
To: Fulton, Cedrick
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

The question that was posed was "whether traffic was lighter than typical during the construction period?" Bob Durando wisely suggested that we should look at eastbound overnight volumes since we don't have westbound to get a sense if traffic was lighter (i.e. using EB overnight traffic as a proxy for WB overnight traffic). As it turns out, the proxy is not perfect because the LL was closed for much of the overnight period in the EB direction, so we can't learn much about the UL/LL shares of traffic . . .but we can still answer the broader, overall question.

The short answer is "yes". EB traffic was significantly lighter on the evening of September 11/12 than would be typical. Based on a comparison to September 4th (the same DoW the previous week), the traffic was 7% less on the night of the construction. So we likely have been benefiting from significantly reduced traffic during the construction period.

The "why" is less clear . . .

- Daniel

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 10:55 AM
To: Jacobs, Daniel
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

So,

What is the message here? How should we characterize the numbers?

Ced

On Sep 12, 2013, at 11:59 AM, "Jacobs, Daniel" <djacobs@panynj.gov> wrote:

Bob:

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As you can see, the totals for last night were around 1,200 vehicles lower than a similar day the previous week when the plazas are taken together (good news).

<image001.png>

The hourly numbers are less helpful due to the closure of the LL...

Thanks.

- Daniel

From: Muriello, Mark
Sent: Thursday, September 12, 2013 10:47 AM
To: Durando, Robert; Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Jacobs, Daniel
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013
Importance: High

OK Thx

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407

Email: mmuriello@panyni.gov

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From: Durando, Robert
Sent: Thursday, September 12, 2013 10:42 AM
To: Muriello, Mark; Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Jacobs, Daniel
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

I think that in order to answer the question that's been posed, hourly counts from the last couple of nights as compared to "normal" volumes would suffice.

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To: Durando, Robert; Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Jacobs, Daniel
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Bob - Yes. We can look at the Eastbound overnight traffic. How granular would you the data to be by time-of-day? Is hourly data good? UL vs LL?

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From: Fulton, Cedrick
Sent: Thursday, September 12, 2013 10:26 AM
To: Crist, Paul; Durando, Robert
Cc: Ehler, Diannae; Muriello, Mark
Subject: Fw: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Good question. Thoughts. Clearly the last two nights were pretty good.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Ma, John
Sent: Thursday, September 12, 2013 10:22 AM
To: Fulton, Cedrick
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Cedrick - is overall traffic volume light? Relative to normal volumes this time of year? Are we seeing more diversion?

From: Fulton, Cedrick
Sent: Thursday, September 12, 2013 10:11 AM
To: Foye, Patrick; Baroni, Bill
Cc: Antes, Vincent; Benczik, Terry; Chabrier, Wilfred; Crist, Paul; Dawson, Stephanie; Durando, Robert; Ehler, Diannae; Fulton, Cedrick; Lado, Tina; Lee, Christopher; Ma, John; MacSpadden, Lisa; McGrath, David; Muriello, Mark; Napolitano, Steve; Pilosio, Jared; Simon, Brian; Valens, Chris; Wildstein, David; Young, William; Zipf, Peter
Subject: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Pat, Bill,

Construction activity involving crane placement, traffic holds and roadway deck segment placement began at 9pm last night, closing 3 lanes of the Upper Level westbound of the GWB. Upper Level delays peaked at 35 minutes at 2320 hours but stabilized to under 5 minutes at 0130 hours. The Lower Level was fully open in the westbound direction and ran free and

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Fernandez, Vanessa

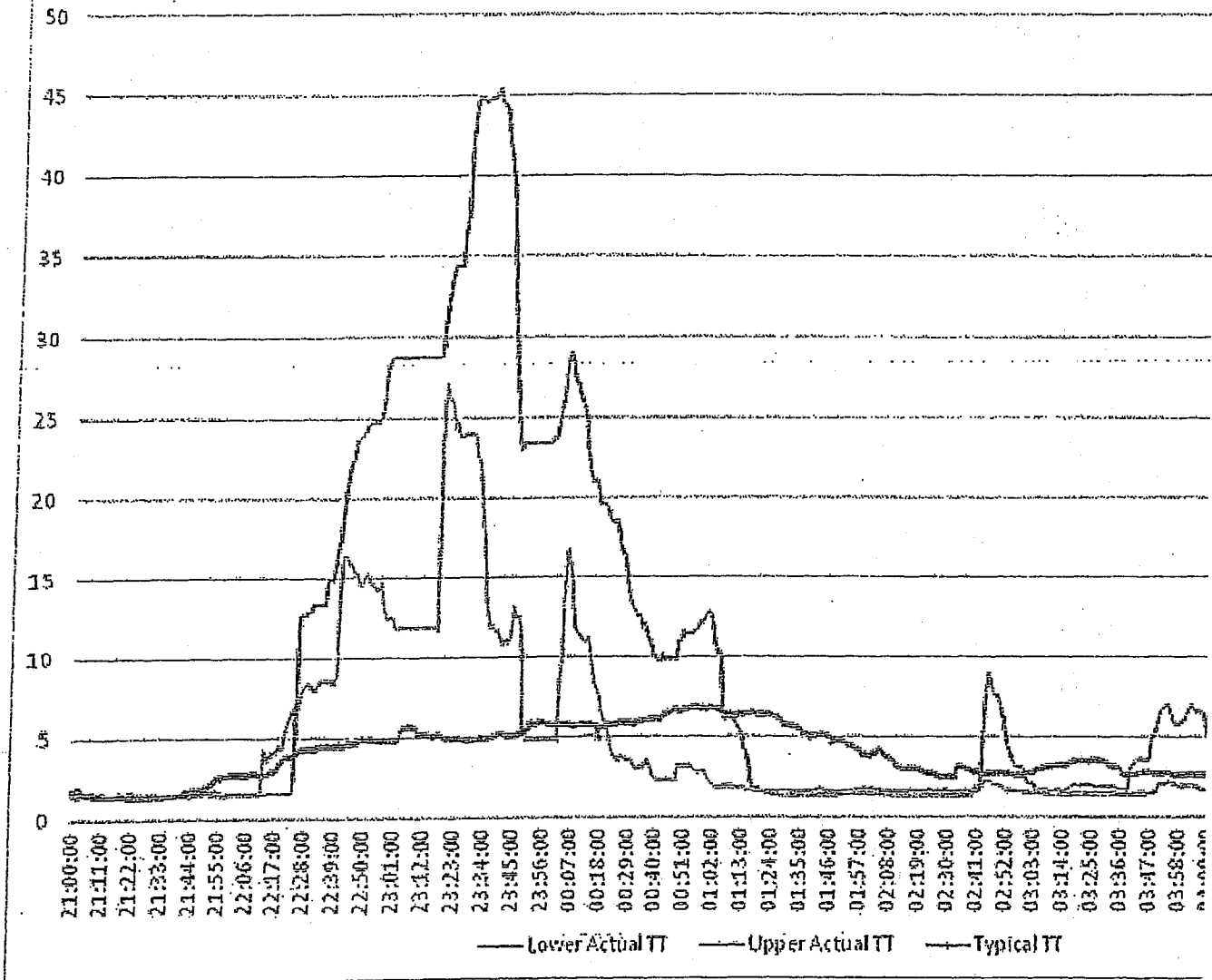
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Cedrick:

It is not a lower level of traffic as compared "year-to-year", but to the same day the previous week. The EB volumes were not just lower, but substantially lower, which would help us reduce the impacts of construction activity as John Ma identifies.

As Mark suggested, I had Victor pull the travel time information for the WB direction, since no traffic volumes were available (see below):

Actual Travel Time Comparisons - GWB WB Upper Vs. Lower V
on Sep. 11 2013 from 9 PM into Sep 12 2013 6 AM



Note that, as you indicated in your previous email, the construction delays mostly abated at 0100hrs and travel times were even below typical, which may indicate lower traffic volumes due to traffic diversions during construction.

In regards to diversions, a previous analysis by Jerry Quelch from when the construction started in late August 2013 found that the GWB lost 574 heavy trucks and an assessment of the TZP traffic on that same day found that the TZP appeared to gain nearly 500 trucks during the same time period. So diversions are probably a factor here ...

If the other construction work was being done on I-95, this work was being done by NYSDOT (not NYCDOT which only provides light maintenance and policing on City expressways), but I don't really like the premise that the traffic was being metered by other construction, This construction was far from the GWB and the GWB has multiple approaches and would have zero impact on EB traffic. It also plants questions about interagency construction coordination in the minds of agency leadership, e.g. the Staten Island May 5th thing, when construction coordination is handled through TRANSCOM.

- Daniel

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 12:02 PM
To: Jacobs, Daniel
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Thanks Dan. So more broadly, we really don't have the counts to do year to year WB comparisons? However, historically we use EB as a proxy for WB activity? And based on lower year to year EB, it would be reasonable to conclude lower WB traffic? We would note also that the picture of construction impact during the overnight at the GWB, in either direction, could be metered by other agency work in NY or NJ? On the night in question, NYC DOT (??) also had construction activity? We regularly work with the respective agencies in both states to coordinate construction.?

Does this sound like a reasoned response? ...

Ced

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Fernandez, Vanessa

From: Jacobs, Daniel
Sent: Friday, September 13, 2013 6:32 PM
To: Muriello, Mark
Subject: Fw: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Any suggestions?

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 06:09 PM
To: Jacobs, Daniel
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Dan,

Thanks for the through analysis. So how should we answer John?

Ced

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

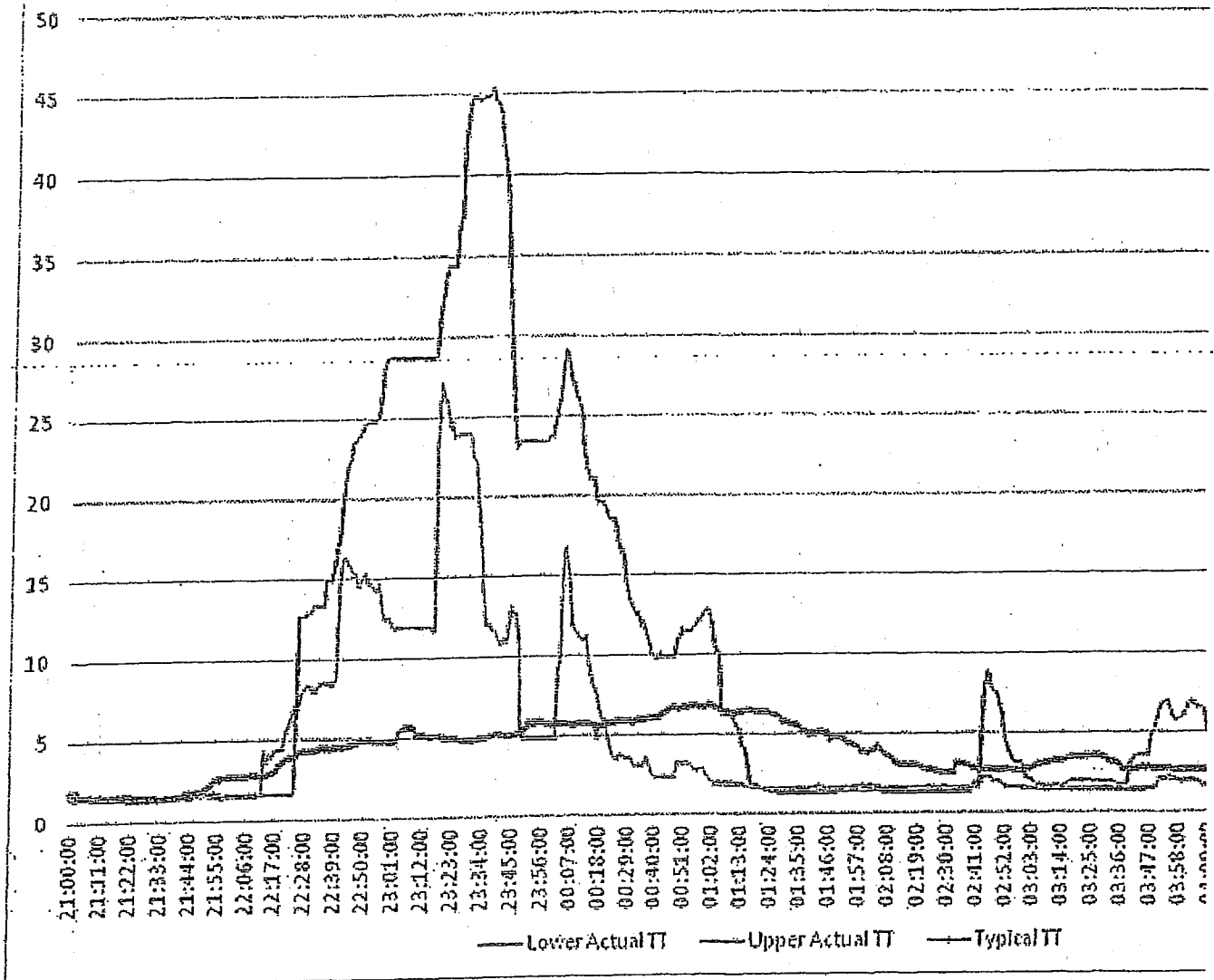
From: Jacobs, Daniel
Sent: Friday, September 13, 2013 4:48 PM
To: Fulton, Cedrick
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Cedrick:

It is not a lower level of traffic as compared "year-to-year", but to the same day the previous week. The EB volumes were not just lower, but substantially lower, which would help us reduce the impacts of construction activity as John Ma identifies.

As Mark suggested, I had Victor pull the travel time information for the WB direction, since no traffic volumes were available (see below):

Actual Travel Time Comparisons - GWB WB Upper Vs. Lower V. on Sep. 11 2013 from 9 PM into Sep 12 2013 6 AM



Note that, as you indicated in your previous email, the construction delays mostly abated at 0100hrs and travel times were even below typical, which may indicate lower traffic volumes due to traffic diversions during construction.

In regards to diversions, a previous analysis by Jerry Quelch from when the construction started in late August 2013 found that the GWB lost 574 heavy trucks and an assessment of the TZP traffic on that same day found that the TZP appeared to gain nearly 500 trucks during the same time period. So diversions are probably a factor here . . .

If the other construction work was being done on I-95, this work was being done by NYSDOT (not NYCDOT which only provides light maintenance and policing on City expressways), but I don't really like the premise that the traffic was being metered by other construction, This construction was far from the GWB and the GWB has multiple approaches and would have zero impact on EB traffic. It also plants questions about interagency construction coordination in the minds of agency leadership, e.g. the Staten Island May 5th thing, when construction coordination is handled through TRANSCOM.

Daniel

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 12:02 PM
To: Jacobs, Daniel
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Thanks Dan. So more broadly, we really don't have the counts to do year to year WB comparisons? However, historically we use EB as a proxy for WB activity? And based on lower year to year EB, it would be reasonable to conclude lower WB traffic? We would note also that the picture of construction impact during the overnight at the GWB, in either direction, could be metered by other agency work in NY or NJ? On the night in question, NYC DOT (??) also had construction activity? We regularly work with the respective agencies in both states to coordinate construction.?

Does this sound like a reasoned response?

Ced

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Jacobs, Daniel
Sent: Friday, September 13, 2013 11:44 AM
To: Fulton, Cedrick
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

The question that was posed was "whether traffic was lighter than typical during the construction period?" Bob Durando wisely suggested that we should look at eastbound overnight volumes since we don't have westbound to get a sense if traffic was lighter (i.e. using EB overnight traffic as a proxy for WB overnight traffic). As it turns out, the proxy is not perfect because the LL was closed for much of the overnight period in the EB direction, so we can't learn much about the UL/LL shares of traffic . . .but we can still answer the broader, overall question.

The short answer is "yes". EB traffic was significantly lighter on the evening of September 11/12 than would be typical. Based on a comparison to September 4th (the same DoW the previous week), the traffic was 7% less on the night of the construction. So we likely have been benefiting from significantly reduced traffic during the construction period.

The "why" is less clear . . .

- Daniel

From: Fulton, Cedrick
Sent: Friday, September 13, 2013 10:55 AM
To: Jacobs, Daniel
Cc: Durando, Robert; Ehler, Diannae; Muriello, Mark; Crist, Paul
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

So,

What is the message here? How should we characterize the numbers?

Ced

On Sep 12, 2013, at 11:59 AM, "Jacobs, Daniel" <djacobs@panynj.gov> wrote:

Bob:

As we discussed, the EB volumes by hour, by plaza are not all that comparable to similar days because the LL was closed to traffic this week.

Here are the overall numbers for the overnight as requested:

GWB UL	GWB LL	GWB PIP	
11,331	3,699	1,474	Total for 9/11-9/12 overnight
8,366	7,726	1,675	Similar Totals for 9/4/2013

As you can see, the totals for last night were around 1,200 vehicles lower than a similar day the previous week when the plazas are taken together (good news).

<image001.png>

The hourly numbers are less helpful due to the closure of the LL...

Thanks.

- Daniel

From: Muriello, Mark
Sent: Thursday, September 12, 2013 10:47 AM
To: Durando, Robert; Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Jacobs, Daniel
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013
Importance: High

OK Thx

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407
Email: mmuriello@panynj.gov

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From: Durando, Robert
Sent: Thursday, September 12, 2013 10:42 AM
To: Muriello, Mark; Fulton, Cedrick; Crist, Paul

Cc: Ehler, Diannae; Jacobs, Daniel
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

I think that in order to answer the question that's been posed, hourly counts from the last couple of nights as compared to "normal" volumes would suffice.

From: Muriello, Mark
Sent: Thursday, September 12, 2013 10:34 AM
To: Durando, Robert; Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Jacobs, Daniel
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Bob - Yes. We can look at the Eastbound overnight traffic. How granular would you the data to be by time-of-day? Is hourly data good? UL vs LL?

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407

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From: Durando, Robert
Sent: Thursday, September 12, 2013 10:30 AM
To: Fulton, Cedrick; Crist, Paul
Cc: Ehler, Diannae; Muriello, Mark
Subject: RE: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

We can look at eastbound overnight volumes since we don't have westbound to get a sense if traffic is lighter. Checked with Transcom this morning and there's work going on I-95 southbound at the Bronx River Parkway (that's about 5 miles from the GWB WB, which could be acting as a meter to us).

From: Fulton, Cedrick
Sent: Thursday, September 12, 2013 10:26 AM
To: Crist, Paul; Durando, Robert
Cc: Ehler, Diannae; Muriello, Mark
Subject: Fw: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Good question. Thoughts. Clearly the last two nights were pretty good.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Ma, John
Sent: Thursday, September 12, 2013 10:22 AM
To: Fulton, Cedrick
Subject: Re: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Cedrick - is overall traffic volume light? Relative to normal volumes this time of year? Are we seeing more diversion?

From: Fulton, Cedrick

Sent: Thursday, September 12, 2013 10:11 AM

To: Foye, Patrick; Baroni, Bill

Cc: Antes, Vincent; Benczik, Terry; Chabrier, Wilfred; Crist, Paul; Dawson, Stephanie; Durando, Robert; Ehler, Diannae; Fulton, Cedrick; Lado, Tina; Lee, Christopher; Ma, John; MacSpadden, Lisa; McGrath, David; Muriello, Mark; Napolitano, Steve; Pilosio, Jared; Simon, Brian; Valens, Chris; Wildstein, David; Young, William; Zipf, Peter

Subject: GWB UPPER LEVEL CONSTRUCTION - September 11/12, 2013

Pat, Bill,

Construction activity involving crane placement, traffic holds and roadway deck segment placement began at 9pm last night, closing 3 lanes of the Upper Level westbound of the GWB. Upper Level delays peaked at 35 minutes at 2320 hours but stabilized to under 5 minutes at 0130 hours. The Lower Level was fully open in the westbound direction and ran free and clear throughout the construction period. These delays are consistent with DOT travel time delay information we've been provided.

Cedrick

Fernandez, Vanessa

From: Benczik, Terry
Sent: Tuesday, September 17, 2013 8:15 AM
To: Muriello, Mark
Cc: Chabrier, Wilfred
Subject: GWB Traffic Pattern Changes Update

Mark,

To date, we have received 26 recorded calls and 17 e-mails on this subject. It is anticipated they will dwindle, since the traffic pattern is discontinued.

-Terry

Archie, Gwendolyn

From: Durando, Robert
Sent: Sunday, September 08, 2013 10:53 AM
To: Fulton, Cedrick
Subject: Fw:

Took a shot. He didn't bite.

----- Original Message -----

From: Durando, Robert
Sent: Sunday, September 08, 2013 10:21 AM
To: Wildstein, David
Subject: Re:

So will I. Ops is on board, Mtce is covering signs tonight, and Police are aware that they will be controlling traffic in the intersections for the extended rush. We've also brought a toll collector in on overtime to keep toll lane 24 (the extreme right hand toll lane Upper level) in the event the collector assigned to TL 24 needs a personal. See you in the morning.

----- Original Message -----

From: Wildstein, David
Sent: Sunday, September 08, 2013 10:09 AM
To: Durando, Robert
Subject:

Will be at bridge early Monday am to view new lane test.

BARONI000223

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 8:14 AM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark

Good Morning,

Traffic remains heavy on all approaches. We've taken two calls from irate customers regarding 3 toll lanes being reduced to one. They were advised that we're testing a new traffic pattern and referred to the General PA as per DW. FLPD has reached out to our Tour Commander to discuss the new alignment. I'll let you know how that goes once it happens.

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

BARONI000224

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 9:10 AM
To: Wiidstein, David
Cc: Fulton, Cedrick; Ehler, Diannae

Just got off the phone with FLPD Chief who's not happy about our new traffic pattern. He's particularly upset that no one from the GWB, either civilian or PAPD had the courtesy or the "neighborly" intent to call either the Mayor's Office or FLPD about testing a new traffic pattern. The Chief asked how he goes about ending this "miserable failure". I advised him to have thee Mayor call Bill Baroni. I also, at their request, met with them at the facility and advised them of same in person. They advised that the mayor would be calling Bill this morning.

Bob

BARONI000225

Archie, Gwendolyn

From: Lado, Tina
Sent: Monday, September 09, 2013 11:24 AM
To: Baroni, Bill; Wildstein, David
Cc: Fulton, Cedrick
Subject: Ft Lee

Wanted you both have a heads up—Peggy Thomas, Borough Administrator, called me regarding the increased volume and congestion of AM rush traffic throughout the Borough as a result of the GWB toll lanes adjustment that occurred.

She mentioned that there were 2 incidents that Ft Lee PD and EMS had difficulty responding to; a missing child (later found) and a cardiac arrest.

She stated additionally that the Borough and PD had no advance notice of the planned change. Also, Bill the Mayor had placed calls to your office.

If there is anything you need me to do, let me know. Thank you.

Please excuse any typos; sent using BlackBerry handheld device.
tlado@panynj.gov

BARONI000226

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 12:09 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Murieello, Mark; Ramirez, Enrique; Sagrestano, Kenneth
Subject: Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

From: Herrera, Lisa
Sent: Monday, September 09, 2013 12:06 PM
To: Durando, Robert
Subject: Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa

BARONI000227

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 1:13 PM
To: Fulton, Cedrick
Subject: RE: Angry Patron

DW is supposed to call be later today to discuss. Mark and his staff are working on comparative look at traffic numbers. I was advised that by the FLPD Chief would be calling Bill Baroni to discuss today's operation. Specifically, traffic conditions required Ft Lee officers to remain out on corners, managing traffic instead of attending to public safety issues. He also expressed grave concern about the inability of emergency response vehicles, ambulance, FLFD to traverse the borough while responding to emergencies.

From: Fulton, Cedrick
Sent: Monday, September 09, 2013 1:08 PM
To: Durando, Robert
Subject: Re: Angry Patron

I am sorry. Is there a plan for tomorrow?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Durando, Robert
Sent: Monday, September 9, 2013 12:08 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth
Subject: Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

From: Herrera, Lisa
Sent: Monday, September 09, 2013 12:06 PM
To: Durando, Robert
Subject: Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa

BARONI000228

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 2:05 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark
Subject: FW: Raging Mad

Good Afternoon,

I've been advised by DW that Mayor Sokolich called Baroni. BB will get back to the Mayor "at some point". I've been directed by DW to continue the operation so that we can make a business decision with regard to how to proceed. Mark's folks are looking at numbers.

From: Herrera, Lisa
Sent: Monday, September 09, 2013 1:56 PM
To: Durando, Robert
Subject: Raging Mad

Hi Bob:

Dr. Fried called asking to speak to you regarding the change in traffic pattern this morning. He spoke to Fort Lee Police and will call the governor's office as well. He demands that public information be disseminated and an explanation given. Please call him back at 201-390-4832.

Don't kill the messenger...

Lisa

BARONI000229

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 5:24 PM
To: Fulton, Cedrick

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

BARONI000230

Archie, Gwendolyn

From: Durando, Robert
Sent: Monday, September 09, 2013 6:09 PM
To: Fulton, Cedrick
Subject: Re:

Yes. All my staff are aware.

From: Fulton, Cedrick
Sent: Monday, September 09, 2013 06:07 PM
To: Durando, Robert
Subject: Re:

Just to your staff - right?

On Sep 9, 2013, at 6:04 PM, "Durando, Robert" <rdurando@panynj.gov> wrote:

Ok. I'll make the necessary notifications.

From: Fulton, Cedrick
Sent: Monday, September 09, 2013 06:03 PM
To: Durando, Robert
Subject: Re:

We spoke. The test will continue. Good luck.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Durando, Robert
Sent: Monday, September 9, 2013 5:24 PM
To: Fulton, Cedrick
Subject:

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

BARONI000231

Archie, Gwendolyn

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:25 AM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique

Good Morning,

Just got off the phone with DW. He'd like to continue the test of tl 24 through tomorrow

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Wednesday, September 11, 2013 7:03 AM
To: Crist, Paul; Antes, Vincent
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Fulton, Cedrick; Ehler, Diannae
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

I don't know why Ft Lee wants the video. I'd be interested to know who contacted Tom Harriot with the request. Thankfully, this request came to us before out "TL 24 Test".

From: Crist, Paul
Sent: Tuesday, September 10, 2013 6:35 PM
To: Antes, Vincent
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae
Subject: Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist
Port Authority of NY and NJ
Sent from my BlackBerry Wireless Handheld

From: Antes, Vincent
Sent: Tuesday, September 10, 2013 04:15 PM
To: Crist, Paul
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:44 PM
To: Harriott, Thomas
Cc: Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

From: Harriott, Thomas
Sent: Tuesday, September 10, 2013 11:23 AM
To: Rivera, Jose
Cc: Carleton, Robert; Mehta, Dipak
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose --

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

From: Rivera, Jose
Sent: Thursday, September 05, 2013 10:53 AM
To: Harriott, Thomas
Cc: Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

From: Harriott, Thomas
Sent: Thursday, September 05, 2013 10:21 AM
To: Rivera, Jose; Baig, Rizwan (Mirza)
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan --

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

From: Jen, Ching
Sent: Wednesday, September 04, 2013 4:10 PM

To: Harriott, Thomas
Cc: Sloan, Stewart
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,
could you response his request to get permission from PA
in order to release video files to Fort Lee Police?
Thank you

Ching jen

From: beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]
Sent: Wednesday, September 04, 2013 9:07 AM
To: Jen, Ching
Cc: mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job_2781%Hardesty__Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com
Subject: Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,
Bob

Robert F. Eslinger, Jr, PE, Principal Associate

email: beslinger@hardesty-hanover.com
address: 1501 Broadway, Suite 310, New York, NY 10036
office: 212.944.1150
direct: 646.428.8471
cell: 917.860.4047
fax: 212.391.0297



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— Forwarded by Bob Eslinger/Hardesty_Hanover on 09/04/2013 09:01 AM —

From: "Westrick, Lisa" <LWestrick@chacompanies.com>
To: "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>,
Cc: "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>
Date: 09/04/2013 08:48 AM
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,

We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9th.
However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA to get their authorization to release the video files to the Fort Lee Police?

Thanks, Lisa

Lisa M. Westrick, P.E., Associate
CHA ~ design/construction solutions

From: Westrick, Lisa
Sent: Wednesday, August 28, 2013 9:20 AM
To: 'mmohrmann@hardesty-hanover.com'
Cc: beslinger@hardesty-hanover.com; Rashford, Jim
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9th. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
- Data Processing and develop base Synchro network - complete by 09/27/13
- Develop detour volumes and conduct capacity analysis - complete by 10/25/13
- Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate
CHA ~ design/construction solutions

Archie, Gwendolyn

From: Durando, Robert
Sent: Wednesday, September 11, 2013 9:20 AM
To: Muriello, Mark
Cc: Fulton, Cedrick; Ehler, Diannae; Ramirez, Enrique

Good Morning Mark,

Following up on our discussion yesterday, as part of our Toll Lane 24 test, we have one additional toll collector each tour to cover any "personal" breaks needed by the collector assigned to TL 24. The annualized cost of that coverage, using 2014 factored toll collector overtime rates is as follow:

3 TC's/day (1 each tour) x 7 days/week=21 additional toll collector tours/week
21 tours x 52 weeks=1092 tours/year x 8 hours/tour=8736 hours of unbudgeted overtime
8736 hours x \$68.63/hour (TC factored OT rate)= \$600k of currently unbudgeted annualized expense

I will attempt to get a sense from PAPD the cost of additional police coverage and the impact on their administrative function being performed, now that the officers who would normally perform those Admin functions are out in the field covering critical Fort Lee intersections for the extended morning rush period. If you have any questions please call. thanks

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Wednesday, September 11, 2013 12:13 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique; Sagrestano, Kenneth; Noa, Anthony

Good Afternoon,

Just spoke with DW and we will be continuing the test tomorrow.

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Wednesday, September 11, 2013 9:20 AM
To: Muriello, Mark
Cc: Fulton, Cedrick; Ehler, Diannae; Ramirez, Enrique

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Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Wednesday, September 11, 2013 12:13 PM
To: Fulton, Cedrick
Cc: Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique; Sagrestano, Kenneth; Noa, Anthony

Good Afternoon,

Just spoke with DW and we will be continuing the test tomorrow.

Robert M. Durando
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Thursday, September 12, 2013 8:28 AM
To: Crist, Paul; Fulton, Cedrick
Cc: Ehler, Diannae
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

I hope

From: Crist, Paul
Sent: Thursday, September 12, 2013 8:22 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Ehler, Diannae
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Sounds like we could stretch a decision on this out until well into November, after we get a final product.

Paul

From: Harriott, Thomas
Sent: Wednesday, September 11, 2013 4:09 PM
To: Crist, Paul; Antes, Vincent; Mehta, Dipak
Cc: Carleton, Robert
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Paul, Vinnie and Dipak –

Rob and I spoke to Jose about his responses. The reason the data collection will need to be retaken after the "TL24 Test" is complete is that after the test, the toll lanes will be reopened and normal traffic patterns will return to Center and Lemoine Avenues. Now, with the test in progress, traffic is queuing at the toll plaza and onto Center and Lemoine Avenues, which is not representative of regular operations, and we are getting skewed traffic data in this area. We need the traffic data to be collected under regular toll plaza operations to develop construction staging plans and maintenance of traffic plans during the Center and Lemoine Avenue Bridge Deck Replacement project. We could instruct the consultant to pick up the cameras now, but with the end of the counting program in a few days, it may be safer to just let the counting program continue.

The consultant has two activities to complete after 9/27/13, namely to develop detour volumes and conduct capacity analysis (by 10/25/13) and to submit the Draft Tech Memo (by 11/01/13). These dates will be pushed out, pending the completion of "TL24 Test."

Tom Harriott

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 3:23 PM
To: Crist, Paul; Antes, Vincent
Cc: Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark; Baig, Rizwan (Mirza); Lepore, Armando
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

All,

- anything been said to Ft Lee police yet? - No.
- when did Ft lee make the request? - Fort Lee Police made the request for the video on September 3rd
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing? - Yes; data collection is ongoing - 09/09/13 to 09/16/13. HOWEVER, due to the "TL24 Test", all data collection will have to be retaken when the "test" is complete.
- once they complete the video, how long will it take before they send us an analysis? - Data processing and develop base Synchro network - complete by 09/27/13; however will be delayed to ongoing "TL24 Test".

Jose

From: Crist, Paul
Sent: Wednesday, September 11, 2013 1:53 PM
To: Antes, Vincent
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark
Subject: Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Thanks, a few questions:

- anything been said to Ft Lee police yet?
- when did Ft lee make the request?
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing?
- once they complete the video, how long will it take before they send us an analysis?

Thanks

Paul

Paul V. Crist
 Port Authority of NY and NJ
 Sent from my BlackBerry Wireless Handheld

From: Antes, Vincent
Sent: Wednesday, September 11, 2013 01:46 PM
To: Crist, Paul
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

The request for copies of the video traffic count info was made by Ft Lee police to the consultant installing the video equipment. The consultant passed off the request to us.

The reason video traffic counts are being made is a result of repeated vandalism to the traffic count tubes first employed. The tubes were being cut by someone on the street.

Bob D also asked a question regarding traffic videos being discoverable as a result of FOI's. After discussing with Tim Stickelman, the answer is yes. The PA may deem such requested information of a sensitive nature and elect to not send.

Wimpy

From: Crist, Paul
Sent: Tuesday, September 10, 2013 6:35 PM
To: Antes, Vincent
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae
Subject: Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist
Port Authority of NY and NJ
Sent from my BlackBerry Wireless Handheid

From: Antes, Vincent
Sent: Tuesday, September 10, 2013 04:15 PM
To: Crist, Paul
Cc: Rivera, Jose; Mehta, Dipak; Carleton, Robert
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:44 PM
To: Harriott, Thomas
Cc: Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

From: Harriott, Thomas
Sent: Tuesday, September 10, 2013 11:23 AM
To: Rivera, Jose
Cc: Carleton, Robert; Mehta, Dipak
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose -

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

From: Rivera, Jose
Sent: Thursday, September 05, 2013 10:53 AM
To: Harriott, Thomas
Cc: Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack
Subject: RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

From: Harriott, Thomas
Sent: Thursday, September 05, 2013 10:21 AM
To: Rivera, Jose; Baig, Rizwan (Mirza)
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan -

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

From: Jen, Ching
Sent: Wednesday, September 04, 2013 4:10 PM
To: Harriott, Thomas
Cc: Sloan, Stewart
Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,
could you response his request to get permission from PA
in order to release video files to Fort Lee Police?
Thank you

Ching Jen

From: beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]
Sent: Wednesday, September 04, 2013 9:07 AM
To: Jen, Ching
Cc: mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job_2781%Hardesty__Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com
Subject: Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,
Bob

Robert F. Eslinger, Jr, PE, Principal Associate

email: beslinger@hardesty-hanover.com
address: 1501 Broadway, Suite 310, New York, NY 10036
office: 212.944.1150
direct: 646.428.8471
cell: 917.860.4047
fax: 212.391.0297



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— Forwarded by Bob Eslinger/Hardesty_Hanover on 09/04/2013 09:01 AM —

From: "Westrick, Lisa" <LWestrick@chacompanies.com>
To: "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>,
Cc: "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>
Date: 09/04/2013 08:48 AM
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,

We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9th. However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA to get their authorization to release the video files to the Fort Lee Police?
Thanks, Lisa

Lisa M. Westrick, P.E., Associate
CHA - design/construction solutions

From: Westrick, Lisa
Sent: Wednesday, August 28, 2013 9:20 AM
To: 'mmohrmann@hardesty-hanover.com'
Cc: beslinger@hardesty-hanover.com; Rashford, Jim
Subject: RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9th. Below is our updated schedule for the follow-up work products for the traffic analysis.

- o Traffic Data Collection - 09/09/13 to 09/16/13
- o Data Processing and develop base Synchro network - complete by 09/27/13
- o Develop detour volumes and conduct capacity analysis - complete by 10/25/13

Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate
CHA - design/construction solutions

Archie, Gwendolyn

From: Durando, Robert
Sent: Thursday, September 12, 2013 11:22 AM
To: Lado, Tina
Cc: Fulton, Cedrick

Good Morning Tina,
Just an fyi- staff here have rec'd two calls from very upset customers regarding the tl 24 test

Robert M. Durando.
General Manager
George Washington Bridge and
Bus Station

Archie, Gwendolyn

From: Durando, Robert
Sent: Thursday, September 12, 2013 11:47 AM
To: Lado, Tina
Cc: Fulton, Cedrick; Ehler, Diannae
Subject: FW: Complaints on Ft. Lee Traffic

fyi

From: Trzaska, Rosa
Sent: Thursday, September 12, 2013 11:45 AM
To: Durando, Robert; Ramirez, Enrique
Subject: Complaints on Ft. Lee Traffic

Hi Bob/Ricky,

There have been several complaint calls coming to Bob's line. They were told from 212.435.7000 to call 201.346.4005.

I personally tried to call 212.435.7000 and everything was automated and didn't get a live person.

Anyway, Hicham Alnach (617.699.2025) called on Bob's # complaining about the traffic change and saying he has a \$1M home in Fort Lee and bought this home to be close to the bridge/work and pays a lot of taxes why this change?

He mentioned to me that if he doesn't speak to anyone about this, he will go to the White House and Media.

Please let me know if there is anything I can do to help.

Thanks so much!

Rosa Trzaska
The Port Authority of NY & NJ
George Washington Bridge
220 Bruce Reynolds Blvd.
Fort Lee, NJ 07024
(201) 346-4011
rtrzaska@panynj.gov

Archie, Gwendolyn

From: Muriello, Mark
Sent: Friday, September 13, 2013 7:38 AM
To: Fulton, Cedrick
Cc: Miuccio, Emily
Subject: RE: Fort Lee Trial

Got it. Thx

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407
Email: mmuriello@panynj.gov

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From: Fulton, Cedrick
Sent: Friday, September 13, 2013 7:38 AM
To: Muriello, Mark
Cc: Miuccio, Emily
Subject: Re: Fort Lee Trial

Nothing. I spoke with Pat this morning.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Muriello, Mark
Sent: Friday, September 13, 2013 7:03 AM
To: Fulton, Cedrick
Cc: Miuccio, Emily
Subject: Fort Lee Trial

Nothing in the Weekly Report on the Fort Lee toll lane configuration. Is silence golden, or do you want a fact-based item?

Mark F. Muriello
Assistant Director
Tunnels, Bridges and Terminals Department
The Port Authority of New York and New Jersey
Two Montgomery Street - 4th Floor
Jersey City, New Jersey 07302 USA
Phone: 201-395-3936
Fax: 201-395-7407
Email: mmuriello@panynj.gov

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Archie, Gwendolyn

From: Durando, Robert
Sent: Thursday, September 12, 2013 2:11 PM
To: Fulton, Cedrick
Subject: RE: GWB toll booths from Bruce Reynodls Blvd

I have a call into him. I've been speaking with Tina; I haven't talked with Chris

From: Fulton, Cedrick
Sent: Thursday, September 12, 2013 1:57 PM
To: Durando, Robert
Subject: Fw: GWB toll booths from Bruce Reynodls Blvd

You Talk to Chris prior to this?
Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Valens, Chris
Sent: Thursday, September 12, 2013 1:40 PM
To: Durando, Robert; Ramirez, Enrique
Cc: Fulton, Cedrick; Lado, Tina
Subject: Fw: GWB toll booths from Bruce Reynodls Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

From: Cichowski, John [mailto:Cichowski@northjersey.com]
Sent: Thursday, September 12, 2013 01:17 PM
To: Valens, Chris
Subject: GWB toll booths from Bruce Reynodls Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.
-John

John Cichowski
The Road Warrior
The Record, Herald News & northjersey.com
100 Commons Way
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

Abelians, Ana

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.



GWB Fort Lee
09-10-13.pdf

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. (Diagram included showing this diversion. -jmr) I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.



GWB Fort Lee
Diversion.pdf

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:13 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:10 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,
I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

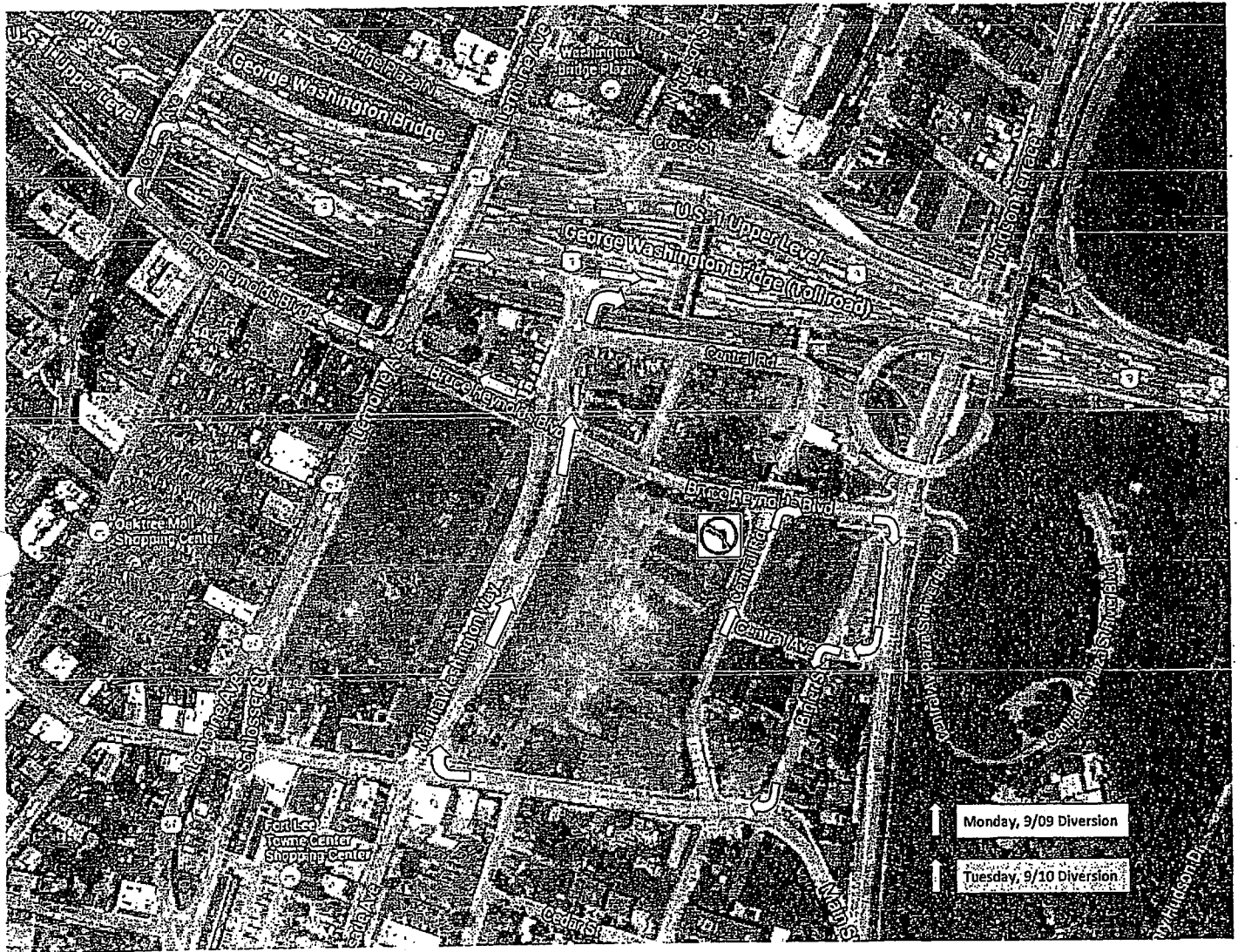
Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.



GWB UL Tolls 6.pdf

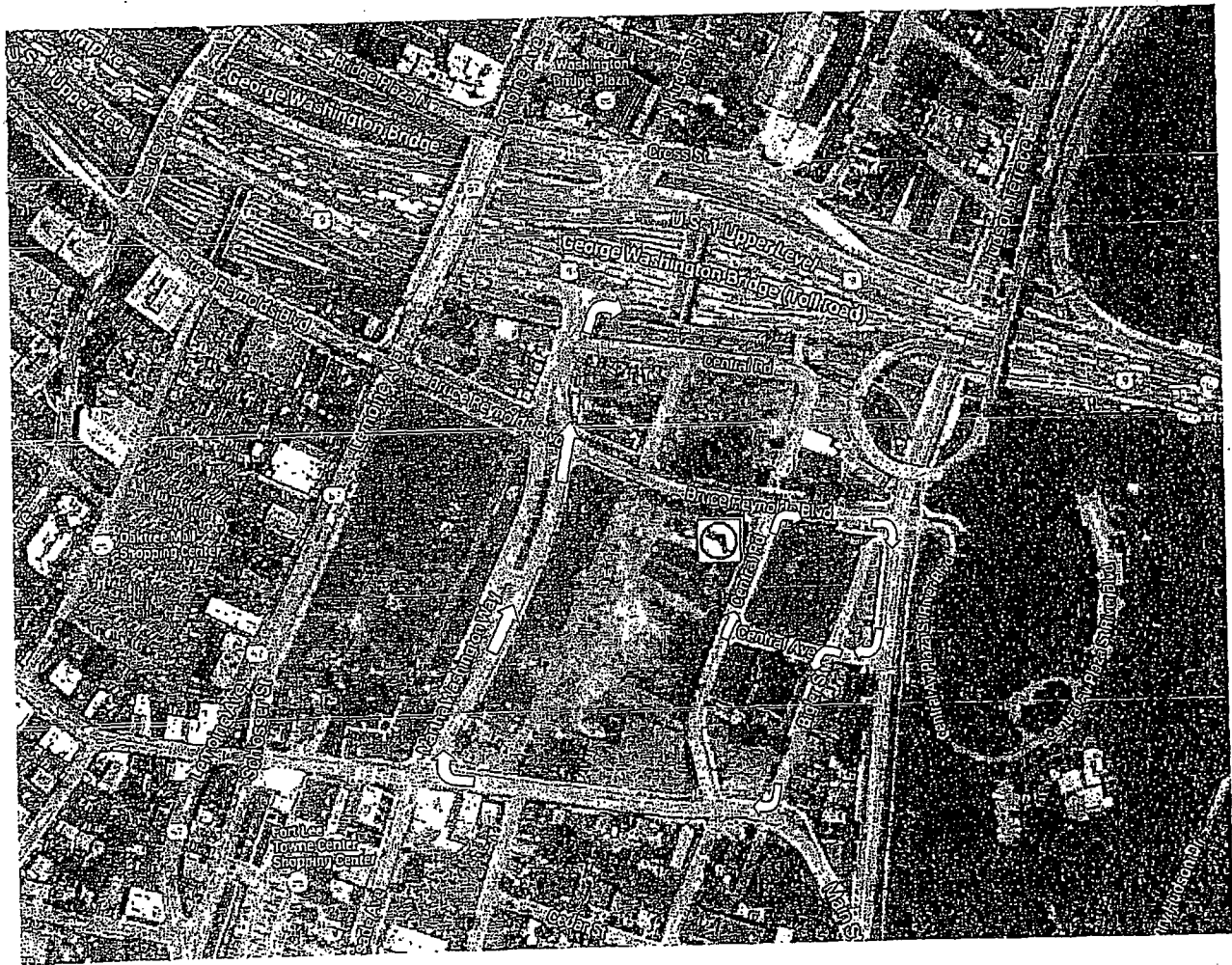
Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose

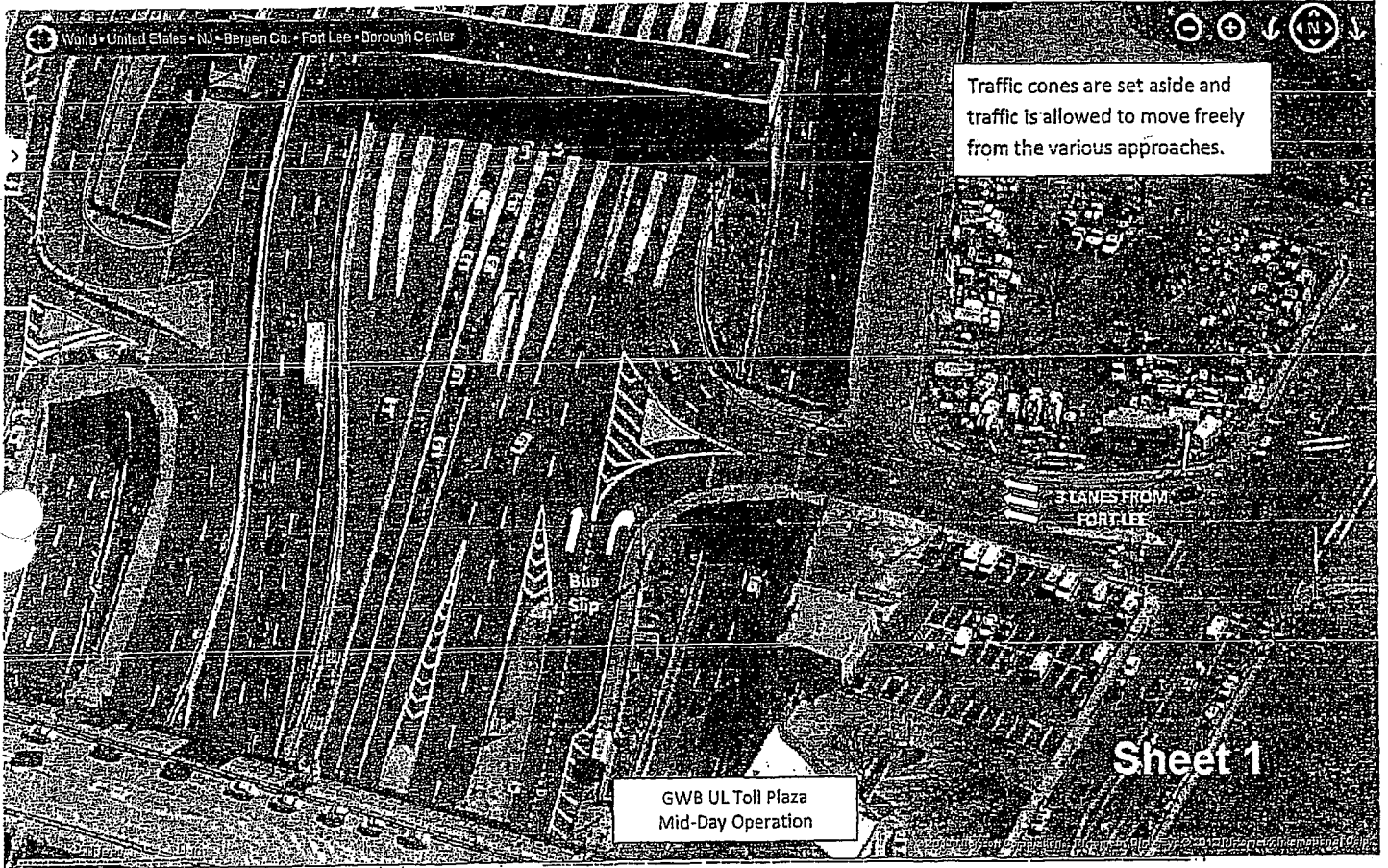


Monday, 9/09 Diversion

Tuesday, 9/10 Diversion



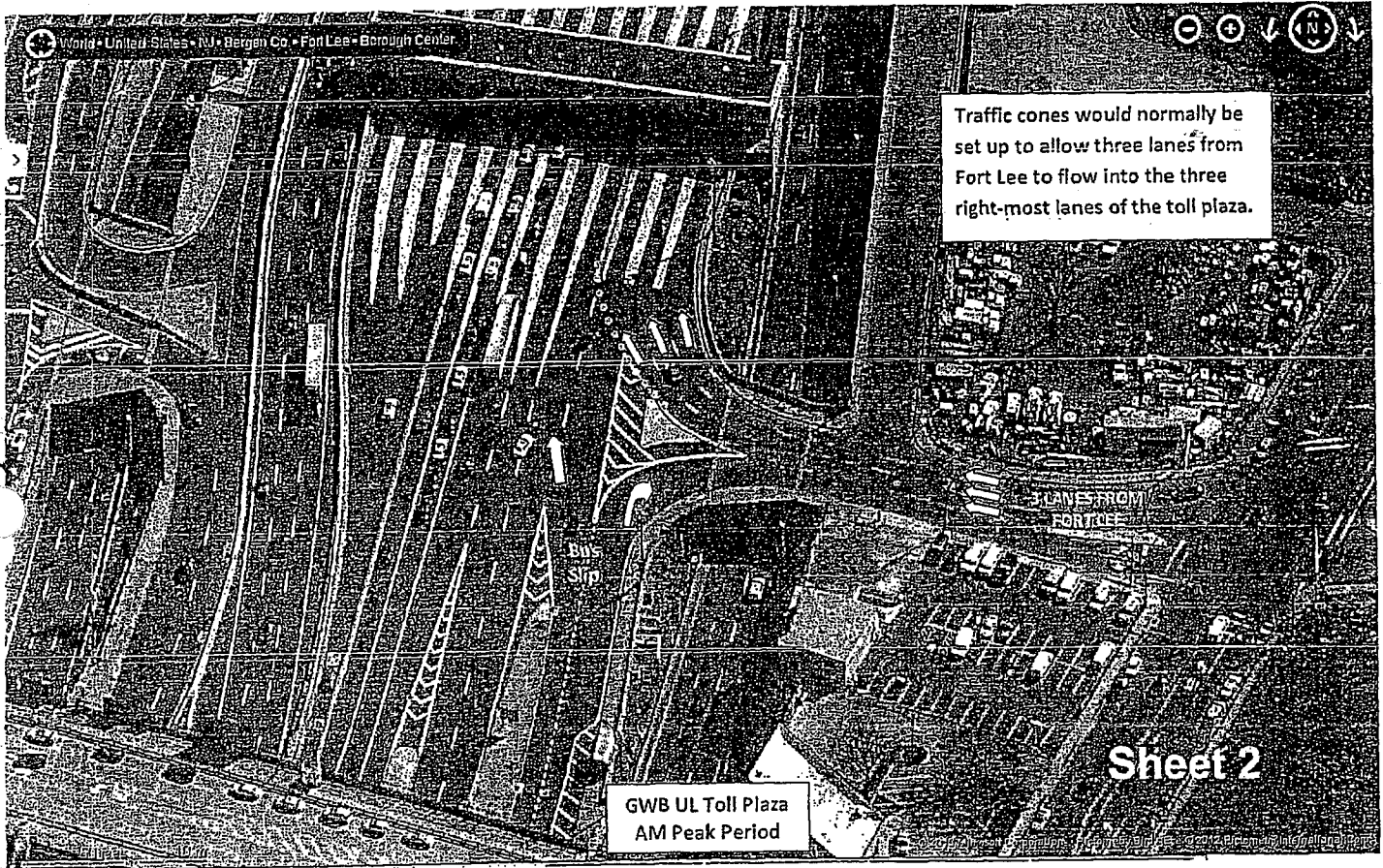
BARONI000258



Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

GWB UL Toll Plaza
Mid-Day Operation

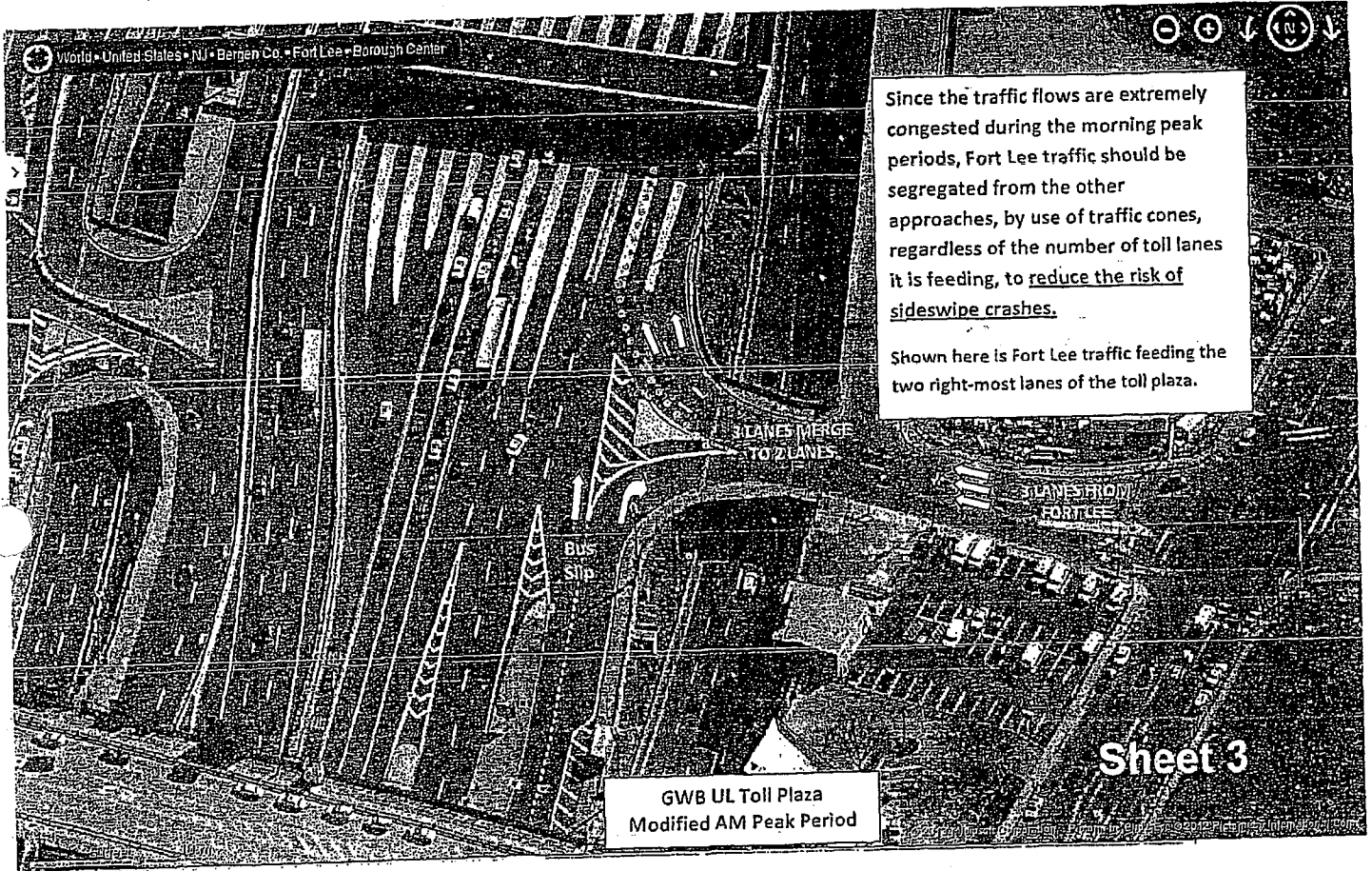
Sheet 1



Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza
AM Peak Period

Sheet 2

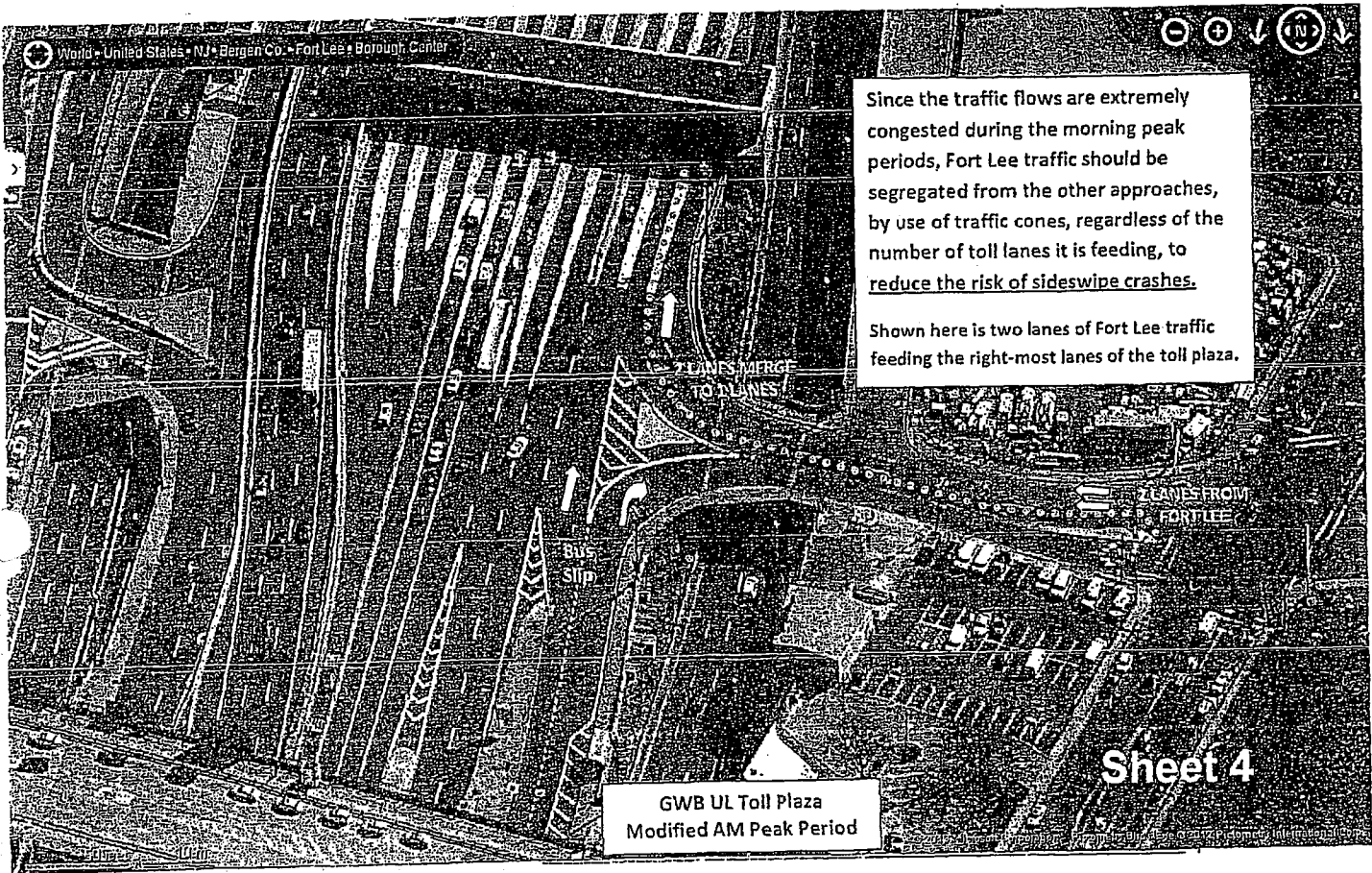


Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

GWB UL Toll Plaza
Modified AM Peak Period

Sheet 3



Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is two lanes of Fort Lee traffic feeding the right-most lanes of the toll plaza.

**GWB UL Toll Plaza
Modified AM Peak Period**

Sheet 4

MEMORANDUM

Tunnels, Bridges and Tunnels Department (TB&T)

To: Daniel Duffy, Freedom of Information Administrator
From: Diannae Ehler, Deputy Director *QCE*
Date: October 7, 2013
Subject: Freedom of Information (FOI)

Copy To: Gwendolyn Archie

Reference: **The Port Authority – FOI Number 14294 – Request for material from Ted Mann
of *The Wall Street Journal***

Attached is material in response to FOI request 14294. It is TB&T's opinion that this material falls under exemption number five of the FOI policy and warrants discussion with the Law Department.

Enclosure

10-10-13P02:25 RCVD

From: Jacobs, Daniel
Sent: Wednesday, September 11, 2013 2:21 PM
To: Durando, Robert
Cc: Ramirez, Enrique; Hwang, Amy
Subject: FW: GWB Traffic by Toll Lane 9/11/13 vs 9/12/12

Here are the traffic files for this morning along with a "corrected" worksheet for yesterday (Thank you Bob) where we reversed our positives/negatives. The big surprise for me was that the LL keeps on doing better than the UL each day. Any ideas why this is? The AHB work from fall of last year may be driving this on a comparison to 2012, right? The far right lanes of the AHB were closed last year and the outer roadway of the Trans-Manhattan Expressway was reduced to a single lane, right (I wasn't here then...)?

- Daniel



15-min trf GWB
9-11-13 vs 9-12...



15-min trf GWB
9-10-13 vs 9-11...

BARONI000264

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:21 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified

Please DISREGARD my previous email and use this one instead. We have provided more detail in the write-up below.

Jose

From: Rivera, Jose
Sent: Wednesday, September 11, 2013 5:10 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes (about 47%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes (about 40%) in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB_UL - Toll
lanes Reconfig....

Also, the daily report from the facility is as follows:

BARONI000267

-----Original Message-----

From: Durando, Robert
Sent: Wednesday, September 11, 2013 11:06 AM
Subject: FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (*Traffic Engineering Division*) is pulling together travel time information....true? (Yes - as per this email:)

Jose

From: Rivera, Jose
Sent: Tuesday, September 10, 2013 12:22 PM
To: Zipf, Peter
Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel
Subject: FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

From: Durando, Robert
Sent: Tuesday, September 10, 2013 11:05 AM
Subject: RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

From: Rivera, Jose
Sent: Monday, September 09, 2013 2:37 PM
To: Zipf, Peter

BARONI000268

Cc: Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert
Sent: Monday, September 09, 2013 12:35 PM
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. (Diagram included showing this diversion. -jmr) I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

<< File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zigf, Peter
Sent: Friday, September 06, 2013 8:25 AM
To: Rivera, Jose
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.

BARONI000269

I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,
Peter

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:18 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza)
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:16 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose
Sent: Friday, September 06, 2013 8:13 AM
To: Zipf, Peter
Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

BARONI000270

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

From: Zipf, Peter
Sent: Friday, September 06, 2013 8:10 AM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,
I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic comes are set aside and traffic is allowed to move freely from the various approaches.

BARONI000271

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 6.pdf >>

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Dicuilescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

BARONI000272

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 5a.pdf >>

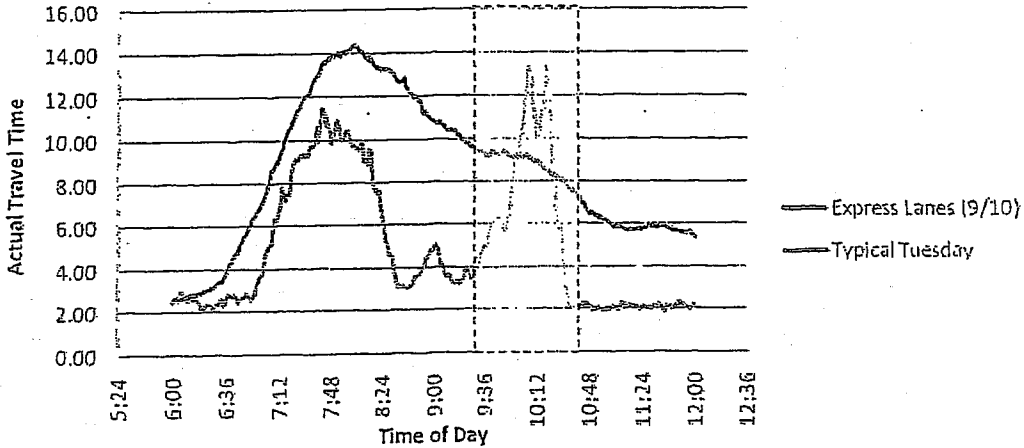
I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |
Office: 973-565-7866 | BlackBerry: 862-754-4781 | jrivera@panynj.gov |
www.panynj.gov

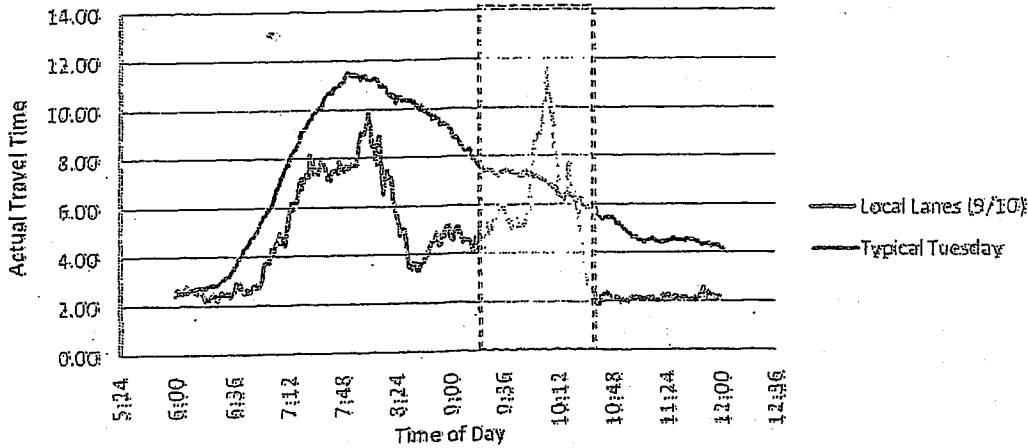
BARONI000273

Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

From: Trzaska, Rosa
Sent: Thursday, September 12, 2013 11:45 AM
To: Durando, Robert; Ramirez, Enrique
Subject: Complaints on Ft. Lee Traffic

Hi Bob/Ricky,

There have been several complaint calls coming to Bob's line. They were told from 212.435.7000 to call 201.346.4005.

I personally tried to call 212.435.7000 and everything was automated and didn't get a live person.

Anyway, Hicham Alnach (617.699.2025) called on Bob's # complaining about the traffic change and saying he has a \$1M home in Fort Lee and bought this home to be close to the bridge/work and pays a lot of taxes why this change?

He mentioned to me that if he doesn't speak to anyone about this, he will go to the White House and Media.

Please let me know if there is anything I can do to help.

Thanks so much!

Rosa Trzaska
The Port Authority of NY & NJ
George Washington Bridge
220 Bruce Reynolds Blvd.
Fort Lee, NJ 07024
(201) 346-4011
rtrzaska@panynj.gov

From: Jacobs, Daniel
Sent: Thursday, September 12, 2013 12:02 PM
To: Durando, Robert
Subject: i forgot to ask you . . .

Bob:

Victor's estimates indicate that the queues for the local Fort Lee entrance to the UL of the bridge should abate around noon with the new configuration. Does that match your experience or do they abate earlier/later? I want to adjust my analysis for Cedrick based on real-life experience.

Thanks.

- Daniel

Daniel M. Jacobs, PP
General Manager -- Transportation and Revenue
Port Authority of NY & NJ
Two Montgomery Street, 4th Floor
Jersey City, NJ 07302
Tel # (201) 395-3984
Djacobs@panynj.gov

From: Valens, Chris
Sent: Thursday, September 12, 2013 1:41 PM
To: Durando, Robert; Ramirez, Enrique
Cc: Fulton, Cedrick; Lado, Tina
Subject: Fw: GWB toll booths from Bruce Reynolds Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

From: Cichowski, John [mailto:Cichowski@northjersey.com]
Sent: Thursday, September 12, 2013 01:17 PM
To: Valens, Chris
Subject: GWB toll booths from Bruce Reynolds Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.
-john

John Cichowski
The Road Warrior
The Record, Herald News & northjersey.com
100 Commons Way
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

Please call me after 6am txtfoye.txt
From: Foye, Patrick
Sent: Friday, September 13, 2013 6:02 AM
To: Durando, Robert
Subject: Please call me after 6am
[REDACTED]

Re Please call me after 6am.txt

From: Wildstein, David
Sent: Friday, September 13, 2013 7:01 AM
To: Durando, Robert
Subject: Re: Please call me after 6am

His staff knows, but bb will to him

----- Original Message -----

From: Durando, Robert
Sent: Friday, September 13, 2013 06:46 AM
To: Wildstein, David
Subject: Re: Please call me after 6am

He asked about the test. He asked why he wasn't told.

----- Original Message -----

From: Wildstein, David
Sent: Friday, September 13, 2013 06:13 AM
To: Durando, Robert
Subject: Re: Please call me after 6am

Let's me know what he says, thanks

On Sep 13, 2013, at 6:04 AM, "Durando, Robert" <rdurando@panynj.gov> wrote:

> Fyi

>

> ----- Original Message -----

> From: Foye, Patrick
> Sent: Friday, September 13, 2013 06:01 AM
> To: Durando, Robert
> Subject: Please call me after 6am



From: Foye, Patrick
Sent: Friday, September 13, 2013 8:29 AM
To: Durando, Robert; Fulton, Cedrick
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'srechler@rxrrealty.com'; Buchbinder, Darrell; MacSpadden, Lisa
Subject: Re: Fort Lee eastbound access to GWB

Thanks, Bob. I'll set up meeting to discuss this issue.
 Looping Lisa—how do we get word out?

From: Durando, Robert
Sent: Friday, September 13, 2013 08:04 AM
To: Foye, Patrick; Fulton, Cedrick
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <SRechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

From: Foye, Patrick
Sent: Friday, September 13, 2013 07:44 AM
To: Fulton, Cedrick; Durando, Robert
Cc: Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

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BARONI000280

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

From: Rechler, Scott [SRechler@RXRRealty.com]
Sent: Friday, September 13, 2013 8:29 AM
To: Foye, Patrick
Cc: Fulton, Cedrick; Durando, Robert; Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; Buchbinder, Darrell
Subject: Re: Fort Lee eastbound access to GWB

This is terribly disturbing and incomprehensible to me. How can a decision like this be made without it being discussed and considered at the highest level? I am particularly disturbed that this was occurring without regard to this being the Jewish high holiday weekend.

Pat, please let us know what happened.

Thank you.

Scott

Scott Rechler
CEO and Chairman
RXR Realty
Srechler@rxrrealty.com

On Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <pfoye@baroni.gov> wrote:

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

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here.

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Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

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