

# **EXHIBIT D**

**Submitted to the Transportation, Public Works and  
Independent Authorities Committee  
from  
Patrick J. Foye**

**THE PORT AUTHORITY OF NY & NJ**

December 19, 2013

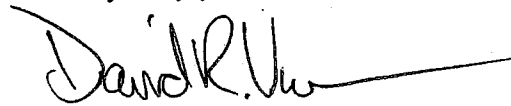
Mr. Charles A. Buono, Jr.  
Office of Legislative Services  
State of New Jersey  
State House Annex  
P.O. Box 068  
Trenton, New Jersey 08625

Dear Mr. Buono:

This letter is in response to the subpoena duces tecum, dated December 12, 2013, issued to Patrick Foye by the Assembly Transportation, Public Works and Independent Authorities Committee (the "Committee"). The documents, Bates stamped PA - PF - 000001 to PA - PF - 000264, 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 the present date between the named parties 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 documents are also responsive to the oral requests made of Mr. Foye at the Committee's hearing on December 9, 2013, with the exception of the requested economic analysis of the costs of the four-day lane reduction, which is being developed and will be provided in the near future.

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

Very truly yours,



David R. Kromm

DRK/pg

# **THE PORT AUTHORITY OF NY & NJ**

## **PERSONNEL ORDER**



To:	ALL MEMBERS OF THE FORCE	
Issuing Authority:	Michael A. Fedorko, Superintendent of Police	Date Issued: 08/29/13
Order No:	2013-PO-75	Date Revised:
Subject:	PROMOTION ANNOUNCEMENT - 2013	Page (s): 1

**Copy To:** J. Dunne, T. Belfiore, J. Speziale, C. Dickey, L. Koumoutsos, K. Connelly, M. Gardner,  
A. Grampp, R. Hayes, C. Lee, M. Nestor, S. Ortiz, S Pasichow, DEA, LBA, PBA, SBA, File

I am pleased to announce the following promotions effective *Thursday, August 29, 2013:*

- Inspector Gloria Frank to Assistant Chief
- Inspector Michael Guarnieri to Assistant Chief
- Inspector Norma Hardy to Assistant Chief
- Inspector Steven Rotolo to Assistant Chief
- Inspector Ramon Martinez to Deputy Chief
- Captain Michael Brown to Inspector
- Captain Raymond Bryan to Inspector
- Captain Geraldo Silva to Inspector
- Captain Lisha Harper to Deputy Inspector
- Captain Darcy Licorish to Deputy Inspector

*Michael A. Fedorko*

Michael A. Fedorko  
Superintendent of Police  
Director, Public Safety Department

**PORT AUTHORITY POLICE**  
Pride Service Distinction

Page 1 of 1

PA - PF - 000001

**New Jersey State Assembly Committee on  
Transportation, Public Works and Independent Authorities  
Hearing to Address Unannounced Lane Closures at the GWB**

**Port Authority Executive Director Pat Foye  
Opening Remarks  
December 9, 2013**

Good afternoon Chairman Wisniewski, Vice-Chair Stender and esteemed members of this committee.

I am here to address the committee regarding the lane closures in Fort Lee at the George Washington Bridge during the week of September 9, and to answer your questions at the conclusion of my brief opening remarks.

All of us here today recognize the importance of The Port Authority of New York and New Jersey to our bi-state region's economy and transportation infrastructure. Millions of residents from this region as well as visitors from around the world rely on our facilities on a daily basis, and it is imperative that we conduct our business openly, and above all, in a manner that places the safety of our customers foremost.

This is something that both Governors Cuomo and Christie have made clear is their number one priority. Under their collaborative leadership, we support more than 580,000 regional jobs; generate more than \$23 billion in annual wages; and \$80 billion in annual economic activity. The states work closely together and I work closely with Executive Director Bill Baroni, and with the Board of Commissioners, whose members are appointed by the Governors.

Regarding the decision to restrict access from local roads in Fort Lee from three lanes to one, let me start by laying out the standards we employ when a traffic alteration is contemplated at any of our facilities:

1. Written sign off by the Tunnels Bridges and Terminals Department, as well as by Traffic Engineering and the Port Authority Police Department;

2. Prior discussion with the local government and host community, a communications plan and plenty of advance notice to the commuting public;
3. Consideration of the effects on emergency vehicles; and,
4. Consideration of the financial impact on the PA in terms of additional costs, including overtime, given the public we serve.

While my review of the lane closures at the George Washington Bridge for four days during the week of September 9 is continuing, it is clear that the closure met none of these conditions.

After inquiring with bridge personnel on what I deemed an ill-advised operation, I ordered the immediate reopening of the lanes as quickly and safely as possible. I also made clear that changes to Fort Lee access lanes would require the same due diligence we apply throughout our facilities.

In the time that has lapsed since the unannounced closures, I have learned, as has this committee, that the agency's Director of Interstate Capital Projects, David Wildstein made the decision on or about September 5 to restrict local access lanes to the upper level toll plaza in Fort Lee from three lanes to one.

Mr. Wildstein failed to provide notice to the leadership of our Public Safety Department—including our Chief Security Officer and the Chief of the Department, or to the Borough of Fort Lee, Fort Lee police and first responders, other Bergen County communities, the commuting public, or senior leadership within the Port Authority, including me.

As a result of his decision, commuters entering the George Washington Bridge were subject to hours of gridlock, and the Borough of Fort Lee was, for all intents and purposes, shut down during the morning rush. Drivers complained of four-hour commutes, and Port Authority Police expended significant resources to create traffic diversions to safely control the massive back up of vehicles on Fort Lee roads.

September 9 was also the first day of school for many children in the surrounding communities and we now know that there were reports from parents and local schools that many school buses were delayed due to the unnecessary gridlock that engulfed the Borough of Fort Lee.

Most alarmingly however, it has been reported that ambulances, police cars, fire trucks and other public safety vehicles were also needlessly delayed, putting the public's safety at risk. Thankfully, it appears there was no resulting loss of life due to the closures; however, that is of little comfort to me or my colleagues at the Port Authority who believe that the safety of the traveling public is the Port Authority's number one priority.

Let me be clear, the decision to restrict local access to the George Washington Bridge during the morning rush bypassed normal operating procedure, without proper transparency and openness, and it directly violated our agency's primary responsibility to protect our customers and personnel.

To ensure incidents such as this do not happen again under my watch, I have put in place a host of procedures, checks, and balances to make sure non-emergency traffic pattern changes are thoroughly vetted and communicated.

One need only to look at how we have handled planned closures for other important improvement and maintenance projects. This includes the GWB Upper Level Deck Replacement, the Lincoln Tunnel Helix fix, the Bayonne Bridge Raise the Roadway project, and the Outerbridge Crossing deck repaving—all examples of where we have notified and carefully coordinated with local communities, media, state DOTs, 511, Transcom, and public safety officials.

With that, I will take your questions.

**Marsico, Ron**

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**From:** Marsico, Ron  
**Sent:** Monday, September 09, 2013 5:58 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 9/9/13

- Media Relations issued an advisory to inform media about the Port Authority's 9/11 Interfaith Remembrance Service scheduled for 2 p.m. Wednesday.
- Media Relations proactively reached out to the Staten Island Advance and pitched the story of this weekend's PAPD arrest of a New Hampshire woman for aggravated DWI at the Outerbridge Crossing. The paper says it plans on running the story both online and in the print edition.
- Eva Kern of DNA Info is following up on the NY Post Page 6 story related to negotiations between the Port Authority and hotelier Andre Balazs about turning the TWA Flight Center at JFK Airport into a boutique hotel. We referred the reporter to the Balazs' team.

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

## **Marsico, Ron**

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**From:** Marsico, Ron  
**Sent:** Tuesday, September 10, 2013 5:59 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 Nighly Media Activity Report 9/10/13

- Executive Director Foye updated media outlets, including Daybreak UK, Telemundo and local WCBS on the construction progress at One WTC.
- Arise News requested an interview with CSO Dunne on security at WTC in a post 9/11 world. Response pending.
- Verena Dobnik of the Associated Press is working on a story about bridges across the country and inquired as to whether any of the PA crossings are classified as structurally deficient. We told her that no PA crossings were classified as structurally deficient.
- Scott McCartney, aviation columnist for the Wall Street Journal, is working on a story about public artwork at the nation's airports and requested information about works of art at the PA airports. We are seeking information from PA Aviation staff for a response review.
- Katia Hetter of CNN, Danny King of Travel Weekly and Sarah Theeboom of Time Out New York called with follow-up questions about the weekend NY Post story about hotelier Andre Balazs' plans for the TWA Flight Center at JFK Airport. We referred the reporters to the hotelier.
- The NY Post and Cliffview Pilot inquired about a report of a potential suicide attempt today at the GWB. We let reporters know it was a false alarm, stemming from a report of a homeless man who had no intention of jumping, who picked up a Lifeline help phone on the bridge.
- Media Relations proactively pitched to the NY Daily News, NY Post, Newsday and DNAinfo a story about PAPD detectives arresting a LaGuardia Airport duty free shop employee in connection with the alleged use of a stolen credit card.
- Vanessa Ott from Inside Edition and Larry Rosenthal from the Associated Press called regarding a News 12 NJ story that calls into question claims made by a Barnegat, NJ man that he was rescued by a PAPD officer from the WTC site on 9/11. We did not respond.

Ron Marsico  
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## **Marsico, Ron**

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**From:** Marsico, Ron  
**Sent:** Wednesday, September 11, 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 9/11/13

- Numerous media outlets reported from the World Trade Center site on the ceremony marking the 12<sup>th</sup> anniversary of 9/11.
- Jake Pearson of the Associated Press, Edgar Sandoval of the Daily News, Dean Meminger of NY1, Jonathan Inoa of NY1 Noticias, Monica Miller from WCBS Radio and other media are working on stories based on their coverage of the Port Authority's 9/11 Interfaith Remembrance Service.
- Media outlets called about a possible security threat to JFK and LAX airports that the FBI has deemed non-credible. We referred reporters to the FBI, which issued a statement.
- Steve Strunsky of The Star-Ledger inquired about a potential gubernatorial visit to Newark Liberty International Airport tomorrow. We did not respond.
- Several media outlets inquired about an incident involving a woman on a Delta flight at LaGuardia Airport who initially refused to put her lap dog in a cage aboard her flight, before agreeing. We referred reporter to Delta Air Lines.
- John Lampl, a Los Angeles Times freelancer, is working on a story about the first British Airways A380 going to LAX Airport and sought information about A380s using JFK Airport. We let the reporter know that Emirates, Air France, Korean and Singapore airlines serve JFK with A380s and that Lufthansa once did.
- Matthew McGrath of the Bergen Record called about a vehicle accident at the George Washington Bridge involving a school bus and passenger car. We let the reporter know it was a minor fender bender, with no injuries.

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[rmarsico@panynj.gov](mailto:rmarsico@panynj.gov)

## **Marsico, Ron**

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**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.

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The Port Authority of New York and New Jersey  
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[rmarsico@panynj.gov](mailto:rmarsico@panynj.gov)

**Marsico, Ron**

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**From:** Marsico, Ron  
**Sent:** Friday, September 13, 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 9/13/13

- The Bergen Record and WNYC Radio are working on stories about a General Accounting Office report that was critical of the Port Authority's transparency efforts prior to the 2011 toll and fare increase. We issued a response stressing the agency's commitment to using toll and fare revenues to make critical infrastructure improvements and engaging the public in the process.
- The Bergen Record, WCBS Radio and the Fort Lee Suburbanite inquired about a Port Authority decision to reopen two of three closed toll booths closed earlier this week after the closing led to significant traffic delays for some GWB commuters. We issued a statement that said we are evaluating traffic safety patterns at the GWB and will now review the results to determine the best traffic patterns for the crossing.
- Judy Randall of the Staten Island Advance attended Senator Schumer's press conference urging the USCG to expedite the bridge permit for the Goethals Bridge and asked us for comment. We provided a comment that touted the benefits of the project for the region and noted that we look forward to construction beginning as soon as possible.

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

**Foye, Patrick**

**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

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

**Foye, Patrick**

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 6:01 AM  
**To:** Fulton, Cedrick  
**Subject:** Please call me after 6am

**[REDACTED]**

**Foye, Patrick**


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From: Durando, Robert  
Sent: Friday, September 13, 2013 6:06 AM  
To: Foye, Patrick  
Subject: Re: Please call me after 6am

Ok

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

From: Foye, Patrick  
Sent: Friday, September 13, 2013 06:01 AM  
To: Durando, Robert  
Subject: Please call me after 6am



**Foye, Patrick**

**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  
**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.

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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.
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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





**Foye, Patrick**

---

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 8:04 AM  
**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; '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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**Foye, Patrick**

---

**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  
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Pat



## Foye, Patrick

---

**From:** Baroni, Bill  
**Sent:** Friday, September 13, 2013 8:41 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](mailto: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](mailto: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](mailto: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.

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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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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

**Foye, Patrick**

---

**m:** 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](mailto: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](mailto:pfoye@panynj.gov)> wrote:

Thanks, Bob. I'll set up meeting to discuss this issue.  
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**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David;  
'[SRechler@RXRRealty.com](mailto:SRechler@RXRRealty.com)' <[SRechler@RXRRealty.com](mailto:SRechler@RXRRealty.com)>; Buchbinder, Darrell  
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'[Rechler, Scott](mailto:SRechler@RXRRealty.com)' <[SRechler@RXRRealty.com](mailto:SRechler@RXRRealty.com)>; Buchbinder, Darrell  
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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



**Foye, Patrick**

---

**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.

**Foye, Patrick**

---

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

Correct.

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**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, 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](mailto: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:** 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.

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

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**Cc:** Foye, Patrick; Ma, John; Wildstein, David; MacSpadden, Lisa  
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**From:** Baroni, Bill  
**Sent:** Friday, September 13, 2013 9:03 AM  
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**Cc:** MacSpadden, Lisa  
**Subject:** Re: Fort Lee eastbound access to GWB

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Bill we are going to fix this fiasco

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**From:** Baroni, Bill  
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On Sep 13, 2013, at 8:28 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

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Looping Lisa--how do we get word out?

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

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Pat

**From:** Coleman, Steve  
**Sent:** Thursday, December 12, 2013 4:54 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** Ma, John; MacSpadden, Lisa; Valens, Chris  
**Attachments:** image001.jpg; image002.png; image004.jpg; image005.jpg; image006.jpg; image007.jpg; image008.jpg; Baroni 121213.pdf; Durando 121213.pdf; Foye 121213.pdf; Fulton 121213.pdf; Licorish 121213.pdf; Nunziato 121213.pdf; Wildstein 121213.pdf; image003.jpg

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](mailto:AsmWisniewski@njleg.org)  
[www.assemblydems.com](http://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:**



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**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:** 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:** image002.png; image004.jpg; image005.jpg; image006.jpg; image007.jpg; image008.jpg; image009.jpg; Foye Subpoena 112713.pdf; Foye SCHEDULE Document 112713.pdf; Foye Cover Letter 112713.pdf; image001.jpg

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.



## News from *Assemblyman Wisniewski*

**For Release:**  
Nov. 27, 2013

**Assemblyman John S. Wisniewski**  
*Deputy Speaker*  
*Assembly Transportation Chairman*  
p: 732-432-8460  
e: [AsmWisniewski@njleg.org](mailto:AsmWisniewski@njleg.org)  
[www.assemblydems.com](http://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:** Wednesday, November 27, 2013 1:35 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** 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 Etten requesting that the IG investigate the issues surrounding the September closing of the GWB local access lanes. We will not respond.

**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, October 28, 2013 2:49 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** Wildstein, David; Ma, John; MacSpadden, Lisa  
**Subject:** 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:** 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:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 2:48 PM  
**To:** Foye, Patrick  
**Subject:** RE: Ted Mann -- Wall Street Journal inquiry

I talked to Bill. He said he is awaiting guidance and will let me know whether we should respond, so I'm sitting tight for now.

---

**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 2:07 PM  
**To:** Coleman, Steve  
**Subject:** RE: Ted Mann -- Wall Street Journal inquiry

No, no, don't tell Ted anything; just tell our group that Ted got email from Fort Lee

---

**From:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 2:05 PM  
**To:** Foye, Patrick  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

OK. I was just dictating what Ted told me. He did not send me the email. I'll make sure Ted knows it didn't go to Fort Lee.

---

Sent from my BlackBerry Wireless Handheld

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**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 02:02 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:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 2:14 PM  
**To:** Foye, Patrick  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

Ok

-----  
Sent from my BlackBerry Wireless Handheld

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**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 02:06 PM  
**To:** Coleman, Steve  
**Subject:** RE: Ted Mann -- Wall Street Journal inquiry

No, no, don't tell Ted anything; just tell our group that Ted got email from Fort Lee

---

**From:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 2:05 PM  
**To:** Foye, Patrick  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

OK. I was just dictating what Ted told me. He did not send me the email. I'll make sure Ted knows it didn't go to Fort Lee.

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Sent from my BlackBerry Wireless Handheld

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**To:** Coleman, Steve; Baroni, Bill; Wildstein, David  
**Cc:** Ma, John; MacSpadden, Lisa  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

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- 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:



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

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**To:** Foye, Patrick  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

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Sent from my BlackBerry Wireless Handheld

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**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 02:02 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:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 1:12 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:** 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, 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:** Monday, September 16, 2013 12:30 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** Ma, John; Wildstein, David; MacSpadden, Lisa  
**Subject:** RE: Wall Street Journal inquiry -- Fort Lee toll booths

Thanks.

---

**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](mailto: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  
**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

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Please advise on how we should respond.

**From:** Coleman, Steve  
**Sent:** Monday, September 16, 2013 12:19 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** 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, September 13, 2013 3:19 PM  
**To:** Foye, Patrick  
**Cc:** MacSpadden, Lisa  
**Subject:** RE: Media inquiries -- Fort Lee toll booths

Thanks

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:18 PM  
**To:** Coleman, Steve  
**Cc:** MacSpadden, Lisa  
**Subject:** Re: Media inquiries -- Fort Lee toll booths

Steve will come back to you shortly

---

**From:** Coleman, Steve  
**Sent:** Friday, September 13, 2013 03:12 PM  
**To:** Foye, Patrick  
**Cc:** MacSpadden, Lisa  
**Subject:** FW: Media inquiries -- Fort Lee toll booths

Pat:

Are you OK with this or do we need to discuss further??

---

**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 3:13 PM  
**To:** Foye, Patrick  
**Subject:** MacSpadden, Lisa  
FW: Media inquiries -- Fort Lee toll booths

Pat:

Are you OK with this or do we need to discuss further??

---

**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  
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All:

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**From:** Coleman, Steve  
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**To:** Foye, Patrick; Baroni, Bill  
**Subject:** Media inquiries – Fort Lee toll booths

All:

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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:** Daniel Gitner [dgitner@lswlaw.com]  
**Sent:** Friday, November 08, 2013 3:14 PM  
**To:** Foye, Patrick  
**Subject:** RE: Dan fyi only. Let's talk this pm

I just called. I am available.

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

**From:** Foye, Patrick [mailto:pfoye@panynj.gov]  
**Sent:** Friday, November 08, 2013 7:30 AM  
**To:** Daniel Gitner  
**Subject:** Dan fyi only. Let's talk this pm

NY Region

George Washington Bridge Jam Began With Phone Call  
Bridge Jam Began With Phone Call

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

By

Ted Mann

Nov. 7, 2013 11:27 p.m. ET

Early on the morning of Sept. 9, an official of the Port Authority of New York and New Jersey 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.

David Wildstein in 2012 photo Kevin R. Wexler/The Record Earlier

Port Chief Fumed Over Bridge Jam

Mr. Foye's email

Lawmakers Seek Subpoenas in Bridge Investigation  
Mr. Sokolich's Letter 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, acted 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.

—Heather Haddon contributed to this article.

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Thank you.  
=====

**From:** Daniel Gitner [dgitner@lswlaw.com]  
**Sent:** Friday, November 08, 2013 7:45 AM  
**To:** Foye, Patrick  
**Subject:** Re: Dan fyi only. Let's talk this pm

Ok. Ill call after lunch.

Dan

> On Nov 8, 2013, at 7:29 AM, "Foye, Patrick" <pfoye@panynj.gov> wrote:

>

> NY Region

>

> George Washington Bridge Jam Began With Phone Call  
Bridge Jam Began

> With Phone Call

>

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

>

> By

> Ted Mann

> Nov. 7, 2013 11:27 p.m. ET

> Early on the morning of Sept. 9, an official of the Port Authority of New York and New Jersey 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.

>

> David Wildstein in 2012 photo Kevin R. Wexler/The Record Earlier

>

Port Chief Fumed Over Bridge Jam

Mr. Foye's email

> Lawmakers Seek Subpoenas in Bridge Investigation Mr. Sokolich's Letter

> 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.

> —Heather Haddon contributed to this article.

>

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Thank you.  
=====



**From:** DeCerreño, Allison  
**Sent:** Thursday, December 05, 2013 8:34 AM  
**To:** Foye, Patrick  
**Subject:** GWB question

Hi,

I have one of my folks pulling a month's worth of data, but that will take a bit of time. In the meantime, Bob D looked at the traffic over a 24-hour period and gave me the following figures that should at least give you some idea to start. Over the 24-hour period, the three Fort Lee lanes handled roughly 27% of the traffic on the GWBUL, just over their quarter share (there are 12 lanes in total on the UL). During the am rush, 6-9am, when the lanes are coned off and dedicated, the number remained at 26.8%, and in the evening rush, between 4-7pm, for comparison, the proportion was 26.9%.

--Allison

Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations Port Authority of New York & New Jersey Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
T: (201) 395-3914  
F: (201) 395-7411  
M: (917) 301-5650  
E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

---

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 6:55 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

nanks

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

**From:** DeCerreño, Allison  
**Sent:** Thursday, December 05, 2013 06:37 AM  
**To:** Foye, Patrick  
**Subject:** Re: MNR crash

Don't have the number off-hand, but will do some checking and let you know.

Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations Port Authority of NY & NJ Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
T: 201-395-3914  
E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

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

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 06:09 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

What percentage of eastbound GWB traffic uses "fort lee" lanes?

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

From: DeCerreño, Allison  
Sent: Thursday, December 05, 2013 04:57 AM  
To: Foye, Patrick  
Subject: MNR crash

There is an article on the crash in today's NY Times that points to the configuration of the alarm/safety system as problematic. MNR uses a push-pull configuration for its trains. The system on the train that crashed alerts the engineers and can slow the train, but is only located in the locomotive. When the train is being pushed, as it was on Sunday, the engineer is in the cab, not the locomotive.

Allison

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E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

**From:** DeCerreño, Allison  
**Sent:** Saturday, September 14, 2013 8:07 AM  
**To:** Foye, Patrick  
**Subject:** RE: Fort Lee eastbound access to GWB

Understood.

Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations Port Authority of New York & New Jersey Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
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E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 7:57 AM  
**To:** DeCerreño, Allison  
**Subject:** Fw: Fort Lee eastbound access to GWB

Fyi only. No need to forward

**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](mailto: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.

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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:** DeCerreño, Allison  
**Sent:** Saturday, September 14, 2013 7:06 AM  
**To:** Foye, Patrick  
**Subject:** RE: Fort Lee

Thanks. I did find it and read it after you mentioned it yesterday. My own sense is the decision to reopen the lanes for Ft Lee was a good one - from the article, it appears the biggest damage to community relations came from the lack of notice, perhaps even more so than the resulting impacts.

Allison L. C. de Cerreño, Ph.D.  
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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:43 PM  
**To:** DeCerreño, Allison  
**Subject:** Fort Lee

[http://www.northjersey.com/news/bergen/223580381\\_Closed\\_tollbooths\\_a\\_commuting\\_disaster.html?mobile=1&ic=1&iphone=1](http://www.northjersey.com/news/bergen/223580381_Closed_tollbooths_a_commuting_disaster.html?mobile=1&ic=1&iphone=1)

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 8:04 AM  
**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; '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.

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Pat

**From:** Foye, Patrick  
**Sent:** Thursday, December 12, 2013 1:55 PM  
**To:** Foye, Patrick  
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:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 1:25 PM  
**To:** MacSpadden, Lisa  
**Subject:** Fw: Ted Mann -- Wall Street Journal inquiry

Fort Lee electeds?

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**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:** Foye, Patrick  
**Sent:** Thursday, September 19, 2013 6:34 AM  
**To:** Ma, John  
**Subject:** Fort Lee

Please put it on next chiefs and line agendas

**From:** Foye, Patrick  
**Sent:** Monday, September 16, 2013 12:30 PM  
**To:** Coleman, Steve; Baroni, Bill  
**Subject:** Ma, John; Wildstein, David; MacSpadden, Lisa  
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](mailto: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:** Foye, Patrick  
**Sent:** Monday, September 16, 2013 12:21 PM  
**To:** 'srechler@rxrrealty.com'; Garten, David  
**Subject:** Fw: Wall Street Journal inquiry – Fort Lee toll booths

Fyi

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**From:** Coleman, Steve  
**Sent:** Monday, September 16, 2013 12:18 PM  
**To:** Foye, Patrick; Baroni, Bill  
**Cc:** Ma, John; Wildstein, David; MacSpadden, Lisa  
**Subject:** Wall Street Journal inquiry -- Fort Lee toll booths

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Please advise on how we should respond.

**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 12:48 PM  
**To:** Larrabee, Richard  
**Subject:** Re: Fort Lee eastbound access to GWB

There's lesson in there we should discuss

---

**From:** Larrabee, Richard  
**Sent:** Sunday, September 15, 2013 12:45 PM  
**To:** Foye, Patrick  
**Subject:** Re: Fort Lee eastbound access to GWB

Pat, I will call you in the morning. In reading through the enclosed e-mail I'm not sure how this relates to the Port.

Rick

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Sent from my BlackBerry Wireless Handheld

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**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 11:29 AM  
**To:** Larrabee, Richard  
**Subject:** Fw: Fort Lee eastbound access to GWB

Pat let's discuss tomw

Pat

---

**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 08:28 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

Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

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PRINTOUTS.

**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 11:50 AM  
**To:** Kingsberry, Stephen  
**Subject:** Fw: Fort Lee eastbound access to GWB

Steve let's discuss tomw

Pat

---

**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 08:28 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

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CEO and Chairman  
RXR Realty  
[Srechler@rxrrealty.com](mailto:Srechler@rxrrealty.com)

On Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.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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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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**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 11:50 AM  
**To:** Bosco, Thomas  
**Subject:** Fw: Fort Lee eastbound access to GWB

Tom let's discuss tomw

Pat

---

**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]

**Sent:** Friday, September 13, 2013 08:28 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.

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CEO and Chairman  
RXR Realty  
[Srechler@rxrrealty.com](mailto:Srechler@rxrrealty.com)

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**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 11:30 AM  
**To:** Larrabee, Richard  
**Subject:** Fw: Fort Lee eastbound access to GWB

Rick let's discuss tomw

Pat

---

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**Sent:** Friday, September 13, 2013 08:28 AM  
**To:** Foye, Patrick  
**Cc:** Fulton, Cedrick; Durando, Robert; Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; Buchbinder, Darrell  
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**From:** Foye, Patrick  
**Sent:** Sunday, September 15, 2013 9:33 AM  
**To:** 'bpaterson@msek.com'; 'jlynford@wellsford.com'; 'JAMoerdler@mintz.com';  
'Ken.lipper@lipper.com'; 'rossana.rosado@eldiariony.com'  
'srechler@rxrrealty.com'; Garten, David; Ma, John  
**Subject:** Fw: Fort Lee eastbound access to GWB

Commissioners--Vice Chair suggested I send along this email exchange which merits discussion on our call Monday.

Please also read the Bergen Record story below.

[http://www.northjersey.com/news/bergen/223580381\\_Closed\\_tollbooths\\_a\\_commuting\\_disaster.html?mobile=1&ic=1&iphone=1](http://www.northjersey.com/news/bergen/223580381_Closed_tollbooths_a_commuting_disaster.html?mobile=1&ic=1&iphone=1)

And yesterday's piece.

[http://www.northjersey.com/news/223726201\\_Road\\_Warrior\\_Living\\_with\\_an\\_inscrutable\\_giant.html?scpromo=1](http://www.northjersey.com/news/223726201_Road_Warrior_Living_with_an_inscrutable_giant.html?scpromo=1)

Pat

---

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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 8:00 PM  
Fulton, Cedrick  
Ma, John  
**Subject:** Re: Two things - NY VMS SIGNS

CF thanks for quick response

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

**From:** Fulton, Cedrick  
**Sent:** Saturday, September 14, 2013 07:47 PM  
**To:** Foye, Patrick  
**Cc:** Ma, John  
**Subject:** Re: Two things - NY VMS SIGNS

Pat,

Here is PA NY sign inventory:

Staten Island Bridges

No fixed signs - 5/7 portables used for construction projects (OBX). Can change messages in minutes with contractor cooperation.

George Washington Bridge

2 signs - Can change messages in minutes. Current message is no trucks to LL.

Lincoln Tunnel

5 small signs for short messages. Can change message in minutes.

Holland Tunnel

6 signs - Can change message in minutes.

Cedrick

On Sep 14, 2013, at 6:29 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

> Thanks

>

>

> ----- Original Message -----

> **From:** Fulton, Cedrick

> **Sent:** Saturday, September 14, 2013 06:27 PM

> **To:** Foye, Patrick

> **Cc:** Ma, John

> **Subject:** Re: Two things

>

> Nothing else with Baroni or Wildstein. Will get the VMS info.

>

> On Sep 14, 2013, at 6:01 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

>



>> Cedric 1 i wasnt clear: any other deals, changes with Baroni or Wildstein you didn't bring to my attention?

>>

>> 2 2d floor request i got shortly before i emailed you today. Need  
asap Thanks

>>

>> ----- Original Message -----

>> From: Fulton, Cedrick

>> Sent: Saturday, September 14, 2013 05:43 PM

>> To: Foye, Patrick

>> Cc: Ma, John

>> Subject: Re: Two things

>>

>> Pat,

>>

>> We have an expired agreement with Fort Lee where they do street sweeping around the bridge and we pay them \$70  
k per year, in two \$35k installments. The last 5 year deal expired in July 2012. I am told a new five year agreement is with  
Bill. This agreement falls under the category of community good will. There was a time we actually cleaned the streets. It  
became more cost effective for us to give them \$70k per year. They are asking for the money.

>>

>> Unless you need it immediately, I will provide the VMS information on Monday.

>>

>> Cedrick

>>

>> On Sep 14, 2013, at 12:07 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

>>

>>> Cedric 1 following up on Fort Lee, anything else I should know about?

>>>

>>> 2 how many vms signs are placed on my side of TBT? How long does it take to program messaging?

From: Foye, Patrick  
Sent: Saturday, September 14, 2013 6:30 PM  
Fulton, Cedrick  
Ma, John  
Subject: Re: Two things

Thanks

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

From: Fulton, Cedrick  
Sent: Saturday, September 14, 2013 06:27 PM  
To: Foye, Patrick  
Cc: Ma, John  
Subject: Re: Two things

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> From: Fulton, Cedrick  
> Sent: Saturday, September 14, 2013 05:43 PM  
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> Cc: Ma, John  
> Subject: Re: Two things

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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 6:02 PM  
**To:** Fulton, Cedrick  
Ma, John  
**Subject:** Re: Two things

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**Sent:** Saturday, September 14, 2013 05:43 PM  
**To:** Foye, Patrick  
**Cc:** Ma, John  
**Subject:** Re: Two things

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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 12:08 PM  
**To:** Fulton, Cedrick  
**Subject:** Ma, John  
Two things

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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 7:57 AM  
**To:** DeCerreño, Allison  
**Subject:** Fw: Fort Lee eastbound access to GWB

**Importance:** High

Fyi only. No need to forward

---

**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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**From:** Foye, Patrick  
**Sent:** Saturday, September 14, 2013 7:56 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: Fort Lee

Far greater impacts

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

**From:** DeCerreño, Allison  
**Sent:** Saturday, September 14, 2013 07:06 AM  
**To:** Foye, Patrick  
**Subject:** RE: Fort Lee

Thanks. I did find it and read it after you mentioned it yesterday. My own sense is the decision to reopen the lanes for Ft Lee was a good one - from the article, it appears the biggest damage to community relations came from the lack of notice, perhaps even more so than the resulting impacts.

Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations Port Authority of New York & New Jersey Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
T: (201) 395-3914  
F: (201) 395-7411  
M: (917) 301-5650  
E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

---

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**Sent:** Friday, September 13, 2013 7:43 PM  
**To:** DeCerreño, Allison  
**Subject:** Fort Lee

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:43 PM  
**To:** DeCerreño, Allison  
**Subject:** Fort Lee

<http://www.northjersey.com/news/bergen/223580381> Closed tollbooths a commuting disaster.html?mobile=1&ic=1&iph  
one=1



**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:30 PM  
**To:** Coleman, Steve  
MacSpadden, Lisa  
**Subject:** Re: Media inquiries -- Fort Lee toll booths

Steve will do

---

**From:** Coleman, Steve  
**Sent:** Friday, September 13, 2013 03:18 PM  
**To:** Foye, Patrick  
**Cc:** MacSpadden, Lisa  
**Subject:** RE: Media inquiries -- Fort Lee toll booths

Thanks

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:18 PM  
**To:** Coleman, Steve  
**Cc:** MacSpadden, Lisa  
**Subject:** Re: Media inquiries -- Fort Lee toll booths

Steve will come back to you shortly

---

**From:** Coleman, Steve  
**Sent:** Friday, September 13, 2013 03:12 PM  
**To:** Foye, Patrick  
**Cc:** MacSpadden, Lisa  
**Subject:** FW: Media inquiries -- Fort Lee toll booths

Pat:

Are you OK with this or do we need to discuss further??

---

**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:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:18 PM  
**To:** Coleman, Steve  
MacSpadden, Lisa  
**Subject:** Re: Media inquiries -- Fort Lee toll booths

Steve will come back to you shortly

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**From:** Coleman, Steve  
**Sent:** Friday, September 13, 2013 03:12 PM  
**To:** Foye, Patrick  
**Cc:** MacSpadden, Lisa  
**Subject:** FW: Media inquiries -- Fort Lee toll booths

Pat:

Are you OK with this or do we need to discuss further??

---

**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:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:13 PM  
**To:** 'Rechler, Scott'  
**Subject:** Garten, David; MacSpadden, Lisa; Ma, John  
RE: Media inquiries -- Fort Lee toll booths

Indeed, have a good holiday

---

**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 3:13 PM  
**To:** Foye, Patrick  
**Cc:** Garten, David; MacSpadden, Lisa; Ma, John  
**Subject:** Re: Media inquiries -- Fort Lee toll booths

Good outcome. Now I can go to temple with a clean conscious!

Scott Rechler  
CEO and Chairman  
RXR Realty  
[Srechler@rxrrealty.com](mailto:Srechler@rxrrealty.com)

On Sep 13, 2013, at 3:11 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

1. Lanes will remain open as they have been since 8am this morning
2. Media will issue statement below which is fine with me

---

**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."

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**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:

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 3:11 PM  
**To:** Garten, David; 'srechler@rxrrealty.com'; MacSpadden, Lisa; Ma, John  
**Subject:** FW: Media inquiries -- Fort Lee toll booths

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2. Media will issue statement below which is fine with me

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**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

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"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."

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**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.

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 1:42 PM  
**To:** Garten, David  
**Subject:** Fw: Media inquiries -- Fort Lee toll booths

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**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](mailto: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.

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

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 12:20 PM  
**To:** 'Howard.Glaser@exec.ny.gov'  
**Subject:** Fw: Fort Lee eastbound access to GWB

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**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 08:28 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  
RX Realty  
[srechler@rxrrealty.com](mailto:srechler@rxrrealty.com)

On Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.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.

I am making this decision for the following reasons:

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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.
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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

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 10:17 AM  
**To:** MacSpadden, Lisa; Ma, John; Garten, David; Valens, Chris  
**Subject:** Fw: Fort Lee eastbound access to GWB

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**From:** Fulton, Cedrick  
**Sent:** Friday, September 13, 2013 07:46 AM  
**To:** Foye, Patrick; Durando, Robert  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; 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  
**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:

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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:

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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

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 10:16 AM  
**To:** MacSpadden, Lisa; Ma, John; Garten, David; Valens, Chris  
**Subject:** Fw: Fort Lee eastbound access to GWB

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 08:28 AM  
**To:** Durando, Robert; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'srechler@rxrrealty.com'  
<srechler@rxrrealty.com>; Buchbinder, Darr ll; 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

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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

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 10:03 AM  
**To:** Ma, John  
**Subject:** Fw: Fort Lee eastbound access to GWB

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 09:31 AM  
**To:** Baroni, Bill  
**Cc:** MacSpadden, Lisa; 'dsamson@wolffsamson.com' <dsamson@wolffsamson.com>; 'srechler@rxrrealty.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

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

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

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**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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**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

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Pat



**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 10:02 AM  
**To:** Ma, John  
**Subject:** Fw: Fort Lee eastbound access to GWB

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 08:28 AM  
**To:** Durando, Robert; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'srechler@rxrrealty.com' <srechler@rxrrealty.com>; Buchbinder, Darrell; MacSpadden, Lisa  
**Subject:** Re: Fort Lee eastbound access to GWB

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**Sent:** Friday, September 13, 2013 10:02 AM  
**To:** Ma, John  
**Subject:** Fw: Fort Lee eastbound access to GWB

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**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 08:28 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

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RXR Realty  
[Srechler@rxrrealty.com](mailto:Srechler@rxrrealty.com)

On Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.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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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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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 9:32 AM  
**To:** Baroni, Bill  
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

On Sep 13, 2013, at 8:55 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto: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](mailto: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](mailto:SRechler@RXRRealty.com)' <[SRechler@RXRRealty.com](mailto: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](mailto:SRrechler@RXRRealty.com)>; Buchbinder, Darrell  
**Subject:** Fort Lee eastbound access to GWB

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

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**From:** Baroni, Bill  
**Sent:** Friday, September 13, 2013 08:40 AM  
**To:** Foye, Patrick; MacSpadden, Lisa  
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**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <[SRechler@RXRRealty.com](mailto:SRechler@RXRRealty.com)>; Buchbinder, Darrell  
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**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](mailto:SRechler@RXRRealty.com)>; Buchbinder, Darrell  
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**Sent:** Friday, September 13, 2013 8:29 AM  
**To:** Durando, Robert; Fulton, Cedrick  
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

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**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

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**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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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:49 AM  
**To:** MacSpadden, Lisa; Ma, John; Garten, David; Valens, Chris  
**Subject:** Fw: Fort Lee eastbound access to GWB  
**Importance:** High

Fyi

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**From:** Foye, Patrick  
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**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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**To:** Fulton, Cedrick; Durando, Robert  
**Co:** 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:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:14 AM  
**To:** 'Rechler, Scott'; Garten, David  
**Cc:** MacSpadden, Lisa  
**Subject:** RE: Port Authority Nightly Media Activity Report 9/12/13

Scott I have inquired about this and what I have been told is very troubling. I will keep you posted. Given possible loss of life from delay of emergency vehicles and other factors I am reversing this immediately.

---

**From:** Rechler, Scott [mailto:SRrechler@RXRRealty.com]  
**Sent:** Thursday, September 12, 2013 8:39 PM  
**To:** Garten, David; Foye, Patrick  
**Subject:** FW: Port Authority Nightly Media Activity Report 9/12/13

We need to get to the bottom of this ...

- John Cichowski 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.

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**From:** Marsico, Ron [mailto:rmarsico@panynj.gov]  
**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.
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- 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

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**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:11 AM  
**To:** 'Rechler, Scott'; Garten, David  
MacSpadden, Lisa  
**Subject:** RE: Port Authority Nightly Media Activity Report 9/12/13

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**Sent:** Thursday, September 12, 2013 8:43 PM  
**To:** MacSpadden, Lisa  
**Subject:** Fw: Port Authority Nightly Media Activity Report 9/12/13

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**From:** Foye, Patrick  
**Sent:** Thursday, September 12, 2013 08:42 PM  
**To:** 'srechler@rxrrealty.com' <srechler@rxrrealty.com>; Garten, David  
**Subject:** Re: Port Authority Nightly Media Activity Report 9/12/13

Agree. Very troubling.

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- 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](mailto:rmarsico@panynj.gov)

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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:** Foye, Patrick  
**Sent:** Thursday, September 12, 2013 8:43 PM  
**To:** 'srechler@rxrrealty.com'; Garten, David  
**Subject:** Re: Port Authority Nightly Media Activity Report 9/12/13

Agree. Very troubling.

---

**From:** Rechler, Scott [mailto:SRechler@RXRRealty.com]  
**Sent:** Thursday, September 12, 2013 08:39 PM  
**To:** Garten, David; Foye, Patrick  
**Subject:** FW: Port Authority Nightly Media Activity Report 9/12/13

We need to get to the bottom of this ...

- John Cichowski 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.

---

**From:** Marsico, Ron [mailto:rmarsico@panynj.gov]  
**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 Cichowski 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.
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PRINTOUTS.

From: Fulton, Cedrick  
Sent: Saturday, September 14, 2013 8:01 PM  
To: Foye, Patrick  
Ma, John  
Subject: Re: Two things - NY VMS SIGNS

Your welcome.

On Sep 14, 2013, at 7:59 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

> CF thanks for quick response

>

>

> ----- Original Message -----

> From: Fulton, Cedrick

> Sent: Saturday, September 14, 2013 07:47 PM

> To: Foye, Patrick

> Cc: Ma, John

> Subject: Re: Two things - NY VMS SIGNS

>

> Pat,

>

> Here is PA NY sign inventory:

>

> Staten Island Bridges

>

> No fixed signs - 5/7 portables used for construction projects (OBX). Can change messages in minutes with contractor cooperation.

>

> George Washington Bridge

> 2 signs - Can change messages in minutes. Current message is no trucks to LL.

>

> Lincoln Tunnel

>

> 5 small signs for short messages. Can change message in minutes.

>

> Holland Tunnel

>

> 6 signs - Can change message in minutes.

>

>

> Cedrick

>

> On Sep 14, 2013, at 6:29 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

>

>> Thanks

>>

>>

>> ----- Original Message -----

>> From: Fulton, Cedrick

>> Sent: Saturday, September 14, 2013 06:27 PM

>> To: Foye, Patrick

>> Cc: Ma, John

>> Subject: Re: Two things

>>

>> Nothing else with Baroni or Wildstein. Will get the VMS info.

>>

>> On Sep 14, 2013, at 6:01 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

>>> Cedric 1 i wasnt clear: any other deals, changes with Baroni or Wildstein you didn't bring to my attention?

>>>

>>> 2 2d floor request i got shortly before i emailed you today. Need

>>> asap Thanks

>>>

>>>

>>> ----- Original Message -----

>>> From: Fulton, Cedrick

>>> Sent: Saturday, September 14, 2013 05:43 PM

>>> To: Foye, Patrick

>>> Cc: Ma, John

>>> Subject: Re: Two things

>>>

>>> Pat,

>>>

>>> We have an expired agreement with Fort Lee where they do street sweeping around the bridge and we pay them \$70 k per year, in two \$35k installments. The last 5 year deal expired in July 2012. I am told a new five year agreement is with Bill. This agreement falls under the category of community good will. There was a time we actually cleaned the streets. It became more cost effective for us to give them \$70k per year. They are asking for the money.

>>>

>>> Unless you need it immediately, I will provide the VMS information on Monday.

>>>

>>> Cedrick

>>>

>>> On Sep 14, 2013, at 12:07 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

>>>

>>> Cedric 1 following up on Fort Lee, anything else I should know about?

>>>

>>>> 2 how many vms signs are placed on my side of TBT? How long does it take to program messaging?



**From:** Fulton, Cedrick  
**Sent:** Saturday, September 14, 2013 7:48 PM  
**To:** Foye, Patrick  
Ma, John  
**Subject:** Re: Two things - NY VMS SIGNS

Pat,

Here is PA NY sign inventory:

Staten Island Bridges

No fixed signs - 5/7 portables used for construction projects (OBX). Can change messages in minutes with contractor cooperation.

George Washington Bridge

2 signs - Can change messages in minutes. Current message is no trucks to LL.

Lincoln Tunnel

5 small signs for short messages. Can change message in minutes.

Holland Tunnel

6 signs - Can change message in minutes.

Cedrick

On Sep 14, 2013, at 6:29 PM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

> Thanks

>

>

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>>

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>> ----- Original Message -----

>> From: Fulton, Cedrick

>> Sent: Saturday, September 14, 2013 05:43 PM

>> To: Foye, Patrick

>> Cc: Ma, John  
>> Subject: Re: Two things  
>>  
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**From:** Fulton, Cedrick  
**Sent:** Saturday, September 14, 2013 6:28 PM  
**To:** Foye, Patrick  
**Cc:** Ma, John  
**Subject:** Re: Two things

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**From:** Fulton, Cedrick  
**Sent:** Saturday, September 14, 2013 5:44 PM  
**To:** Foye, Patrick  
**Cc:** Ma, John  
**Subject:** Re: Two things

Pat,

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Unless you need it immediately, I will provide the VMS information on Monday.

Cedrick

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- >
- > 2 how many vms signs are placed on my side of TBT? How long does it take to program messaging?

**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  
**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:** Garten, David  
**Sent:** Monday, December 09, 2013 6:10 PM  
**To:** Ma, John; Foye, Patrick; MacSpadden, Lisa; Valens, Chris  
**Subject:** RE: GWB Ft Lee Lane Closure/Diversion presentation

So is this the "study"?

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

**From:** Ma, John  
**Sent:** Monday, December 09, 2013 5:52 PM  
**To:** Foye, Patrick; MacSpadden, Lisa; Valens, Chris; Garten, David  
**Subject:** Fw: GWB Ft Lee Lane Closure/Diversion presentation

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

**From:** Muriello, Mark  
**Sent:** Monday, December 09, 2013 05:43 PM  
**To:** Ma, John  
**Cc:** Fulton, Cedrick; markmuriello@gmail.com <markmuriello@gmail.com>  
**Subject:** RE: GWB Ft Lee Lane Closure/Diversion presentation

John -- As requested, attached is the early analysis that we prepared in TB&T to assess the impacts of the GWB Fort Lee lane closures that were put in a s trial in early September. Please keep in mind that this was an early analysis that was not completed at the time the trial was ended. If you have any questions, please feel free to give me a call at 917-710-5132.

- Mark

---

**From:** Ma, John  
**Sent:** Monday, December 09, 2013 4:53 PM  
**To:** Muriello, Mark  
**Cc:** Fulton, Cedrick  
**Subject:** GWB Ft Lee Lane Closure/Diversion presentation

Please send me powerpoint "Early Report" dated Sept 12th prepared for you as soon as possible

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

# ***Reallocation of Toll Lanes at the GWB***

An EARLY assessment of the benefits of the trial

September 12, 2013

## **Background**

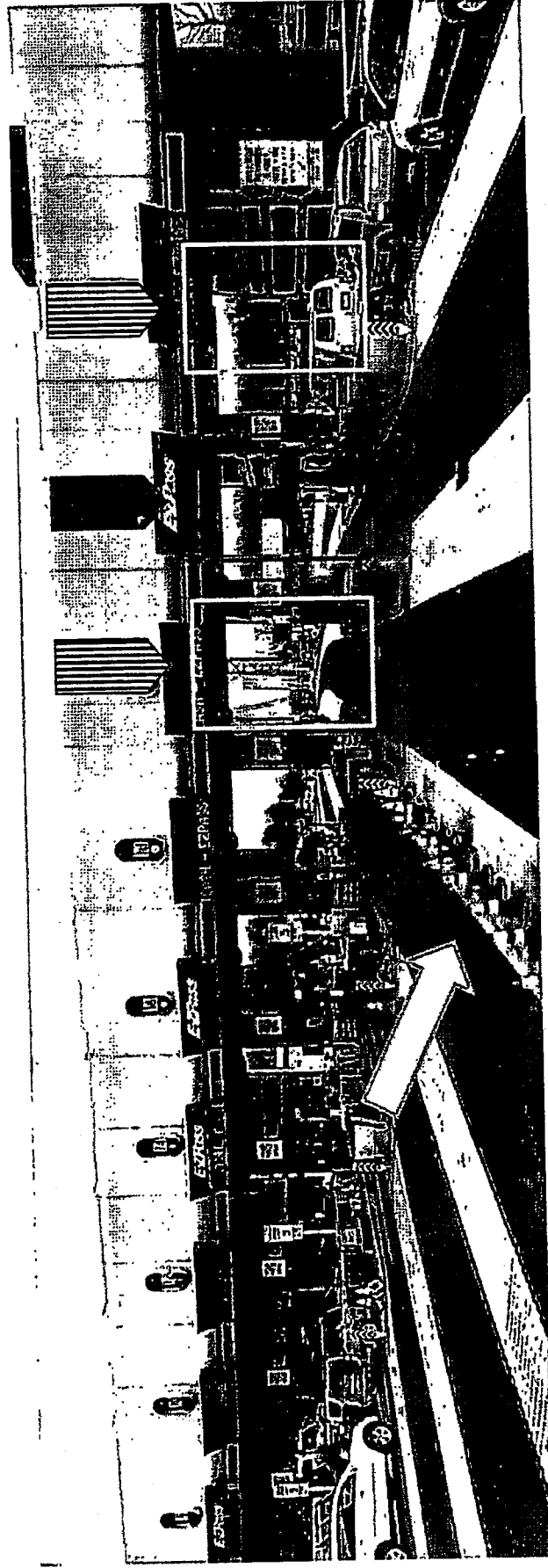
---

***On September 9, 2013, the PANYNJ initiated a "trial" at the GWB toll plaza:***

- Prior to the trial, Toll lanes #20, #22, and #24 were reserved for "local" Fort Lee traffic entering from Martha Washington Way and Bruce Reynolds Blvd.
- Lane #22 operated as an E-ZPass only lane, while the other two were dual purpose (Cash/E-ZPass).
- These booths were separated from "mainline" traffic on I-95 by a cone line, which was removed after the AM peak (aprx. 10 AM).
- During the trial, the cone line was pulled back to limit "local" traffic to just Toll lane #24, operated as a dual purpose lane.

# ***Trial: Reallocate Toll Lanes Presently Dedicated to Ft. Lee Traffic During the AM Peak***

Lanes 20, 22, and 24 were dedicated to "local" traffic during the AM peak using a cone line.



## ***Mainline Throughput***

---

***By assigning an additional two toll lanes to the highway (I-95) approach, that approach can handle additional traffic:***

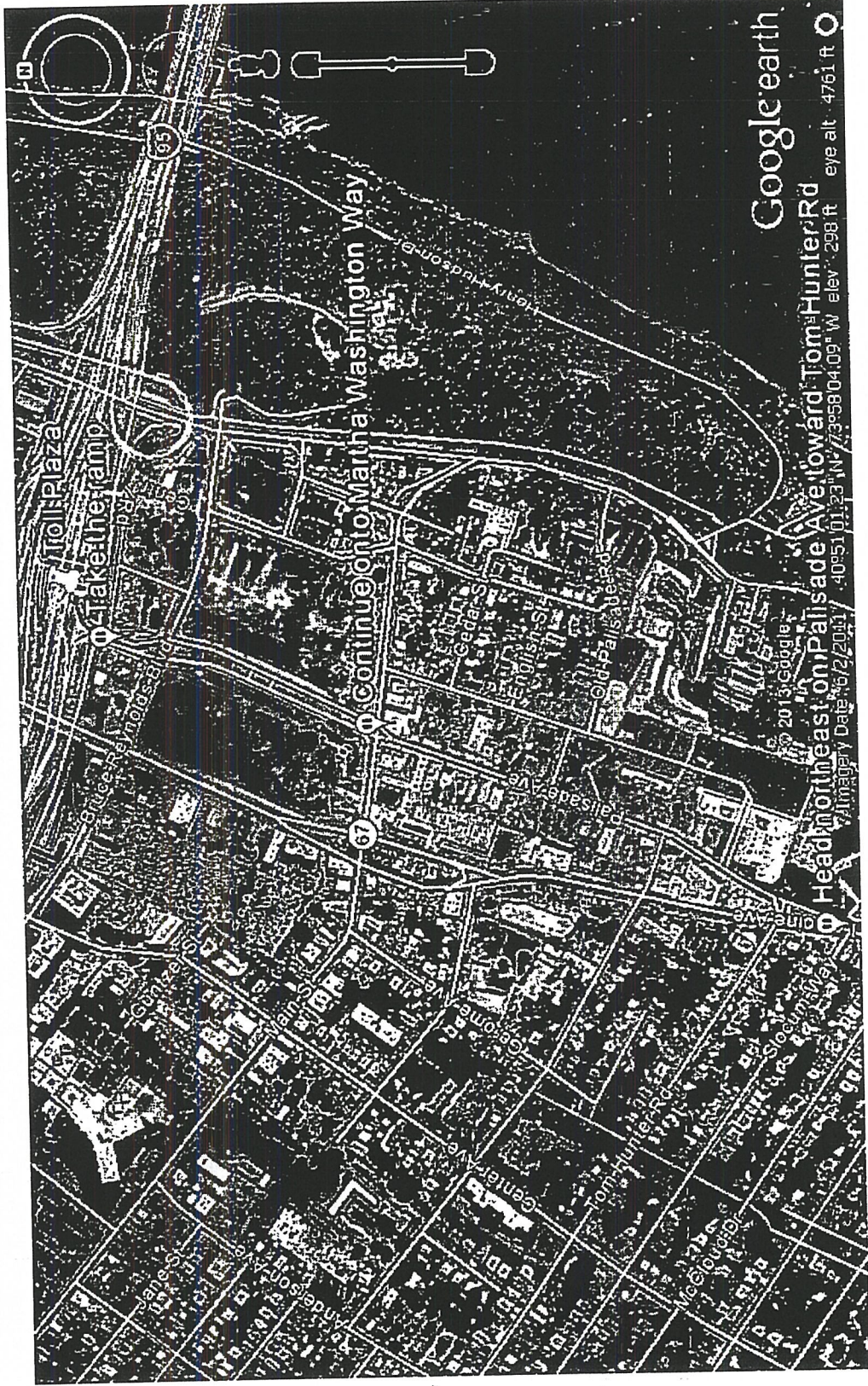
- On 9-11-13 the highway tollbooths handled an additional 2,114 vehicles over the AM peak period (6 AM-10AM) as compared to 9-4-13
- In contrast, the Ft. Lee lane (#24) handled 1,707 FEWER vehicles as compared to the three toll lanes previously dedicated during AM peak
- Therefore the net increase in plaza throughput was approximately 400 vehicles, or 100 vehicles per hour
  - This may overestimate the additional throughput, since PAPD has rerouted some “local” traffic to the mainline plaza via the bus slip ramp

## ***Local Traffic Throughput***

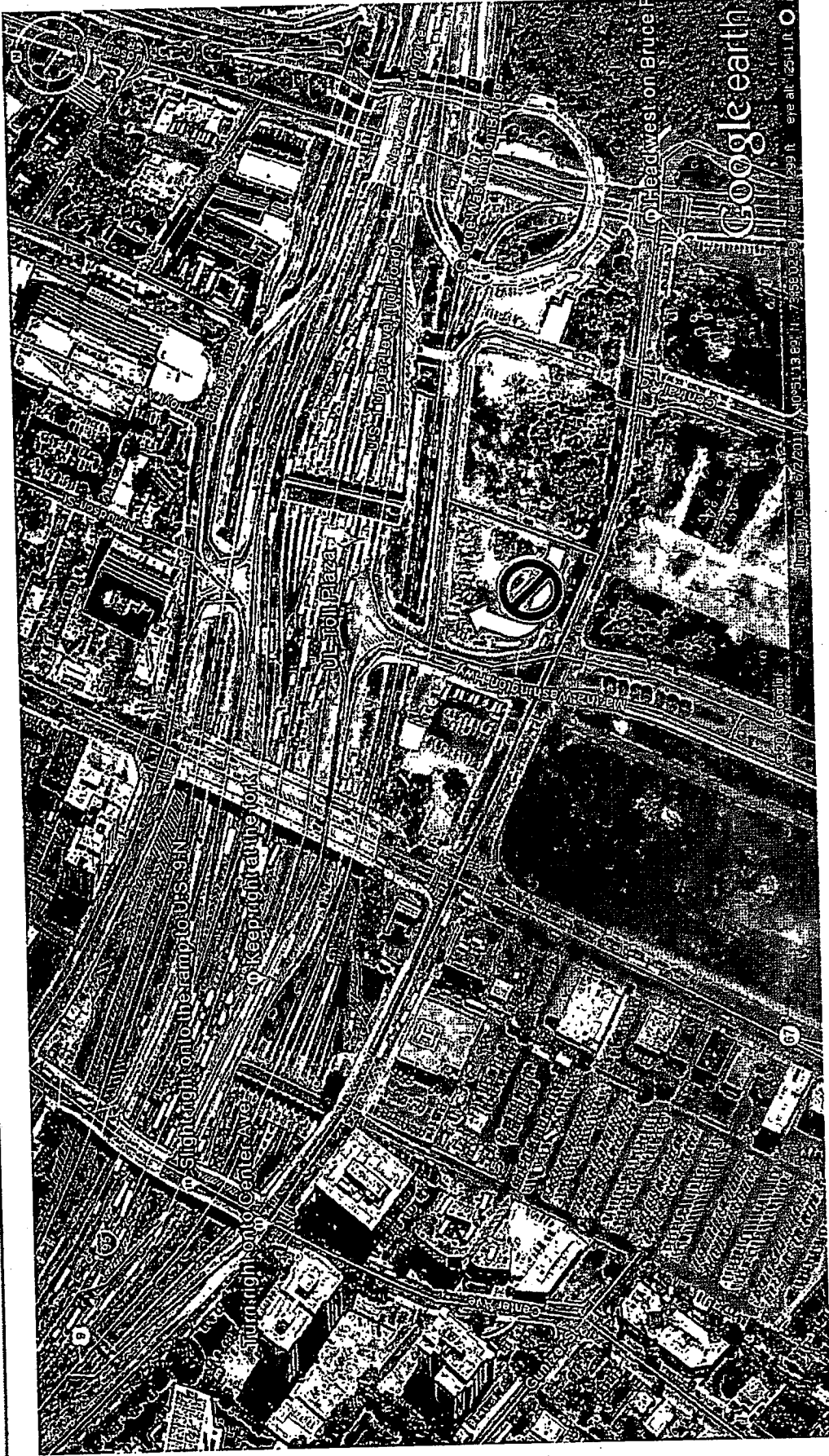
***By eliminating two of the toll lanes dedicated to "local" traffic from Ft. Lee, this traffic was forced to queue on local streets:***

- 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 A: Local Queues in Fort Lee



# Route B: Local Queues in Fort Lee (PAPD Detour)





## ***Travel Speeds/Travel Times***

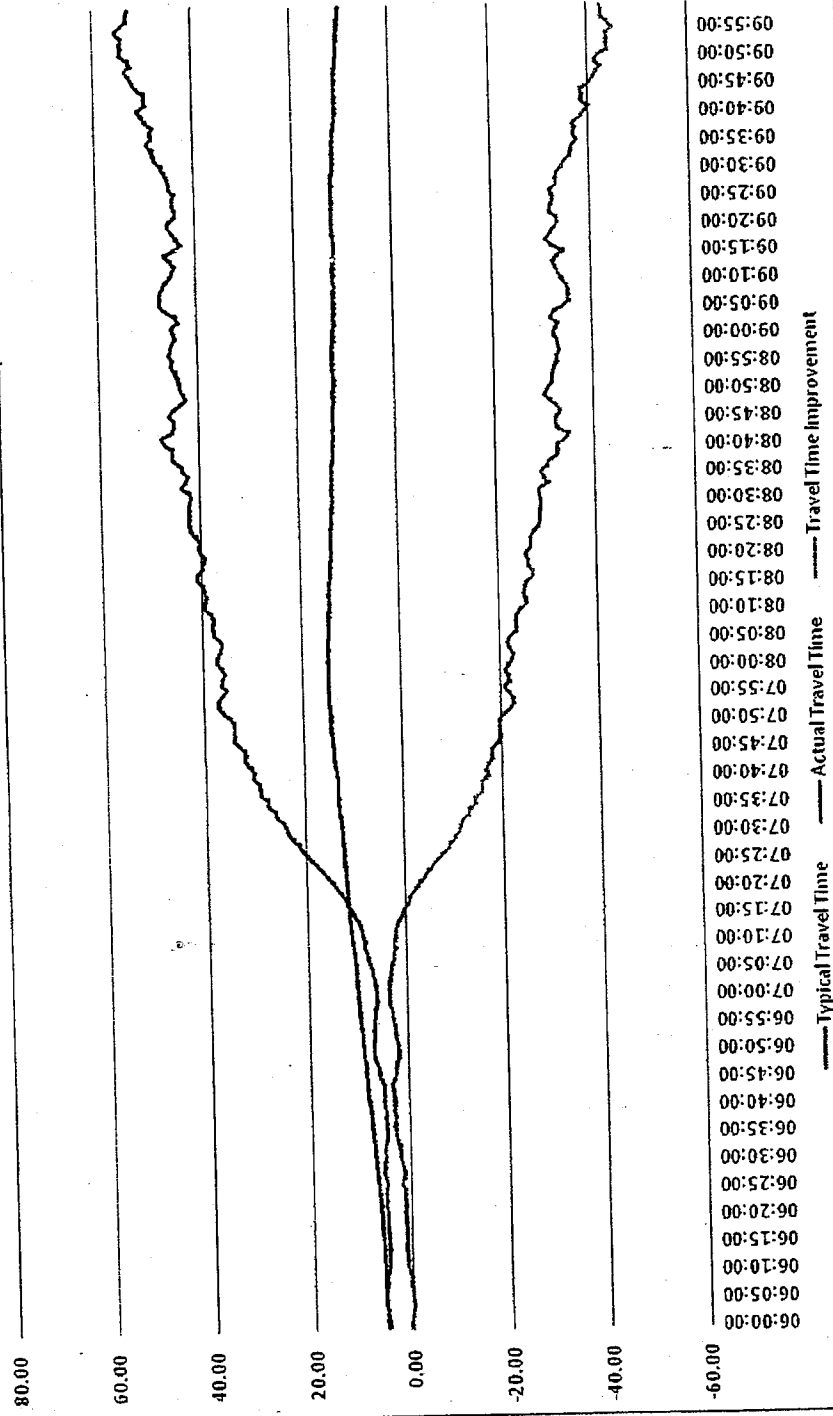
---

***By reviewing TRANSMIT travel time data for the I-95 approach to the GWB from Jones Rd across the UL to NYC, TB&T found:***

- **AM Peak Period travel speed improvements for mainline traffic varied by day:**
  - -4 MPH on 9-9-13
  - +7 MPH on 9-11-13
  - +10 MPH on 9-12-13
  - -1 MPH on 9-13-13
  
- **AM Peak period travel times improvements were positive on only two of the four trial days and the improvements were modest**
  
- **Travel time savings averaged between 4.5 and 5.5 minutes as compared to typical times during the two “good” trial days**
  - On the other two days mainline travel times over the GWB were poorer than typical days (by an average of 3 minutes during the AM peak on 9-12)

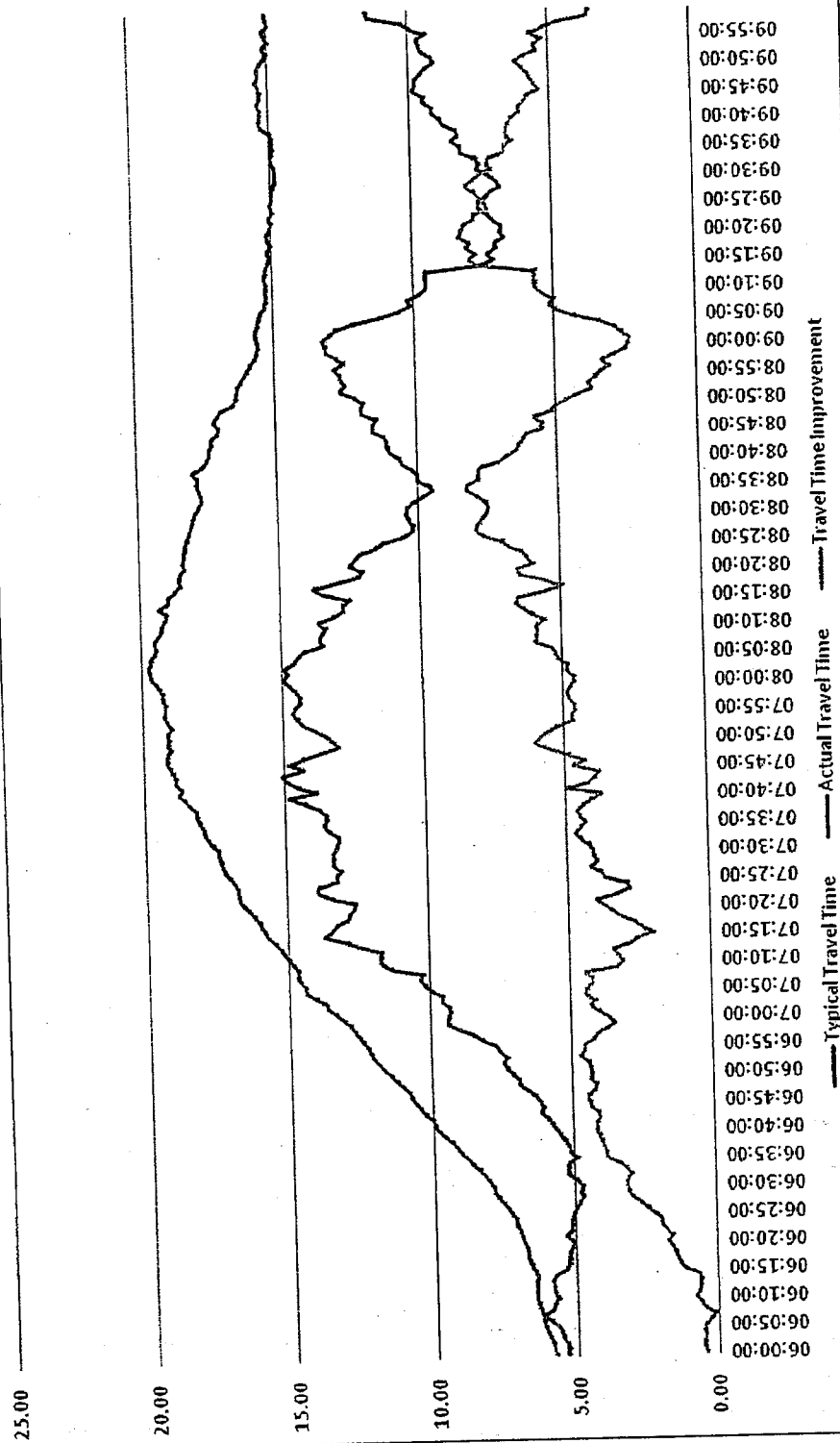
# AM Peak Highway Approach Travel Times on 9/9/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
 (w/New Fort Lee Toll Lane Configuration)  
 Sep 9th 2013: 6 - 10 AM



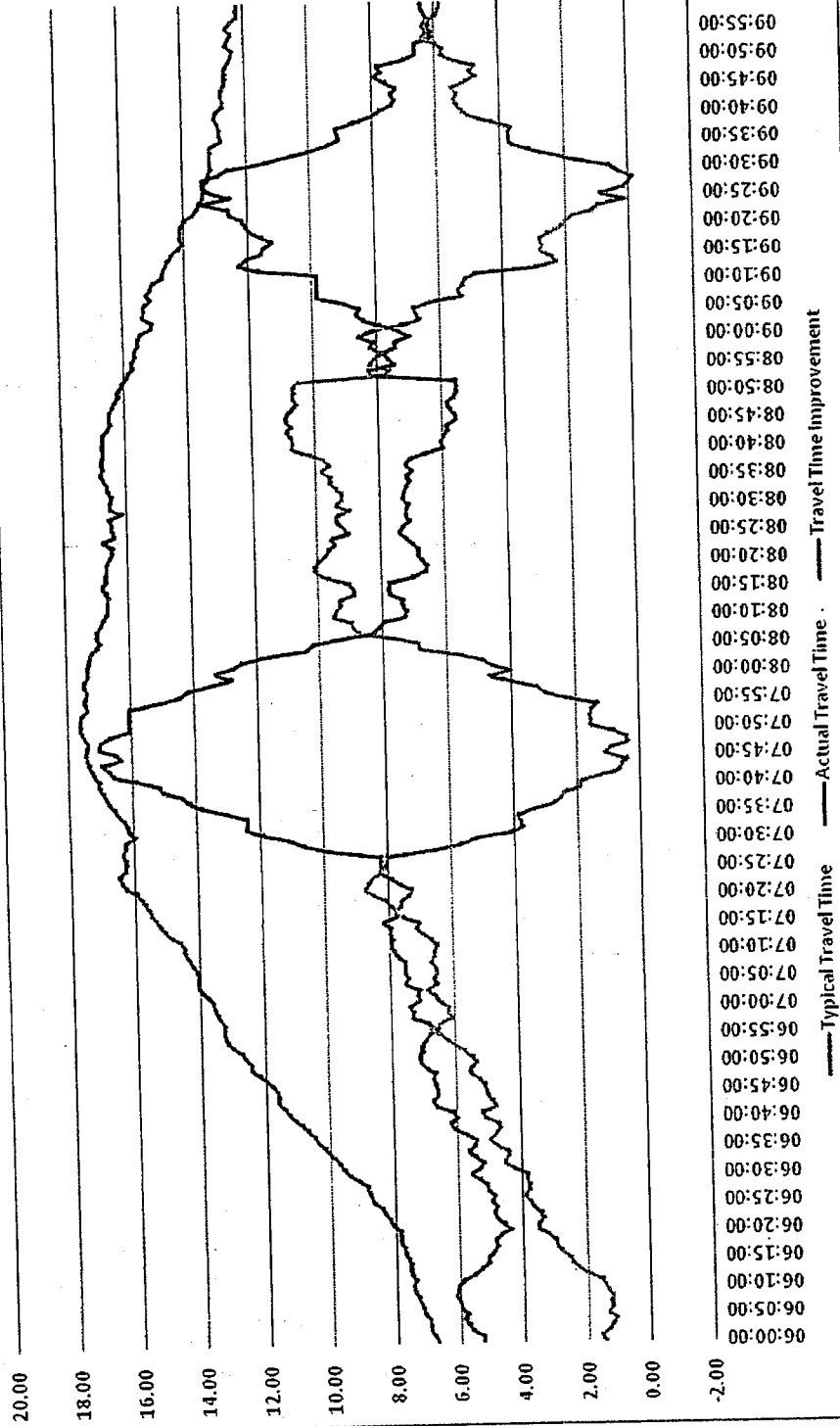
# AM Peak Highway Approach Travel Times on 9/10/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 10th 2013: 6 - 10 AM



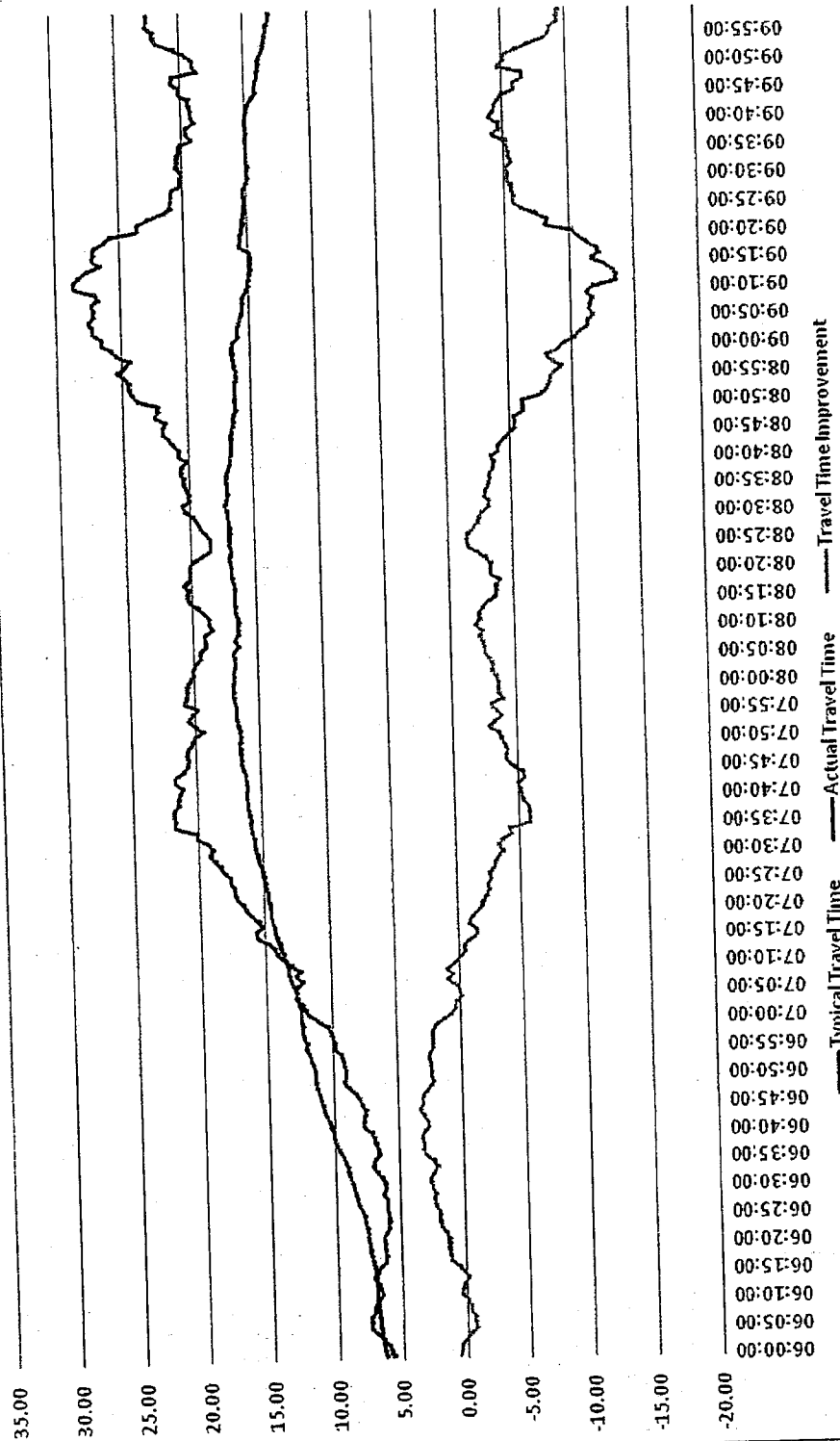
# AM Peak Highway Approach Travel Times on 9/11/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 11th 2013: 6 - 10 AM



# AM Peak Highway Approach Travel Times on 9/12/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 12th 2013: 6 - 10 AM



## ***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.

## ***Operating Costs***

---

***The trial imposes certain new operating costs on the GWB facility:***

- Toll collector coverage for Lane #24:
- PAPD weekend coverage for local streets in Fort Lee:
- Overtime for Weekday PAPD Administrative Functions:

## **Conclusions**

---

:

• TBD



Fort Lee Data -- 24 Hour Periods (Unreconciled)

Date	GWBU02	GWBU04	GWBU06	GWBU08	GWBU10	GWBU12	GWBU14	GWBU16	GWBU18	GWBU20	GWBU22	GWBU24
09-Sep-13	1732	4536	5797	7445	8811	9718	10788	11801	12813	13885	14777	15056
10-Sep-13	2056	5178	6555	8077	9376	10551	11726	12851	13926	14951	15826	16779
11-Sep-13	2124	4845	7685	9229	10770	12309	13727	15175	16584	17982	19272	20572
12-Sep-13	2169	4653	7452	9015	10515	11993	13470	14947	16424	17901	19378	20855
TOTAL	8,181	19,202	25,692	31,913	36,573	41,538	45,546	49,717	53,841	57,996	62,006	65,974

Date	GWBU02	GWBU04	GWBU06	GWBU08	GWBU10	GWBU12	GWBU14	GWBU16	GWBU18	GWBU20	GWBU22	GWBU24
16-Sep-13	2044	4726	6148	7655	9000	10372	11766	13151	14511	15858	17174	18468
17-Sep-13	1986	5057	6966	8078	9115	10251	11346	12426	13491	14541	15576	16611
18-Sep-13	3188	3774	4791	5584	6263	6876	7412	7898	8318	8681	9018	9279
19-Sep-13	3107	3786	5197	6368	7554	8762	9991	11241	12511	13791	15091	16411
20-Sep-13	4036	5598	6247	6799	7332	7877	8422	8967	9512	10057	10602	11147
23-Sep-13	1959	4441	5398	6171	7132	8117	9126	10151	11191	12241	13301	14381
25-Sep-13	1671	4910	6041	7154	8477	9944	11466	13041	14671	16351	18081	19861
26-Sep-13	1946	5192	6866	8186	9749	11462	13226	15041	16911	18831	20801	22821
27-Sep-13	1904	5143	7104	8186	9499	10962	12476	14041	15661	17331	19051	20821
30-Sep-13	2372	3933	4625	5776	6550	7339	8148	8986	9851	10741	11651	12581
01-Oct-13	1726	3744	5268	6115	7081	8111	9186	10301	11451	12631	13841	15081
03-Oct-13	3238	3472	4817	6988	8405	9935	11586	13351	15241	17151	19081	21041
04-Oct-13	2322	5198	7791	9021	10419	11976	13691	15461	17291	19171	21061	22981
07-Oct-13	3823	3428	4696	6021	7482	9077	10806	12661	14541	16441	18361	20311
08-Oct-13	1552	4934	6762	8692	10749	12944	15276	17731	20301	22891	25501	28141
09-Oct-13	5712	5218	7001	8795	10803	12947	15226	17641	20181	22841	25521	28221
10-Oct-13	2192	5708	7266	8570	10081	11815	13661	15611	17661	19811	22061	24411
11-Oct-13	2343	6603	8312	9815	11529	13473	15546	17731	20021	22411	24901	27411
TOTAL	49,645	95,537	122,469	164,602	186,017	204,411	220,211	233,719	246,443	258,221	269,631	280,585

Fort Lee lanes (one dedicated)  
 Fort Lee lanes (three dedicated)  
 Other lanes

Date	Fort Lee	%	Other	%	Total	Sanity Check	OK?
09-Sep-13	12,718	27.8%	33,163	72.2%	52,879	Y	Y
10-Sep-13	13,910	27.2%	35,653	72.8%	59,963	Y	Y
11-Sep-13	15,136	27.3%	38,919	72.7%	59,077	Y	Y
12-Sep-13	15,610	27.7%	40,710	72.3%	56,320	Y	Y
AVG		27.5%					
MIN		27.2%					
MAX		27.8%					

Date	Fort Lee	%	Other	%	Total	Sanity Check	OK?
16-Sep-13	13,600	24.8%	41,291	75.2%	54,891	Y	Y
17-Sep-13	13,955	24.3%	43,480	75.7%	57,435	Y	Y
18-Sep-13	16,173	28.0%	41,618	72.0%	57,791	Y	Y
19-Sep-13	15,417	26.0%	33,894	74.0%	59,221	Y	Y
20-Sep-13	17,454	25.6%	50,046	74.4%	67,300	Y	Y
23-Sep-13	15,946	24.5%	42,833	75.5%	56,779	Y	Y
24-Sep-13	15,115	28.0%	38,795	72.0%	53,901	Y	Y
25-Sep-13	15,255	27.7%	41,053	72.3%	55,990	Y	Y
26-Sep-13	15,548	25.6%	45,172	74.4%	56,808	Y	Y
27-Sep-13	13,955	28.1%	35,697	71.9%	49,662	Y	Y
01-Oct-13	13,972	26.7%	38,370	73.3%	52,342	Y	Y
02-Oct-13	14,668	25.8%	42,119	74.2%	56,787	Y	Y
03-Oct-13	16,580	28.5%	41,494	71.5%	58,074	Y	Y
04-Oct-13	16,478	25.6%	47,981	74.4%	64,459	Y	Y
07-Oct-13	13,176	23.7%	42,512	76.3%	55,688	Y	Y
08-Oct-13	14,807	25.8%	42,532	74.2%	57,339	Y	Y
09-Oct-13	14,549	25.2%	43,071	74.8%	57,620	Y	Y
10-Oct-13	15,010	24.8%	45,577	75.2%	60,587	Y	Y
11-Oct-13	15,490	24.6%	50,502	75.4%	66,992	Y	Y
AVG		26.0%					
MIN		23.7%					
MAX		28.5%					

**From:** Foye, Patrick  
**Sent:** 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:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 8:35 AM  
**To:** Ma, John  
**Subject:** Fwd: GWB question

Begin forwarded message:

**From:** "DeCerreño, Allison" <[acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)>  
**Date:** December 5, 2013 8:33:33 AM EST  
**To:** "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)>  
**Subject:** GWB question

Hi,

I have one of my folks pulling a month's worth of data, but that will take a bit of time. In the meantime, Bob D looked at the traffic over a 24-hour period and gave me the following figures that should at least give you some idea to start. Over the 24-hour period, the three Fort Lee lanes handled roughly 27% of the traffic on the GWBUL, just over their quarter share (there are 12 lanes in total on the UL). During the am rush, 6-9am, when the lanes are coned off and dedicated, the number remained at 26.8%, and in the evening rush, between 4-7pm, for comparison, the proportion was 26.9%.

--Allison

Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations  
Port Authority of New York & New Jersey  
Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
T: (201) 395-3914  
F: (201) 395-7411  
M: (917) 301-5650  
E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

---

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 6:55 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

Thanks

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

**From:** DeCerreño, Allison  
**Sent:** Thursday, December 05, 2013 06:37 AM

To: Foye, Patrick  
Subject: Re: MNR crash

Don't have the number off-hand, but will do some checking and let you know.  
Allison L. C. de Cerreño, Ph.D.  
Program Director, Toll Systems & Revenue Operations  
Port Authority of NY & NJ  
Tunnels, Bridges & Terminals  
2 Montgomery Street, 4th floor  
Jersey City, NJ 07302  
T: 201-395-3914  
E: [acdecerreno@panynj.gov](mailto:acdecerreno@panynj.gov)

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

From: Foye, Patrick  
Sent: Thursday, December 05, 2013 06:09 AM  
To: DeCerreño, Allison  
Subject: Re: MNR crash

What percentage of eastbound GWB traffic uses "fort lee" lanes?

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

From: DeCerreño, Allison  
Sent: Thursday, December 05, 2013 04:57 AM  
To: Foye, Patrick  
Subject: MNR crash

There is an article on the crash in today's NY Times that points to the configuration of the alarm/safety system as problematic. MNR uses a push-pull configuration for its trains. The system on the train that crashed alerts the engineers and can slow the train, but is only located in the locomotive. When the train is being pushed, as it was on Sunday, the engineer is in the cab, not the locomotive.

Allison

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E: [acdecerreno@panynj.gov](mailto:acdecerreno@panynj.gov)

From: Foye, Patrick  
Sent: Thursday, December 05, 2013 8:35 AM  
To: DeCerreño, Allison  
Subject: Re: GWB question

Thanks

On Dec 5, 2013, at 8:33 AM, "DeCerreño, Allison" <[acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)> wrote:

> Hi,  
>  
> I have one of my folks pulling a month's worth of data, but that will take a bit of time. In the meantime, Bob D looked at the traffic over a 24-hour period and gave me the following figures that should at least give you some idea to start. Over the 24-hour period, the three Fort Lee lanes handled roughly 27% of the traffic on the GWBUL, just over their quarter share (there are 12 lanes in total on the UL). During the am rush, 6-9am, when the lanes are coned off and dedicated, the number remained at 26.8%, and in the evening rush, between 4-7pm, for comparison, the proportion was 26.9%.

> --Allison

>  
> Allison L. C. de Cerreño, Ph.D.  
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> M: (917) 301-5650  
> E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

---

> From: Foye, Patrick  
> Sent: Thursday, December 05, 2013 6:55 AM  
> To: DeCerreño, Allison  
> Subject: Re: MNR crash

> Thanks

> ----- Original Message -----

> From: DeCerreño, Allison  
> Sent: Thursday, December 05, 2013 06:37 AM  
> To: Foye, Patrick  
> Subject: Re: MNR crash

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> Program Director, Toll Systems & Revenue Operations Port Authority of  
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> Jersey City, NJ 07302  
> T: 201-395-3914  
> E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

> ----- Original Message -----

> From: Foye, Patrick  
> Sent: Thursday, December 05, 2013 06:09 AM  
> To: DeCerreño, Allison  
> Subject: Re: MNR crash

>  
> What percentage of eastbound GWB traffic uses "fort lee" lanes?

>  
----- Original Message -----

> From: DeCerrero, Allison  
> Sent: Thursday, December 05, 2013 04:57 AM  
> To: Foye, Patrick  
> Subject: MNR crash

>  
>  
> There is an article on the crash in today's NY Times that points to the configuration of the alarm/safety system as problematic. MNR uses a push-pull configuration for its trains. The system on the train that crashed alerts the engineers and can slow the train, but is only located in the locomotive. When the train is being pushed, as it was on Sunday, the engineer is in the cab, not the locomotive.

>  
> Allison

>  
> Allison L. C. de Cerreño, Ph.D.  
> Program Director, Toll Systems & Revenue Operations Port Authority of  
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> M: (917) 301-5650  
> E: [acdecerrero@panynj.gov](mailto:acdecerrero@panynj.gov)

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 6:55 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

Thanks

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

**From:** DeCerreño, Allison  
**Sent:** Thursday, December 05, 2013 06:37 AM  
**To:** Foye, Patrick  
**Subject:** Re: MNR crash

Don't have the number off-hand, but will do some checking and let you know.

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E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

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

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 06:09 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

What percentage of eastbound GWB traffic uses "fort lee" lanes?

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

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**Sent:** Thursday, December 05, 2013 04:57 AM  
**To:** Foye, Patrick  
**Subject:** MNR crash

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E: [acdecerreño@panynj.gov](mailto:acdecerreño@panynj.gov)

**From:** Foye, Patrick  
**Sent:** Thursday, December 05, 2013 6:10 AM  
**To:** DeCerreño, Allison  
**Subject:** Re: MNR crash

What percentage of eastbound GWB traffic uses "fort lee" lanes?

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

**From:** DeCerreño, Allison  
**Sent:** Thursday, December 05, 2013 04:57 AM  
**To:** Foye, Patrick  
**Subject:** MNR crash

There is an article on the crash in today's NY Times that points to the configuration of the alarm/safety system as problematic. MNR uses a push-pull configuration for its trains. The system on the train that crashed alerts the engineers and can slow the train, but is only located in the locomotive. When the train is being pushed, as it was on Sunday, the engineer is in the cab, not the locomotive.

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E: [acdecerreno@panynj.gov](mailto:acdecerreno@panynj.gov)



**From:** Foye, Patrick  
**Sent:** Wednesday, November 27, 2013 2:23 PM  
**To:** 'Howard.Glaser@exec.ny.gov'; Joshua Vlasto; Melissa DeRosa  
**Subject:** Fort Lee lane closures  
**Attachments:** Ft. Lee PA Investigation Request Letter.doc

Letter from NJ Senator Codey to PA OIG.

Pat

**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@eldiariory.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

**From:** Foye, Patrick  
**Sent:** Wednesday, November 13, 2013 5:55 PM  
**To:** 'Howard.Glaser@exec.ny.gov'; 'Matthew.Wing@exec.ny.gov'  
**Subject:** Re: Question

Yes. Fort Lee

---

**From:** Howard Glaser [mailto:Howard.Glaser@exec.ny.gov]  
**Sent:** Wednesday, November 13, 2013 05:49 PM  
**To:** Foye, Patrick; Matthew Wing <Matthew.Wing@exec.ny.gov>  
**Subject:** Re: Question

Wasn't this in new jersey?

---

**From:** Foye, Patrick [mailto:pfoye@panynj.gov]  
**Sent:** Wednesday, November 13, 2013 05:36 PM  
**To:** Matthew Wing; Howard Glaser  
**Subject:** Re: Question

Let's talk real time.

---

**From:** Matthew Wing [mailto:Matthew.Wing@exec.ny.gov]  
**Sent:** Wednesday, November 13, 2013 05:27 PM  
**To:** Foye, Patrick; Howard Glaser <Howard.Glaser@exec.ny.gov>  
**Subject:** FW: Question

What's the deal with this one?

---

**From:** Mann, Ted [mailto:Ted.Mann@wsj.com]  
**Sent:** Wednesday, November 13, 2013 5:16 PM  
**To:** Melissa DeRosa; Matthew Wing  
**Subject:** Question

Hey guys,

Is there a reason you guys aren't weighing in on this stuff with the George Washington Bridge? I'm curious if the governor or his aides have tried to figure out what exactly was going on over there, and if they're going to weigh in now that Democrats on the Jersey side are saying it looks like the PA is covering up what they were doing on the bridge.

Some background here: <http://online.wsj.com/news/articles/SB10001424052702304448204579184030525950894>

Just wondering how to interpret the radio silence from New York.

Ted

Ted Mann  
Reporter  
The Wall Street Journal.

1211 Sixth Ave.  
New York NY 10036  
212-416-2660 (o)  
6-535-6072 (c)  
[ed.mann@wsj.com](mailto:ed.mann@wsj.com)

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

**From:** Foye, Patrick  
**Sent:** Friday, November 08, 2013 3:17 PM  
**To:** 'dgitner@lswlaw.com'  
**Subject:** Re: Dan fyi only. Let's talk this pm

Got it

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

**From:** Daniel Gitner [mailto:dgitner@lswlaw.com]  
**Sent:** Friday, November 08, 2013 03:13 PM  
**To:** Foye, Patrick  
**Subject:** RE: Dan fyi only. Let's talk this pm

I just called. I am available.

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

**From:** Foye, Patrick [mailto:pfoye@panynj.gov]  
**Sent:** Friday, November 08, 2013 7:30 AM  
**To:** Daniel Gitner  
**Subject:** Dan fyi only. Let's talk this pm

NY Region

George Washington Bridge Jam Began With Phone Call  
Bridge Jam Began With Phone Call

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

By

ed Mann

Nov. 7, 2013 11:27 p.m. ET

Early on the morning of Sept. 9, an official of the Port Authority of New York and New Jersey 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.

David Wildstein in 2012 photo Kevin R. Wexler/The Record Earlier

Port Chief Fumed Over Bridge Jam

Mr. Foye's email

Lawmakers Seek Subpoenas in Bridge Investigation Mr. Sokolich's Letter 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.

—Heather Haddon contributed to this article.

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Thank you.  
=====

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**Sent:** Friday, November 08, 2013 7:30 AM  
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**Subject:** Dan fyi only. Let's talk this pm

NY Region

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

By  
Ted Mann  
Nov. 7, 2013 11:27 p.m. ET

Early on the morning of Sept. 9, an official of the Port Authority of New York and New Jersey 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.

David Wildstein in 2012 photo Kevin R. Wexler/The Record Earlier

Port Chief Fumed Over Bridge Jam

Mr. Foye's email

Lawmakers Seek Subpoenas in Bridge Investigation Mr. Sokolich's Letter 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.

—Heather Haddon contributed to this article.



**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 5:09 PM  
**To:** 'Ken.lipper@lipper.com'  
**Subject:** FW: Fort Lee eastbound access to GWB  
**Importance:** High

Ken the email I discussed; welcome your thoughts. Lanes were reopened at 8:04am.

Pat

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**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

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.

at

**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 2:19 PM  
**To:** Coleman, Steve  
**Subject:** FW: Fort Lee eastbound access to GWB  
**Importance:** High

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**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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**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.

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Sent from my BlackBerry Wireless Handheld

**From:** Foye, Patrick  
**Sent:** Wednesday, October 02, 2013 8:10 AM  
**To:** Scott H. Rechler (srechler@rxreality.com); 'bpaterson@msek.com'; 'Jeff Lynford'; 'Moerdler, Jeffrey'; 'Ken.lipper@lipper.com'; 'rossana.rosado@eldiariony.com'  
**Subject:** WSJ piece today on GWB and Fort Lee

<http://online.wsj.com/article/SB10001424052702304373104579109860563887326.html>

Pat



**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 2:07 PM  
**To:** Coleman, Steve  
**Subject:** RE: Ted Mann -- Wall Street Journal inquiry

No, no, don't tell Ted anything; just tell our group that Ted got email from Fort Lee

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**From:** Coleman, Steve  
**Sent:** Tuesday, October 01, 2013 2:05 PM  
**To:** Foye, Patrick  
**Subject:** Re: Ted Mann -- Wall Street Journal inquiry

OK. I was just dictating what Ted told me. He did not send me the email. I'll make sure Ted knows it didn't go to Fort Lee.

-----  
Sent from my BlackBerry Wireless Handheld

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**From:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 02:02 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:** Foye, Patrick  
**Sent:** Tuesday, October 01, 2013 2:03 PM  
**To:** Coleman, Steve; Baroni, Bill; Wildstein, David  
**Subject:** Ma, John; MacSpadden, Lisa  
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.

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**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:

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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' and 'C'.

Richard J. Codey  
Senator District 27

NEW JERSEY SENATE



**RICHARD J. CODEY**

SENATOR

27TH LEGISLATIVE DISTRICT

66 WEST MT. PLEASANT AVENUE

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Richard J. Codey  
Senator District 27

NEW JERSEY SENATE



**RICHARD J. CODEY**

SENATOR

27TH LEGISLATIVE DISTRICT

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Richard J. Codey  
Senator District 27

Pat



**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.

### **Bridgegate? 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 LaGuardia 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

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.

V CLIPS

MSNBC Part 1 – GWB lane closures controversy.

MSNBC Part 2 - GWB lane closures controversy.

WNYC FM – GWB lane closures controversy.

**From:** Public Affairs Broadcast  
**Sent:** Tuesday, December 17, 2013 6:30 PM  
**Subject:** Evening Clips 12.17.13

TBT

**Lead Engineer: GWB Traffic Nightmare Could Happen Again And Again**  
*Govs. Cuomo, Christie, Despite Controlling Port Authority, Seem Disinterested*  
CBS New York

Once, twice, three times — in a month. There were epic traffic delays, yet again, Monday night, because of emergency repair work at the George Washington Bridge. And then on Tuesday the head engineer at the bridge told CBS 2's Marcia Kramer that we haven't seen the end of this. The engineer admitted there's nothing they can do to fix the ongoing problems. The Port Authority of New York and New Jersey is the agency responsible, but the governors of New York and New Jersey do have a say. There were calls on Tuesday for Andrew Cuomo and Chris Christie to do something before it happens again.

**George Washington Bridge lanes open again after emergency repairs**  
By Joe Torres  
ABC Local

All lanes on the upper level of the George Washington Bridge are open again Tuesday after emergency repairs made for a traffic nightmare Monday. The Port Authority of New York and New Jersey had to close two upper-level westbound lanes so crews could complete the work. The repairs came less than a week after more emergency roadwork on the bridge snarled traffic and one month after three lanes heading into New York City had to be closed. Portions of the bridge remained closed overnight for the repair work, reopening early in the morning hours.

**Port Authority explains latest George Washington Bridge problems**  
By Jim Hoffer  
ABC Local

It's the busiest bridge in the world, and recently the George Washington Bridge has been aggravating and infuriating commuters. Monday night brought another massive delay. It took some 4 hours or more to go from Manhattan across the bridge to New Jersey. This was the third time in less than a month that the bridge has failed drivers. The first emergency closure considered one off, the second raised some angry eye-brows, the third closure, that screams big problem which has put tens of thousands of motorists in a foul mood and sent us looking for some answers. Nov. 18th was 'Gotham Gridlock'. Dec. 11th, 'The Return of Gridlock'. And Monday night? 'Gridlock's Revenge.'

PANYNJ

**Democrats Expand Scope of Port Authority Probe**  
*Weinberg, Wisniewski want structural overhaul of Port Authority; U.S. Senate panel launches inquiry; criminal probe may be next*  
By Mark J. Magyar, NJ Spotlight  
Fort Lee Patch

As they wait for Port Authority officials to comply with their most recent wave of subpoenas, key Democratic lawmakers are debating how to reform a powerful bistate agency they regard as dysfunctional, unresponsive, and out of control. They also must decide whether to seek a criminal investigation against those responsible for the Bridge-gate lane closures. Senate Majority Leader Loretta Weinberg (D-Bergen) said yesterday she will introduce a Senate resolution Thursday calling for a congressional review of the structure and operations of the Port Authority. Weinberg's legislative district was directly affected by four days of traffic tie-ups caused by a rogue Port Authority official's secret closure of two Fort Lee access lanes leading onto the George Washington Bridge

**Don't believe denials over GWB lane closures**  
Daily Record

Gov. Christie last week announced Bill Baroni's resignation as deputy executive director of the Port Authority of New York and New Jersey. This comes in the midst of a developing scandal over September lane closures on the New Jersey approaches to the George Washington Bridge that came without warning and caused massive traffic tieups. Baroni told the Assembly Transportation Committee late last month that it was all part of a traffic study involving the Fort Lee access lanes, a study Baroni's authority boss, executive director Patrick Foye, has said didn't exist. Yet Christie said Baroni's resignation had nothing to do with the lane closure debacle.

### **Democrats Take Bridge Flap National in Bid to Hurt Christie**

By Melanie Batley

Newsmax

The bridge closure controversy that has dogged New Jersey Gov. Chris Christie for weeks is threatening to go national as Democrats see a possible chink in the armor of the GOP's potential 2016 presidential nominee. Democrats in Washington D.C. turned up the heat on Christie with Sen. Jay Rockefeller of West Virginia, chairman of the Senate's transportation committee, asking Transportation Secretary Anthony Foxx to investigate the closures, according to Politico. Democrats have also created a politically-charged YouTube video with a narrative designed to raise the profile of the issue and link it to questions about Christie's character and integrity. New Jersey Democrats allege Christie ordered a September closure of lanes onto the George Washington Bridge from New Jersey to New York — said to be the busiest road bridge in the world — as retribution for the refusal of Fort Lee Democratic Mayor Mark Sokolich to join other New Jersey mayors in endorsing Christie for re-election.

### **N.J. abuse of power: It didn't start with 'Bridgegate'**

Politicker NJ

The controversy surrounding lane closures on the George Washington Bridge claimed Gov. Chris Christie's top appointee at the joint state authority tasked with managing the crossing. Former state Sen. Bill Baroni's resignation came after his own No. 2, David Wildstein, resigned amid growing furor from critics that the two played a direct role in shutting down lanes on the GWB for nearly a week in September. While some have insisted the lane closure was result of a traffic study, many more have cried foul and described the incident as just another example of abuse of power in the Garden State. Of course, there's been no evidence to date that the controversy was connected directly to the governor's administration.

### **Abuse of power suggested after port authority closed lanes, snarled traffic**

By David Tanner

Land Line Magazine

A Senate committee has joined the fight in asking for investigations into why the Port Authority of New York and New Jersey unexpectedly closed three lanes and snarled traffic on the George Washington Bridge during the first week of school in September. Local lawmakers allege that the sudden closure was politically motivated. Local officials claim that political appointees for the port authority ordered the lanes closed in Fort Lee, N.J., in retaliation for Fort Lee Mayor Mark Sokolich's refusal to endorse Gov. Chris Christie's campaign for re-election. Port Authority officials say they were simply conducting a traffic safety study. Christie has denounced the allegations of political motivations.

### **Experts plot course for life after Superbowl**

Real Estate Weekly

While the region's infrastructure will be put to the test during the 2014 Super Bowl, it's life after the football extravaganza that has industry leaders worried. At the NAIOP New Jersey event "Transportation & Logistics Update," panelists agreed long-term remedies are needed for the region to remain competitive. While the region's infrastructure, particularly port/rail, is "outstanding," continued investment is crucial even as public sector bodies deal with financial strictures. "The real problem, for capital projects, is that we face unprecedented cash shortages," David Samson, chairman of the Port Authority of New York/New Jersey, told attendees at the NYSA Training Center in Port Elizabeth.

### **Staten Island hauler accused of illegal dumping; potentially faces \$470,000 penalty**

By Frank Donnelly

Staten Island Advance

Staten Islanders rejoiced two months ago when the Outerbridge Crossing pavement-replacement project finished ahead of schedule, but authorities weren't as pleased with a contractor who allegedly took some illegal shortcuts in the process. Scaramella Trucking Ltd. dumped non-hazardous construction waste at three private sites on Staten Island, instead of carting the tar millings to a licensed transfer station in New Jersey, the city Business Integrity Commission announced. The commission hit the Mariners Harbor-based firm with a 47-count administrative violation, which carries a maximum

penalty of \$470,000, according to the commission. "By trying to shirk contractual obligations and make a quick buck, Scaramella was skirting the law and defrauding a major public works project in the region," said Commissioner and Chairwoman Shari C. Hyman in a statement.

## AVIATION

### **Fla. man admits scamming NJ-based air charter firm**

By The Associated Press

[Philly.com](#) – (Full Text)

Federal prosecutors in New Jersey say a Florida man has admitted posing as a high-level executive with a financial firm to improperly obtain charter jet flights and limo rides. Dante Dixon, a 45-year-old Miami resident who also lives in Akron, Ohio, pleaded guilty Tuesday to a complaint charging him with conspiracy to commit wire fraud. He faces up to 20 years in prison when he's sentenced April 23. Prosecutors say Dixon and others conspired to fraudulently obtain at least three flights between May and June through Jet Aviation, a major business aviation provider based at Teterboro Airport. They paid for the flights by tapping into a sham \$350,000 line of credit issued by the company. The scheme unraveled in June, when a Jet Aviation employee contacted the unnamed company where the conspirators supposedly worked and learned that neither man was employed by the firm. Officials said Jet Aviation was never paid for nearly \$176,000 in charter flights and limousine services it provided. Federal prosecutors said the conspirators also used their fake corporate credentials at a Tiffany store in Florida and at a Miami hotel. They allegedly charged about \$20,000 in watches, sunglasses, sterling silver and leather business card holders, and men's cologne from Tiffany, and about \$25,500 in overnight hotel stays.

### **Signature Opens New Facility at Newark Airport**

By Curt Epstein

[AIN Online](#)

Signature Flight Support held the grand opening of its new FBO at Newark Liberty Airport on Friday. The 11,200-sq-ft Leed Gold-certified building occupies the site of the former terminal, which was leveled to make way for the new \$11 million building. According to Huntley Lawrence, general manager of the airport and interim deputy director of aviation for the Port Authority of New York & New Jersey, the services provider succeeded in its promise to finish the facility and make ramp improvements before the Super Bowl on February 2. The terminal offers two passenger lounges, each with its own separate ramp entrance, and one of them can accommodate groups seeking extra privacy such as heads of state or sports team charters. Also available are in-house customs for groups of fewer than 20 people. There are three private snooze rooms, two pilot lounges, a flight-planning area with touchscreen weather video display, two private business centers and an audiovisual-equipped conference room. The FBO's 39,000-sq-ft hangar opens onto more than 500,000 sq ft of ramp space.

## TV CLIPS

[WABC NY](#) – GWB emergency repairs.

[WNBC NY](#) – GWB emergency repairs.

[WCBY NY RADIO](#) - GWB emergency repairs.

[CBS NY](#) – GWB emergency repairs/ GWB lane closure controversy.

[NY 1](#) – GWB lane closure controversy.

[WNET TV \(PBS\)](#) - GWB lane closure controversy.

**From:** Schwarz, Arielle  
**Sent:** Tuesday, December 17, 2013 12:32 PM  
**To:** Schwarz, Arielle  
**Subject:** Afternoon Clips: 12.17.13

## TB&T

### **Emergency Road Repairs Finished On George Washington Bridge** *Major Traffic Delays After Shutdown Of 2 Upper-Level Outbound Lanes* CBS New York

All lanes on the upper level of the George Washington Bridge have reopened. The Port Authority of New York and New Jersey had to close two upper-level westbound lanes on Monday so crews could complete emergency repairs. Port Authority spokesman Chris Valens said engineers working to rehab the bridge's steel deck heard an alarming banging sound from under the deck that could have signaled a cracked beam. A crane was needed to complete the repair. Valens said snow plowing and salting on the bridge over the weekend may have contributed to the problem. The emergency closures were announced around 11 a.m. Monday. The Port Authority had said it hoped to have the lanes reopened by 2 p.m., but that figure was later revised to 9 p.m. and finally to Tuesday morning.

### **Big bucks for cashless tolling on Thruway** *\$25M set aside for all-electronic system by 2016* By Judy Rife Times Herald-Record

The New York State Thruway Authority adopted a 2014 budget Monday that advances the transition to all-electronic tolling from the New York City line to Orange County as soon as 2016. The allocation of \$25 million for intelligent transportation systems, versus \$3 million this year, represents the lion's share of the \$41 million in new capital spending in the 2014 budget that is not related to construction of the new Tappan Zee Bridge. Thomas Madison, the authority's executive director, said this "ramp up" reflects the expectation that state lawmakers will enact legislation that gives toll agencies an enforcement hammer to use against scofflaws in the coming months. "We all need it this year," said Madison, referring to the Thruway Authority, Metropolitan Transportation Authority, Port Authority and New York State Bridge Authority.

## PANYNJ

### **Senate Commerce Committee Wants Bridge Closure Answers** By Ted Mann The Wall Street Journal

The chairman of the Senate Commerce Committee asked for answers Monday from the Port Authority of New York and New Jersey about the controversial lane closures on the George Washington Bridge that snarled traffic in New Jersey for a week in September. Sen. Jay Rockefeller, a Democrat from West Virginia, wrote to authority Chairman David Samson and Vice Chairman Scott Rechler demanding answers about the incident, including what prompted the lane closures. Gov. Chris Christie and his appointees at the authority have said the closures were part of a traffic study, but Democrats have suggested the motive was political, intended to inundate Fort Lee, N.J., with traffic after its mayor declined to endorse Mr. Christie's re-election. Christie denied that.

### **Chris Christie Bridge Controversy Expands As Senator Calls For Federal Investigation** By Amanda Terkel The Huffington Post

New Jersey traffic jams have hit the nation's capital. On Monday, Sen. Jay Rockefeller (D-W.Va.) asked the Department of Transportation to look into why officials in New Jersey Gov. Chris Christie's (R) administration abruptly shut down access lanes to the busiest U.S. bridge in September and caused massive traffic jams, a move that some Democrats have characterized as political retribution. Between Sept. 9-13, drivers attempting to cross the George Washington Bridge by the three access lanes in Fort Lee, N.J., found two of the lanes closed. As a result, vehicles backed up into Fort Lee's local roads, creating a mess for both bridge and local traffic. The closures were ordered by David Wildstein, a high-



ranking Port Authority of New York and New Jersey official and an ally of Christie's. They came just weeks after Fort Lee's Democratic mayor, Mark Sokolich, refused to endorse Christie's reelection bid. On Sept. 12, Sokolich said he believed the closures were "punitive," although he later backed off that accusation.

### **Senate Commerce Committee Probes George Washington Bridge Lane Closures**

By Dan Friedman  
New York Daily News

The lane closures that paralyzed traffic over the George Washington Bridge - and put scrutiny on the hardball politics of Gov. Chris Christie's appointees - are now a federal matter. The Senate Commerce Committee, which is controlled by Democrats, announced that it is investigating the Port Authority's closure of George Washington Bridge access lanes that caused massive traffic jams and put scrutiny on hardball politics of Gov. Chris Christie's appointees. Sen. Jay Rockefeller (D-W.V.) said the September incident highlights his concerns about lack of oversight of the agency by New York and New Jersey. He suggested the federal government take a bigger role in overseeing the Port Authority. "Unwarranted lane closures with no public notice can have serious ramifications on interstate commerce and safety in the region, and as the Committee with oversight responsibility of the Port Authority, I continue to have serious concerns about the actions of this agency," Rockefeller wrote in a letter to the agency. "The gravity of this situation demands a comprehensive investigation. It also exacerbates my concerns with the governance and previous oversight of the Port Authority."

### **Poll: Will GWB controversy hurt Gov. Chris Christie's presidential chances in 2016?**

By Brent Johnson  
The Star-Ledger

If Gov. Chris Christie truly does plan on running for president in 2016, will the recent George Washington Bridge controversy hurt his chances? In September, three of the entry lanes in Fort Lee to the world's busiest bridge were unexpectedly closed, causing traffic to snarl. Democrats have accused Christie allies of shutting the lanes as political payback because Fort Lee's mayor would not endorse the governor for reelection this year. Christie has denied he was involved. Two top Port Authority officials have stepped down in the wake of the issue. On Monday, state Assemblyman John Wisniewski (D-Middlesex) — the lawmakers investigating the closure — subpoenaed any correspondence on the matter between Christie and Port Authority officials.

## **AVIATION**

### **Holiday travelers beware! Baggage handlers caught on camera stealing valuables from checked luggage**

The Daily Mail (UK)

Taking a trip for the holidays? Travelers are being warned today not to put valuable items in their luggage after newly-released surveillance tapes show baggage handlers stealing from suitcases. The footage was released by Port Authority in New York after Israel's El Al Airlines last summer received complaints from passengers that belongings were disappearing from luggage. Secret cameras were installed in planes only to discover that staff were methodically rifling through bags and removing watches, cash, iPhones and jewellery. ABC News released the exclusive video of baggage handlers stealing items from travelers' checked bags on Tuesday. In one clip, a worker removes a wad of notes from a wallet before searching for credit cards, then moving on to unzip the next bag. Another worker wraps up a pair of headphones and stuffs them into his pocket. Joe Dunne, the chief security officer for New York and New Jersey Port Authority told ABC: "[The baggage handlers] are hardworking, honest people by and large but there are some people who are tempted." The sting ended with seven airport workers being charged with theft. In the last two years there have been 600 reports of luggage theft at New York airports.

### **Ask Air Traffic Control: USA's most challenging airports**

By Dale Wright  
USA TODAY

Question: Which U.S. air traffic facilities are considered the most challenging for ATC, and why? Answer: Most airports and air traffic facilities have a challenge that is unique to them or to their airspace. Here are several of the most challenging: ... 2) New York Terminal Radar Approach Control (TRACON) offers unique challenges for controllers due to air traffic volume, airspace complexity and major air carrier airports in its airspace. The controllers at a TRACON handle flights between a tower and an Air Route Traffic Control Center (also known as a "Center"); they facilitate departures transitioning from the airport to the Center environment and then take the aircraft from the Center environment and get them lined up and in sequence to land at an airport. New York TRACON has three major air carrier airports within 10 miles of each other, John F Kennedy International Airport, LaGuardia and Newark Airports. This is challenging enough, but when you add in the TRACON's proximity to Philadelphia International Airport and the general aviation airports in the

New York Metropolitan area, including Teterboro, White Plains and Islip, it becomes very challenging, with even more aircraft and complexity added into the airspace.

### **Don't Shoot the Charismatic Megafauna!**

By Nicholas Lund  
[Slate](#)

Some winters, large numbers of snowy owls appear along the East Coast like big fluffy marshmallows. The birds are normally found in Canada and the far northern reaches of the United States. Their occasional winter range expansions are called "irruptions," and the winter of 2013 is one of the biggest on record. Snowy owls have been showing up everywhere: on beaches in New Jersey, in North Carolina, in Bermuda, and in the crosshairs of the staff at John F. Kennedy International Airport. As we've covered recently, large birds and flying mechanical devices don't mix well. Birds on runways can get sucked into airplane engines during takeoff or landing, causing potential catastrophe. The Port Authority reported that between JFK, LaGuardia, and Newark airports, five snowy owls had been struck by planes in two weeks. To the JFK Airport staff, a threat was still a threat, no matter how cute, and they dispatched three owls with a shotgun earlier this month.

### **Snowy-Owl Migration to U.S. Among Biggest Ever**

By Douglas Main  
[Live Science](#)

Snowy owls — large, fluffy, white birds typically found in the Arctic and rarely seen south of the Great Lakes — have swooped down upon the eastern United States in greater numbers than at any time in at least 50 years, one bird expert says. The owls have been spotted as far south as Bermuda, the Carolinas and Missouri, according to news reports. This migration of snowy owls southward is called an irruption, and this is the "largest of its kind in recent memory," said Kevin McGowan, a bird expert at the Cornell Laboratory of Ornithology at Cornell University. ... As for why they're going to the places they've been seen, scientists note that snowy owls are attracted to large, open plains like those found in the Arctic. "They were hatched 1,000 miles from any tree," McGowan said. For this reason, they often end up in coastal plains or at airports, where they can cause problems. This month alone, five airplanes have struck or been hit by snowy owls in the New York City region, according to the Port Authority of New York and New Jersey.

### **Queens Man Pleads For Uncle's Lost Ashes**

By Liz Goff  
[Western Queens Gazette](#) – Full Text

A 64-year-old Queens man is asking for help from a local taxi driver and the public to retrieve his uncle's ashes - which he left behind in a cab he took home from LaGuardia Airport on December 13. Anthony Siano told authorities he carried the ashes of his World War II veteran uncle in a plastic bag on a flight from Florida to New York last Friday. Siano said he collected the remains from family members in Florida and accidentally left the bag in a cab he took to his Queens home, authorities said. When alerted of Siano's plight, officials at the city's Taxi & Limousine Commission began searching for the ashes, reaching out to locate the cabbie that drove him home on December 13. Authorities are asking anyone with information on the plastic bag containing the ashes, left in a yellow cab on December 13, to call the Port Authority Police at LaGuardia Airport at 718-533-3900.

### **WTC**

#### **MTA Plans to Tap Westfield Group for Fulton Center**

By Keiko Morris  
[The Wall Street Journal](#)

The Metropolitan Transportation Authority said it intends to designate the Australian mall developer and operator Westfield Group as WDC.AU -1.32% the master lease holder for a significant portion of the new transit hub and retail destination scheduled to open next year. The finance committee of the MTA approved the designation on Monday and the full board will consider the selection at its meeting on Wednesday. The master lease, covering about 180,000 square feet, includes about 63,000 square feet of commercial space, of which about two-thirds is retail and one-third is office space, the MTA said. Earlier this month, Westfield announced that it will pay the Port Authority of New York and New Jersey \$800 million for full control of the World Trade Center retail development, increasing its investment in that project to more than \$1.4 billion. "This agreement will empower Westfield to generate revenues for us that will go right back into the system while allowing MTA New York City Transit to focus its efforts on providing seamless service for the approximately 300,000 people who will pass through the Fulton Center every day," said MTA New York City Transit President Carmen Bianco in a news release.

TV CLIPS

- Eyewitness News at Noon/GWB lanes reopened
- Good Day New York/GWB
- ABC News/baggage handler theft at airports
- NY1/GWB controversy

**From:** Public Affairs Broadcast  
**Sent:** Tuesday, December 17, 2013 7:31 AM  
**Subject:** Morning Clips 12.17.13

IBT

## **2 GWB upper-level westbound lanes shut for repairs till Tuesday morning**

Jim Norman

Record

Two New Jersey-bound lanes of the George Washington Bridge upper level were closed Monday night for emergency repairs on a support beam under the roadway, a spokesman for the Port Authority said. The spokesman said the closure would remain in effect until at least 5 a.m. Tuesday, while engineers assess the damage and workers repair it. It was the third time in three weeks that an issue with a support beam under the roadway had forced lanes to be closed for emergency repairs, the spokesman said. Monday night's closures caused delays of about an hour as westbound drivers were urged to use the lower level or choose the Lincoln Tunnel or Holland Tunnel as alternatives to New Jersey, the spokesman said.

## **Road repairs finished on GWB**

By The Associated Press

The Leader-Herald - (Full Text)

All lanes on the upper level of the George Washington Bridge have reopened. The Port Authority of New York and New Jersey had to close two upper-level westbound lanes on Monday so crews could complete emergency repairs. The shutdown created major traffic delays. The repairs come less than a week after emergency repairs on the bridge snarled traffic and emergency repairs closed three lanes heading into New York City one month ago.

## **Emergency Lane Closures on George Washington Bridge Cause Gridlock for 2nd Time in Less than 1 Week**

NBC New York

For the second time in less than a week, drivers trying to get into New Jersey from New York City Monday found themselves stuck in hours of gridlock because of emergency lane closures on the George Washington Bridge. Two westbound lanes were closed for much of the evening, causing massive backups. Another lane shut down at 9 p.m. for a planned rehabilitation project on the structural steel deck, leaving just one of the four upper-level westbound lanes open until all lanes were cleared for traffic Tuesday morning. The upper-level westbound lanes of the GWB were closed so emergency repairs could be made to a support beam under the roadway, according to The Record.

## **PANYNJ**

### **West Virginia senator launches federal probe into how Port Authority is run**

By Melissa Hayes

Record

A U.S. Senator from West Virginia has launched a federal investigation into how the Port Authority is managed, joining a growing list of Democrats who remain unconvinced that a traffic study — the official explanation offered by Governor Christie appointees at the agency — was the motivation behind lanes closures at the George Washington Bridge. Sen. John D. Rockefeller IV, chairman of the U.S. Senate Commerce, Science and Transportation Committee sent a letter to the Port Authority board questioning its procedures and requesting answers to nine multi-part questions by Jan. 15. He also asked the U.S. Secretary Of Transportation to investigate the lane closures saying he's concerned about "political appointees abusing their power." "As the Committee with oversight responsibility of the Port Authority, I continue to have serious concerns about the actions of this agency," Rockefeller wrote in his letter to the Port Authority's board. "The gravity of this situation demands a comprehensive investigation."

### **With friends like these**

*Port Authority patronage pit poses problem*

New York Daily News

The high school pal of New Jersey Gov. Chris Christie, who plunged tens of thousands of George Washington Bridge motorists into gridlock, has been followed out the Port Authority door by the Christie crony who tried to cover up the offense. Good riddance to David Wildstein, salary \$150,000, and Bill Baroni, salary \$289,667. And good luck to Christie in trying to sell the notions that Baroni's quitting had nothing to do with "Bridgegate," and that he believes Baroni's story that Wildstein closed two of three local GWB access lanes on four morning rush hours as part of a "traffic study." Since no one at the PA — including Executive Director Pat Foye — has yet shown any awareness of such a study, Christie's tale won't wash unless he produces the document. Good luck to him with that, too.

### **Chris Christie's nightmare traffic jam**

By Richard Cohen

Washington Post

On Sept. 9, access lanes to the George Washington Bridge from New Jersey to New York were suddenly closed. No warning was given — nothing posted days before or announced on the radio. Traffic backed up to the outskirts of Omaha (an approximation), reasonable people went mad, children were appropriately traumatized and the residents of Fort Lee, the New Jersey town at the western end of the bridge, got the gift of air pollution of the type that will, studies have shown, strike them down in later years as they venture out for the Early Bird Special. Their last words, you can be almost certain, will be, "Damn you, Chris Christie." The New Jersey governor has asserted that he had nothing to do with the totally capricious lane closings. As for his aides who instigated the mayhem, they insisted they were not — as alleged — getting even with the mayor of Fort Lee, the Democrat Mark Sokolich, who had failed to endorse the Republican Christie's reelection, as some 60 other Democratic officials had prudently done. They said the lane closings — which lasted four days — were imposed to conduct a traffic study that, oddly enough, no one knows anything about and, furthermore, cannot find. It might prove that if you close lanes, traffic will back up.

### **Congress May Be Asked to Join GWB Probe**

By Associated Press

The Epoch Times — (Full Text)

A New Jersey state lawmaker wants Congress to investigate the agency responsible for traffic jams caused by unannounced lane closings approaching the George Washington Bridge into New York City. Democrats claim the gridlock was an act of retribution by loyalists of Gov. Chris Christie, which the governor has denied. Sen. Loretta Weinberg of Bergen County said she will introduce a resolution Thursday that asks Congress to investigate the Port Authority of New York and New Jersey. The Democratic-led Senate could pass the resolution by the end of the year. The authority's inspector general and the Assembly Transportation Committee already are looking into the land diversions that brought Fort Lee to a standstill during the first week of school in September. But the lawmaker said Congress would bring a wider perspective to the probe since it could examine whether changes are needed in the federal legislation that created the bistate authority that operates bridges, tunnels, rail service, and airports in the New York and New Jersey region. "Congress should be looking at the law that created the Port Authority, the lack of transparency, whether the law that created the authority requires changes, and that the structure of the authority needs to be amended," said Weinberg, a Democrat. The lane closings have created a distraction for Christie, who won re-election by 22 points in November and is seen as a strong potential contender for the 2016 Republican presidential nomination. The governor's top two appointees at the authority have resigned, and he held an hourlong news conference Friday to try to manage the story. Democrats contend the lane closings were political payback to Fort Lee Mayor Mark Sokolich, a Democrat who declined to endorse Christie for re-election. The closings were ordered by Christie's No. 2 man at the agency, David Wildstein, a childhood friend of the governor's and former political blogger. Christie's top deputy, Bill Baroni, knew about them but the agency's executive director, Patrick Foye, an appointee of New York Gov. Andrew Cuomo, said he wasn't informed. Baroni later received a letter from Sokolich claiming the closings were punitive, but the mayor has since backed away from that statement. Christie said Friday he has no reason to doubt the explanation of his two appointees, who contend the closings were for a traffic pattern study. Foye testified that he wasn't aware of any traffic study, and two Port Authority directors said they feared for their jobs if they failed to carry out Wildstein's order to divert traffic. Weinberg said she is troubled about the work environment described by the three under oath, and is still concerned by the results of a Government Accountability Office audit in August showing the Port Authority lacked transparency when it raised tolls by 50 percent on bridges and tunnels into New York after holding only one day of public hearings. Neither the governor's office nor the Port Authority responded to email requests for comment Monday afternoon. The Port Authority has until Thursday to turn over documents and emails subpoenaed by the state Assembly panel.

### **For Chris Christie, lane closures at N.J. bridge attract scrutiny if not scandal**

By Philip Rucker

Washington Post

The issue at hand is small, even for local politics: The sudden closure, over four days, of a pair of access lanes from Fort Lee, N.J., onto the George Washington Bridge into New York. But in this traffic mystery, Democrats see a potential scandal that could permanently harm Republican Gov. Chris Christie, who has been riding high as a prospective 2016 presidential candidate. In September, two of Christie's top appointees at the Port Authority of New York and New Jersey ordered that the lanes be abruptly shut to traffic, causing days of gridlock in Fort Lee. Democrats allege that the move was political retribution against the town's mayor, Democrat Mark Sokolich, for not endorsing Christie for reelection this year.

### **N.J. Lawmakers Ask Congress To Probe GWB Lane Closure Scandal**

*Some Believe September Lane Closures Had Political Motivation*

CBS New York/ AP – (Full Text)

New Jersey lawmakers have complained they have not had much luck getting answers from the Port Authority about the George Washington Bridge lane closure scandal, so Senate Majority Leader Loretta Weinberg (D-Teaneck) said it is time to turn to Congress for help. As 1010 WINS' Sonia Rincon reported, Weinberg reasoned that Congress created the Port Authority of New York and New Jersey, and thus, maybe it can create some accountability "and see whether there needs to be changes in the federal law that will make it not so difficult to require transparency." Former Port Authority director of interstate capital projects David Wildstein allegedly ordered access lanes from Fort Lee on the George Washington Bridge to be closed four days in September, claiming a traffic study was being done. The closures resulted in major gridlock. Some Democrats believe Wildstein was sending a message to the Fort Lee Mayor Mark Sokolich for not endorsing Gov. Chris Christie in his re-election bid. Christie has denied the claims. Wildstein announced Dec. 6 that he would step down at the end of the year. He is a childhood friend of the governor, who had appointed him to the post. Port Authority executive deputy director Bill Baroni also resigned amid the scandal. In an unrelated development, emergency repair work on the outbound lanes of the George Washington Bridge were expected to continue until Tuesday morning. The work caused delays of two hours or more Monday evening.

### **Cornered by Accusations, Christie Parries With Jokes and Stonewalls With Snarls**

By Michael Powell

New York Times – (Full Text)

Gov. Chris Christie is a wonderfully primal New Jersey politician who embraces three truths: Transparency is for squares, bluster is your friend and fingerprints are a pain. A host of circumstantial evidence, not to mention a mother lode of common sense, suggests that aides close to him shut several traffic ramps to the George Washington Bridge after the Democratic mayor of Fort Lee failed to see the wisdom in endorsing the Republican governor. Legislators are investigating. To date, the governor's childhood friend has resigned his position at the Port Authority, along with the governor's top appointee there. When a legislator asked about a culture of fear, top officials fell into sheepish silence. But no one sold out the governor. In fact, Mr. Christie all but did a public pirouette, joking that, oh yeah, he moved those traffic cones himself. Funny guy. Mr. Christie deploys his moves with muscular artistry. His administration announced last spring it would use federal disaster dollars to produce a public-relations campaign for the storm-ravaged Jersey Shore. Two ad firms were finalists. Sigma Group and its partner Weber Shandwick cut costs to \$2.5 million. But the evaluation committee gave it to MWW and Brushfire, at \$4.7 million. Here the coincidences pile up. The winning proposal from MWW noted that its vice president of public affairs once ran the Burlington County Republican Committee. Michele Brown, chief executive officer of the New Jersey Economic Development Authority, led the selection team. A former federal prosecutor, she ran into a patch of trouble six years ago when she took a \$46,000 loan from her boss, then United States attorney, Chris Christie. She resigned but Mr. Christie did not forget her. Upon becoming governor, he appointed her economic development czar at a salary of \$225,000. Several New Jersey newspapers noted she lacked the technical background and expertise to participate in the selection process. The winning ad firm's proposed campaign prominently featured the governor and his family. Its television campaign, "Stronger Than the Storm," ran all last summer. Each commercial ended with Mr. Christie, wearing a pink dress shirt on a boardwalk with his family. "Because we're stronger than the storm," he says to the camera. There was a final stone-cold coincidence: Mr. Christie was running for re-election at the time. I called Shannon Morris of Sigma Group, which had the losing bid. She is an award-winning pro. But she is not a political player and she admitted that her proposal did not include the governor. "The Jersey Shore has such a strong identity; it is iconic," Ms. Morris said. "I thought Chris Christie was distracting." Her oops, right? The Asbury Park Press asked to see the bid papers. They ran afoul of another Christie rule: Transparency is for chumps. State officials told The Asbury Park Press there were "hundreds of potentially responsive documents." It promised to roll those out in early October.

That did not happen. As the newspaper noted, the state released some documents in December, hours after the article appeared on its website. Finally, there's the shore reconstruction, which has bumped along with more than a few flat tires. Months ago, the Fair Share Housing Center, a well-known advocacy group, asked to examine detailed information about the recovery. Then they waited and waited and eventually a state judge peered at state lawyers and suggested, pointedly: Settle this. It turned out that there are great disparities between the aid given to black and Latino families, and white families. State officials also did not complete their eligibility manual until October, past the application deadline. The Fair Share Housing Center unearthed a script for the housing assistance line. Should questions from the displaced prove time-

consuming, employees were advised to reply: "I wish I had more time to talk with you, but I have a lot of your neighbors on hold waiting to speak with me." As stonewalling had failed him, and as his administration's fingerprints were unfortunately spackled all over these documents, the governor turned to a reliable standby: The snarl. "Just so it's general notice to all of you, don't ask me any questions about Fair Share Housing," said Mr. Christie. It not worth "my time or my breath." I told Ms. Morris that the governor has said he wants to run another round of ads. Would she bid again? She paused several beats. "Oh my gosh, would you bid again if you were me?" In New Jersey, probably not.

### **Don't believe denials over GWB lane closures**

Daily Record

Gov. Christie last week announced Bill Baroni's resignation as deputy executive director of the Port Authority of New York and New Jersey. This comes in the midst of a developing scandal over September lane closures on the New Jersey approaches to the George Washington Bridge that came without warning and caused massive traffic tieups. Baroni told the Assembly Transportation Committee late last month that it was all part of a traffic study involving the Fort Lee access lanes, a study Baroni's authority boss, executive director Patrick Foye, has said didn't exist. Yet Christie said Baroni's resignation had nothing to do with the lane closure debacle. That's not even remotely credible. It's yet another example of why the public is so deeply skeptical of the intentions of its political leaders. Christie expects to simply be trusted, without having earned that trust.

### **Democrats Expand the Scope of Port Authority Investigations**

By Mark J. Magyar

NJ Spotlight

Weinberg, Wisniewski want structural overhaul of Port Authority; U.S. Senate panel launches inquiry; criminal probe may be next. As they wait for Port Authority officials to comply with their most recent wave of subpoenas, key Democratic lawmakers are debating how to reform a powerful bistate agency they regard as dysfunctional, unresponsive, and out of control. They also must decide whether to seek a criminal investigation against those responsible for the Bridge-gate lane closures. Senate Majority Leader Loretta Weinberg (D-Bergen) said yesterday she will introduce a Senate resolution Thursday calling for a congressional review of the structure and operations of the Port Authority. Weinberg's legislative district was directly affected by four days of traffic tie-ups caused by a rogue Port Authority official's secret closure of two Port Lee access lanes leading onto the George Washington Bridge. Assembly Transportation Committee Chairman John Wisniewski (D-Middlesex), whose panel hauled in senior Port Authority officials under subpoena last week, said legal staff at the nonpartisan Office of Legislative Services is reviewing whether any federal or state laws were broken by the lane closures, which impeded interstate commerce from New Jersey to New York.

### **Rachel Maddow: Chris Christie 'rotten and vindictive' political payback scandal deepens**

By Arturo Garcia

The Raw Story

Not only did a high school friend of New Jersey Gov. Chris Christie (R) lack both a resume and a job description for work at the center of a political mystery, MSNBC host Rachel Maddow said on Monday, but the man has become a nuisance for people reporting on his suspected activities. "Something rotten and vindictive and petty has been going on in New Jersey," Maddow said. Maddow explained that David Wildstein, who resigned on Dec. 6 after being revealed as the person who ordered the suspicious closing of two lanes on the George Washington Bridge in September 2013, was paid more than \$150,000 a year to serve as Christie's "director of interstate capital projects" at the Port Authority of New York and New Jersey, a position that had no job description attached. The New Jersey Star-Ledger reported that no resume for Wildstein was turned over by the Port Authority in response to a Freedom of Information request filed by the newspaper for state employees in Wildstein's salary range.

### **Setback for Christie is likely an omen**

*2 quit Port Authority; Dems issue subpoenas*

Asbury Park Press

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 it's a signal of what's to come for Christie when he begins his second term in office Jan. 21 — a succession of bruising fights, thanks to his national ambitions and because New Jersey's term limit for governors braves up state Democrats looking to settle old scores with Christie. "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."

### **Cuomo Backs Christie in Bridge Lane-Closure Flap**

By Cathy Burke  
Newsmax

Neighboring New York Gov. Andrew Cuomo on Monday backed Chris Christie's explanation of a bridge lane closure that has ensnared the New Jersey governor in controversy for weeks, two reports said Monday. Christie has insisted the lane closures in Fort Lee, N.J., leading to the heavily used George Washington Bridge into New York City, were precipitated by a traffic study. Some Democrats, however, said the unannounced lane closures were pure political revenge — because Fort Lee Mayor Mark Sokolich wouldn't join other New Jersey mayors in endorsing Christie for re-election. "I am sure it is as Gov. Christie says it is," Cuomo said Monday, both the Daily News and Wall Street Journal reported.

### **Democrats cross Chris Christie over bridge**

By Maggie Haberman  
Politico

Democrats who have spent months agonizing over how to damage Chris Christie's presidential prospects think they've finally found an entry point. It's on a bridge between New Jersey and New York. The Republican governor, who coasted to a double-digit reelection win in blue New Jersey in November, is being pummeled on a daily basis by local and national Democrats over the bizarre story of sudden lane closures earlier this year onto the George Washington Bridge, which caused massive traffic delays for days on the New Jersey side. Democrats allege the lane closures were retribution against the Fort Lee, N.J., mayor, a Democrat who declined to endorse Christie against his underfunded rival in the governor's race, Democrat Barbara Buono. Lanes in Fort Lee to the bridge were reduced from three to one for four days in September.

### **PAPD**

#### **Daily Blotter**

By Kirstan Conley, Daniel Prendergast and Dana Sauchelli  
New York Post – (Full Text)

A driver has been charged with DWI after turning the Holland Tunnel into a bumper-car ride, law-enforcement sources said. Robert Castronovo, 31, of Secaucus, NJ, was driving west when he bounced his 2006 Jeep off the walls and curbs of the tunnel and then smashed into the back of another car, the sources said. Port Authority police pulled him over at around 6 p.m. Sunday after spotting an open container of booze in his car, authorities said. He blew a .27 on a Breathalyzer test, more than three times the legal limit of .08, the sources added. The banged-up Jeep was towed and Castronovo was charged with driving while intoxicated, having an open container of alcohol inside a car and reckless driving. Amazingly, no one was injured in the incident.

MSNBC (All In with Chris Hayes) Part 1 – GWB lane closure controversy.

MSNBC (All In with Chris Hayes) Part 2 – GWB lane closure controversy.

MSNBC (Rachel Maddow) Part 1 – GWB lane closure controversy.

MSNBC (Rachel Maddow) Part 2 - GWB lane closure controversy.

MSNBC (Rachel Maddow) Part 3 - GWB lane closure controversy.

WNYC FM – GWB lane closure controversy.

News 12 NJ – GWB lane closure controversy.

1010 WINS AM - GWB lane closure controversy.

WPIX TV – GWB construction.



**From:** Public Affairs Broadcast  
**Sent:** Monday, December 16, 2013 6:27 PM  
**Subject:** Evening Clips 12.16.13  
**Attachments:** image001.png

## TB&T

### **2 Upper-Level Lanes Of GWB Closed For Emergency Repairs**

*Closure Impacts Outbound Traffic*

CBSNewYork

It's going to be a rough commute. Two upper-level outbound lanes of the George Washington Bridge will remain closed until about 9 p.m. so crews can make emergency repairs, The Port Authority of New York and New Jersey said. The closures were announced at around 11 a.m. Monday. The Port Authority earlier said they hoped to have the lanes reopened by 2 p.m., but what they forecast as a roughly three hour repair job apparently is now poised to take closer to 10. The closures affect New Jersey-bound commuters, but not drivers heading from New Jersey to New York. Two Lanes of George Washington

### **Bridge Shut Down for Emergency Repairs**

NBC-NY

Two westbound lanes of the George Washington Bridge were closed Monday, causing massive backups that lasted through the evening rush. The lanes will be closed until Tuesday morning. Traffic on the bridge was further complicated because of an accident on eastbound Interstate 80 near Saddle Brook. That accident is causing hour-long delays. The upper-level westbound lanes of the GWB were closed so emergency repairs could be made to a section of the upper-level deck, the Port Authority said. The work was scheduled to last only a few hours, but before the evening commute, authorities said the lanes would remain closed into the night. The lower level of the bridge remained open.

### **Two upper-levels of GWB closed for emergency construction**

VPIX11 – Full Text

Two lanes of the George Washington Bridge will be closed for emergency repairs, according to the Port Authority. Two upper-level westbound lanes were shutdown Monday morning as crews work to repair a section of the upper-level deck. The Port Authority estimates the lanes will reopen at about 2 p.m. The closures will impact those commuting from New York to New Jersey. Commuters are advised to take alternate routes, such as the Lincoln or Holland tunnels.

### **2 George Washington Bridge upper-level westbound lanes closed (video)**

WABC (updated) – Full Text

The Port Authority of New York and New Jersey has closed two upper-level westbound lanes of the George Washington Bridge to make emergency repairs to a section of the upper-level deck. The Port Authority says portions of the bridge will remain closed overnight for the repair work, and the closures are expected to last until Tuesday morning. The lane closures are affecting New Jersey-bound commuters, but will not impact commuters traveling from New Jersey to New York. Motorists traveling westbound to New Jersey should consider alternate routes such as the Lincoln or Holland tunnels, or use the lower level of the George Washington Bridge, as there are significant delays. The closures are causing major traffic delays on the Cross Bronx Expressway approaching the bridge. As of 4 p.m., it was 2 hours from Main Street in New Rochelle to the Jersey side of the bridge. The repairs are taking place right next to an area that underwent repairs last week leading to 4 hour delays. For up-to-the-minute traffic updates at all Port Authority crossings, motorists are encouraged to sign up for Port Authority alerts at PAAalerts.com.

## PANYNJ

### **AP: Congress may be asked to join GWB probe**

Angela Delli Santi, Associated Press

San Francisco Gate – Full Text

A New Jersey state lawmaker wants Congress to investigate the agency responsible for traffic jams caused by lane closures at a bridge into New York City. Democrats claim the gridlock was an act of retribution by loyalists of Gov. Chris Christie. Democratic state Sen. Loretta Weinberg of Bergen County tells The Associated Press she is readying a resolution asking Congress to investigate the Port Authority of New York and New Jersey. In early September, two lanes from Fort Lee to the upper level of the George Washington Bridge were shut without warning at the behest of a Christie appointee, who resigned last week. Weinberg says Congress has a role to play since it created the Port Authority and its investigative arm has previously reviewed authority operations. The governor has denied the closures were politically motivated.

### **Cuomo Supports Christie's Explanation for Bridge Closures**

By Ted Mann

Wall Street Journal

New York Gov. Andrew Cuomo said he believes New Jersey Gov. Chris Christie that controversial lane closures on the George Washington Bridge were the result of a traffic study, an explanation that a top Cuomo appointee rejected under oath last week. Mr. Cuomo and Mr. Christie have downplayed the controversy that has gripped the Port Authority of New York and New Jersey since the lane closures were ordered in secret by a Christie ally in September. On Monday, the New York governor said that he thought that management problems at the authority, which operates the bridge, had been "addressed by the recent resignation." Bill Baroni, Mr. Christie's top appointee in the authority's management, resigned on Friday. Mr. Baroni's deputy David Wildstein, who ordered the lane closures and observed how they flooded the borough of Fort Lee, N.J., had resigned one week earlier.

### **Gov. Cuomo Buys Into New Jersey Gov. Chris Christie's GWB "Traffic Study" Explanation**

By Ken Lovett

New York Daily News

Gov. Cuomo offered a vote of confidence Monday for New Jersey Gov. Chris Christie and his explanation that the closing of lanes at the George Washington Bridge in September was done for a traffic study. When asked whether he believed Christie's story about a traffic study, Cuomo first joked that it was the "season for loaded questions," but then offered his support for his Garden State counterpart. "I am sure it is as Gov. Christie says it is," Cuomo said. Overall, however, Cuomo tried hard to keep his distance from the scandal that has dogged Christie in recent weeks. "The governor and I have a good relationship, good professional relationship, good personal relationship," Cuomo said. "The issue of the traffic study was primarily a New Jersey incident, so our basic operating agreement is when it has to do with New Jersey, Gov. Christie handles it, when it has to do with New York, I handle it." Cuomo also said: "To the extent there was misbehavior by officials at the Port Authority, I think that has been addressed by the recent resignations." New Jersey Democrats have charged that the lane closures -- which were ordered by Christie appointees and resulted in massive traffic jams on the Fort Lee side of the bridge -- were done as political retribution for the refusal of Fort Lee's Democratic mayor to endorse Christie's re-election campaign. Two Christie appointees to the Port have since resigned. Cuomo's comments came after he hosted his final cabinet meeting of the year.

### **Cuomo Totally Believes Christie About That Traffic Jam, in a 'Please, We Don't Want Any Problems' Way**

Joe Coscarelli

New York Magazine -- Full Text

The actually not-so-crazy version of events that says Chris Christie's government goons shut down three lanes of the George Washington Bridge to get back at a political foe via traffic -- thus intimidating colleagues into compliance -- might be achieving its desired effect. Asked today whether he believes Christie's side, which claims the lanes were closed for a "traffic study" no one at the Port Authority has ever heard of, Governor Andrew Cuomo "paused for a full six seconds." From The Wall Street Journal: "It's a season of loaded questions," [Cuomo] eventually responded. "The governor and I have a good relationship--a professional relationship and a personal relationship. The issue of the traffic study was primarily a New Jersey incident, so our basic operating agreement is, when it has to do with New Jersey, Gov. Christie handles it. When it has to do with New York, I handle it. If it's a management issue, dealing with the Port itself, we do it jointly. But I'm sure it is as Gov. Christie says it is." The two longtime Christie associates/appointees involved in the "study" have since resigned, while its results should be available, um, any day now.

### **Subpoenas seek any Christie correspondence in GWB lane closure debacle**

Steve Strunsky

The Star-Ledger

An investigation into September's George Washington Bridge lane closures is now trying to penetrate Gov. Chris Christie's office. The Democratic lawmaker leading the investigation into the closures has subpoenaed any

correspondence between Christie or his administration and officials of the Port Authority of New York and New Jersey regarding the closures, which turned Fort Lee streets into a parking lot the week of Sept. 9-13. The lawmaker, Assemblyman John Wiseniewski (D-Middlesex), issued subpoenas to key Port Authority officials demanding "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." The Dec. 12 subpoenas, which require a response by Thursday, were issued to Port Authority Executive Director Patrick Foye and to the two Christie-backed Port Authority officials who have resigned amid the scandal, Deputy Executive Director Bill Baroni and Director of Interstate Capital Projects David Wildstein. Copies of the subpoenas were obtained by The Star-Ledger. Any Christie correspondence related to the closures was among the information sought by Wisniewski in the second round of subpoenas he has issued in the bridge scandal, after testimony by Port Authority Executive Director Patrick Foye during a Dec. 9 hearing before the Assembly Transportation, Public Works and Independent Authorities Committee, which Wisniewski chairs. The testimony seemed to undercut Baroni's earlier explanation that the closures were related to a traffic safety study, when Foye told the committee he was never told of any such study and remained unaware of it.

### **6 unanswered questions from "Bridgegate"**

Darryl Isherwood  
[NJ.com](http://NJ.com)

The flap over the George Washington Bridge has taken on a life of its own with subpoenas and resignations flying at a furious pace. To date, two officials from the Port Authority of New York and New Jersey have resigned and Gov. Chris Christie Friday signaled he's ready to turn the page on the whole controversy. Democrats say they're not quite ready to let it slide and last week issued a round of subpoenas. But is there more to learn? Here are six questions about the controversy dubbed "Bridgegate" that have yet to be answered. 1. **How high up the chain of command do the lane closures go?** David Wildstein, the former director of interstate capital projects at the Port Authority has taken the fall as the man who put in motion the lane closures that snarled traffic in Fort Lee for nearly a week. Both Port Authority Executive Director Pat Foye and Deputy Director Bill Baroni fingered Wildstein and Wildstein has resigned. But did he do it on his own? Did it come from higher up? Fort Lee Mayor Mark Sokolich called the lane diversion punitive but if so, who was punishing him? So far the damage has been contained to the Port Authority but does it go further? 2. **Assuming Sokolich is right, what was he being punished for?** Early stories about the bridge closure implied Sokolich was being punished for failing to endorse governor Chris Christie. But hundreds of Democratic mayors around the state failed to endorse Christie for reelection, including some, such as then Jersey City Mayor Jerry Healy and Bayonne Mayor Mark Smith, who also were at the mercy of the Port Authority's power. Why Sokolich? Both Healy and Smith endorsed Christie's opponent, yet nobody messed with the PATH trains into Jersey City or the Bayonne Bridge. Gov. Chris Christie said he's not sure if he's ever met the man and just 35,000 residents live in Fort Lee's 2.9 square miles. To the extent that Sokolich's endorsement would drive any votes Christie's way, it would hardly mean a windfall.

### **Exec Wrapped Up In George Washington Bridge Scandal Buys Domains With Public Officials' Names**

*David Wildstein Announced Resignation Earlier This Month*

[CBS-2](#)

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.

### **How a highly politicized Port Authority made the GWB scandal possible**

[NewsWorks](#)

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.

## APD

### **Man Arrested for Driving Drunk After Crashing in Holland Tunnel, PAPD Says**

**Aidan Gardiner**

DNA Info

A New Jersey man's blood-alcohol level was more than three times the legal limit when he scraped his Jeep along the walls of the Holland Tunnel and rear-ended another car Sunday, the Port Authority said. Robert Castronovo, 31, told police he was heading home from his job in Brooklyn when he careened out of control in the tunnel about 6 p.m., sources said. Drivers called 911 when they saw Castronovo strike the wall, and when officers arrived, they found an open container of alcohol in his car, a Port Authority Police Department spokesman said. During a breathalyzer test, Castronovo's blood alcohol level was .27, well over the legal limit of .08, the PAPD said. Castronovo, who lives in Secaucus, N.J., was charged with driving while intoxicated, having an open container in his Jeep and reckless driving, the PAPD said. Castronovo was released on bond and his Jeep was impounded, a Port Authority spokesman said. No injuries were reported in the collision, the Port Authority said.

## PORT COMMERCE

### **Nine Admit Guilt in Largest Counterfeit Goods Conspiracy Ever**

Newsroom America Staff

Nine members of a massive, international counterfeit goods conspiracy have admitted their roles in the scheme. Hai Dong Jiang, 37, and Fei Ruo Huang, 37, both of Staten Island, New York; Hai Yan Jiang, 34, of Richardson, Texas; Xiance Zhou, 39, and Jian Chun Qu, 33, both of Bayside, New York; and Ming Zheng, 48, of New York, pleaded guilty today before U.S. District Judge Esther Salas in Newark federal court. Dong Jiang, Ruo Huang, and Yan Jiang pleaded guilty to informations charging them each with one count of conspiracy to traffic in counterfeit goods. Xiance Zhou and Qu pleaded guilty to informations charging them each with one count of conspiracy to structure money. Zheng pleaded guilty to an information charging him with a conspiracy to launder money. Wei Qiang Zhou, 38, of Brooklyn, New York, pleaded guilty December 3, 2013; Patrick Siu, 41, of Richardson, Texas, pleaded guilty December 4, 2013; and Da Yi Huang, 43, of Staten Island, pleaded guilty December 11, 2013, all before Judge Salas in Newark federal court, to informations charging them each with one count of conspiracy to traffic in counterfeit goods. According to documents filed in this case and statements made in court: From November 2009 through February 2012, the defendants ran one of the largest counterfeit goods smuggling and distribution conspiracies ever charged by the Department of Justice. The defendants and others conspired to import hundreds of containers of counterfeit goods—primarily handbags, footwear, and perfume—from China into the United States in furtherance of the conspiracy. These goods, if legitimate, would have had a retail value of more than \$300 million. The counterfeit goods were manufactured in China and smuggled into the United States through containers fraudulently associated with legitimate importers, with false and fraudulent shipping paperwork playing a critical role in the smuggling scheme. Some of the conspirators created and managed the flow of false shipping paperwork between China and the United States and supervised the importation of counterfeit goods, and others controlled the importation of the counterfeit goods into the United States. Other conspirators managed the distribution of counterfeit goods once those goods arrived in the United States. After importation, the counterfeit goods were delivered to warehouses and distributed throughout New York, New Jersey, and elsewhere. Certain conspirators paid large amounts of cash to undercover law enforcement officers to assist in the removal of counterfeit goods from the port.

## AVIATION

### **Southwest expanding at LaGuardia, San Diego and Portland**

Ben Mutzabaugh

USA TODAY

Southwest Airlines will grow its presence at New York LaGuardia, adding more flights on routes it already flies from the airport. Southwest's expanded schedule there will begin May 11, when the carrier beefs up its number of flights to Akron-Canton (Ohio), Chicago Midway, Houston Hobby and Nashville. Some of the flights on those routes are operated by Southwest subsidiary AirTran. With the LaGuardia announcement, Southwest has revealed its intention for the LaGuardia slots it acquired in fallout from the American-US Airways merger. American and US Airways agreed to divest flight rights and gates at several U.S. airports in order to win antitrust approval from the Justice Department to proceed with their merger. As part of that, Southwest acquired six additional slot pairs – or rights for six new round-trip flights – at LaGuardia.

## WTC

### **The Geography of Anti-Gentrification: Google Buses and the World Trade Center *Why aren't Google and Twitter welcome in San Francisco?***

Jim Russell

Pacific Standard

The day after the 9/11 attacks, I had an opportunity to teach 250 students how geography could help make sense of the tragedy. Putting aside the whodunit, I asked my audience to think through the why of the where. Why was the World Trade Center a target? As a class, we covered the geography of anti-globalization. I drew a distinction between blowing up a bomb at a McDonald's and trying to overwhelm an embassy. The WTC wasn't a typical icon of power. I asserted that the act of terrorism was a form of resistance to economic globalization and challenged the undergraduates sitting in the room to argue otherwise.

### **Westfield Gains Rights to Subway-Hub Stores in Lower Manhattan**

By David Levitt

Bloomberg Businessweek

Westfield Group (WDC), which controls the right to lease retail space at lower Manhattan's World Trade Center, was selected to also rent out stores at the new eight-line subway hub a block to the east. The Sydney-based company, the No. 2 shopping-center owner globally by stock-market value, is poised to sign the master lease on about 180,000 square feet (16,700 square meters), including 40,000 square feet of store space, at the Fulton Street Transit Center, a subway-line transfer point. The Metropolitan Transportation Authority board's finance committee picked Westfield as the winner of a competition for the lease, the agency said in a statement today. "This agreement will empower Westfield to generate revenues for us that will go right back into the system," MTA New York City Transit President Carmen Bianco said in the statement. About 300,000 people a day are expected to use the transit hub, he said.

From: Albiez, Cheryl Ann  
Sent: Monday, December 16, 2013 7:49 AM  
Subject: Morning Clips 12.16.13

PANYNJ

**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: Public Affairs Broadcast  
Sent: Saturday, December 14, 2013 8:55 AM  
Subject: Morning Clips 12.14.12

## PANYNJ

### **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 mayors in endorsing the Republican governor's re-election campaign this year. Mr. Christie racked up about 60 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 — 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 burnish 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  
Craig'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:** Friday, December 13, 2013 6:30 PM  
**Subject:** Evening Clips 12.13.13

**PANYNJ**

**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  
New 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 be 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 U.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 2'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:** Schwarz, Arielle  
**Sent:** Friday, December 13, 2013 12:31 PM  
**To:** Schwarz, Arielle  
**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.

### **Gov. 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**

rian 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](#)

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 Forgione  
[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 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 Geroge 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: Public Affairs Broadcast  
Sent: Friday, December 13, 2013 7:30 AM  
Subject: Morning Clips

## PANYNJ

### **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 "Sleeper," 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

JEWS 12 NJ – GWB lane closures controversy.

**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 announced 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



[North Jersey.com](http://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 Meadowlands Sports Complex – so there's one flat price for cars: \$150. There will be about 13,000 available – see [superbowl.clickandpark.com](http://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 [nyjssuperbowl.com](http://nyjssuperbowl.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:** 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 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.

## WTC

### **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:** Rodrigues, Lenis  
**Sent:** Thursday, December 12, 2013 7:29 AM  
**Subject:** Morning Clips 12.12.13  
**Attachments:** Morning Clips 12.12.13.docx

Morning clips attached.

**From:** Public Affairs Broadcast  
**Sent:** Wednesday, December 11, 2013 6:37 PM  
**Subject:** Evening Clips 12.11.13

**TBT**

**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 Janna 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 publicly 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**

Harriet Baskas

SA 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

1010 WINS AM - 2 lanes shut down on outbound GWB

WPIX TV - 2 lanes shut down on outbound GWB

**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 laugh. 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 Durando, 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: Public Affairs Broadcast  
Sent: Wednesday, December 11, 2013 7:30 AM  
Subject: Morning Clips 12.11.13

PANYNJ

### **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/1bvmzr>) 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:** Public Affairs Broadcast  
**Sent:** Tuesday, December 10, 2013 6:29 PM  
**Subject:** Evening Clips 12.10.13

**PANYNJ**

**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 G.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.

PAPD

**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 Tonnelles 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.

**A: 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

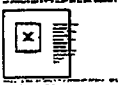
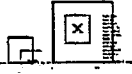
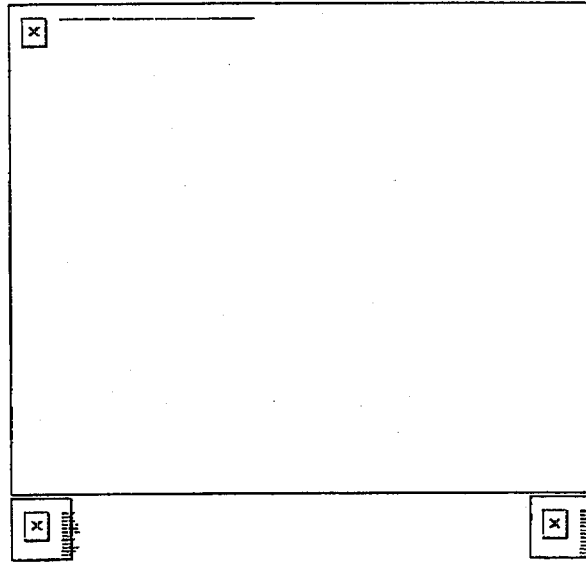
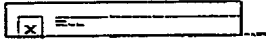
After intense pressure from Friends of Animals following reports that three snowy owls were killed with shotguns at JFK Airport, The Port Authority of New York took snowy owls off their kill list. Instead the birds will now be safely relocated if necessary which is the same policy that is already in 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:** nytdirect@nytimes.com  
**Sent:** Tuesday, December 10, 2013 4:06 PM  
**To:** Foye, Patrick  
**Subject:** My Alerts: PA (1 articles)



## TBT

### **Emergency repairs finished on outbound GWB**

By The Associated Press

SF Gate - (Full Text)

Traffic is moving again on the George Washington Bridge from New York to New Jersey. Workers have finished emergency repairs to two lanes on the upper deck, leaving all four lanes open. The shutdown forced traffic out of the city to a standstill during Wednesday night's rush hour. Emergency repairs on the bridge closed three lanes heading into New York City one month ago.

### **George Washington Bridge reopens**

My Fox NY

All lanes of the upper level, new Jersey-bound George Washington Bridge reopened Thursday morning. Crews made emergency roadway repairs overnight, officials said. The lane closures caused severe traffic backups that began Wednesday on all approaches to the bridge in New York. Port Authority officials urged motorists to use either the Lincoln or Holland Tunnels. Another option was to head north to the Tappan Zee Bridge.

### **George Washington Bridge reopens for morning commute**

By Josh Einiger

ABC Local

All lanes on the George Washington Bridge have reopened after emergency maintenance on a shifting construction plate closed the upper level outbound lanes on Wednesday evening. **PREVIOUS STORY:** The closures are expected to last until 5 a.m. Thursday morning and will impact New Jersey-bound commuters. In the meantime, they are asking people to use the lower level or alternate routes to New Jersey. Motorists traveling westbound to New Jersey should consider alternate routes such as the Lincoln or Holland tunnels, or use the lower level of the George Washington Bridge.

### **Traffic Running Smoothly After George Washington Bridge Repairs Cause Gridlock**

NBC New York

Traffic is moving smoothly over the George Washington Bridge Thursday morning after emergency repairs shut down two upper-level lanes Wednesday evening, turning highways in Manhattan and the Bronx into virtual parking lots. Backups of several miles causing hours-long delays could be seen from Chopper 4 during Wednesday evening's rush. Traffic was jammed through I-95, the West Side Highway, Major Deegan Expressway and Harlem River Drive as a result of the closures. All lanes reopened at 5 a.m. Thursday. Mike McGraw, a motorist who visited New York City Wednesday, said it took an hour for him to go two blocks. Steve Burman also sat in traffic for more than an hour in Washington Heights as he tried to get home to New Jersey.

### **Emergency Repairs Close George Washington Bridge Lanes In Both Direction**

*2 Outbound Lanes Won't Reopen Until Thursday Morning*

CBS New York

Emergency construction was creating delays leading up to the George Washington Bridge in both directions Wednesday night. Two upper-level westbound lanes of the span were closed just as the evening rush hour was beginning and are not expected to reopen until Thursday morning as a crew work feverishly through the night to repair a metal plate that shifted near the middle of the bridge, where two large potholes had developed. The repairs are not expected to be completed until at least 5 a.m. Then around 9:30 p.m., an emergency construction crew was blocking at least one inbound upper-level lane, WCBS 880's Lou Adams reported. It was unclear what the problem was on that side of the span or how long those repairs might take.



**Update: Deck repairs on George Washington Bridge to cause nightly traffic delays until Saturday**  
By Jim Norman  
Record

Deck repairs to the George Washington Bridge will continue to cause traffic headaches for motorists like the one in both directions Wednesday evening, the Port Authority and the state Department of Transportation reported. The most serious delays were on the New Jersey-bound upper level, where construction at the midpoint of the span forced the closing of the three left lanes until 5 a.m. Thursday. The same condition will be repeated Thursday night starting at 9 p.m. until 5 a.m. Friday, and again at 10 p.m. Friday until 10 a.m. Saturday, the Port Authority said.

**Caution: Check Air Draft For Safe Passage Under NY's Bayonne Bridge**  
Marine Link

The Bayonne Bridge is undergoing a major construction project and special care is required to avoid ship collisions, including ship antenna strikes similar to those that occurred in the past, which may cause severe property damage or loss of life. It is imperative that ships transiting under the Bayonne Bridge know the distance from the ship's keel to the highest point and provide accurate information to the Pilot and the ship's agent for safe navigation. This information is required by Title 33 Code of Federal Regulations Section 164.11(k) and should clearly indicate whether any adjustable or whip antennas are included in the calculations. To date, the majority of bridge collisions have been the result of ships' crews either relying on inaccurate information while drafting transit plans or failing to follow approved Safety Management Procedures.

**PANYNJ**

**GW scandal is a bridge to Chris Christie's past**  
By Paul Mulshine  
The Star Ledger

Wally Edge was a Republican who served two terms as governor of New Jersey separated by a stint in the U.S. Senate. He died in 1956, but his name lived on into the 21st century as the alias of a political pundit by the name of David Wildstein. Wildstein is perhaps the only man in New Jersey even more politically ambitious than our governor, with whom he attended Livingston High School. While Christie famously volunteered to campaign for Tom Kean Sr. at the age of 14, Wildstein did so at the age of 12.

**NY lawmakers call for resignation of Port Authority official after lane closure flap**  
By James Queally  
The Star-Ledger

Three New York state Democratic lawmakers have joined the chorus of voices calling for the resignation of a high-ranking Port Authority official over allegations that several lanes of the George Washington Bridge were shut down in September as political retribution on behalf of Gov. Chris Christie. New York State Sen. Adriano Espaillat, state Assemblywoman Gabriela Rosa and New York City Councilman Ydanis Rodriguez issued a statement today demanding the resignation of Deputy Director Bill Baroni in the wake of claims that the bi-state agency closed several lanes into Fort Lee in September to punish the town's Democrat mayor for not supporting Christie's re-election bid. "New Jersey Port Authority appointees have offered one unconvincing excuse after another, and failed to take responsibility for their role in this reckless incident," the statement read. "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."

**Port Authority chairman silent on September lane closures on George Washington Bridge**  
By Shawn Boburg  
Record



When there were three-hour backups on the Outerbridge Crossing and Goethals Bridge in April 2011, the chairman of the Port Authority, a close adviser to Governor Christie, came down hard on the executives who run the agency. "We consider this unacceptable," David Samson said publicly at the time. "It's unthinkable that we would have these problems." Two-and-a-half years later, though, Samson is steering clear of another traffic jam — this one created by a Christie appointee who ordered an unannounced study on the George Washington Bridge in September that temporarily turned Fort Lee into a parking lot and has led to speculation that the world's busiest bridge was used as a tool to exact political revenge.

### **Officials: Christie Port Appointee Should Resign**

By Associated Press

Epoch Times – (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, which 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.

### **Opinion: Can the Democrats Cash in on George Washington 'Bridge gate'?**

By Carl Golden

NJ Spotlight

Gov. Christie's far too savvy to let a bungled traffic-flow study slow down his political machine. By any measure, the last four years of Democratic control of the Legislature yielded the party little political benefit. But the Democrats may be able to recover some lost ground, courtesy of what started as a hellacious tie-up on the George Washington Bridge. Leaving the bumper-to-bumper traffic aside for a moment, consider this.

## **AVIATION**

### **That one-seat ride to J.F.K.? Possible.**

By Dana Rubinstein

Capital of New York

In Chris Christie's estimation, it might make sense to spend \$1 billion to extend the PATH train just one stop closer to Newark Liberty International Airport. The improvement, in practical terms, would be a fairly modest one, giving commuters from lower Manhattan a two-stop ride to the airport, as opposed to the current three stops now required to get there. But there's another idea on the shelf, one that some advocates wish the Port Authority, which the New Jersey governor controls with Governor Andrew Cuomo, would also consider: real one-stop service from Penn Station to John F. Kennedy Airport, which last year served 50 million passengers, to Newark Airport's 34 million. "I'm a big fan of it," said Mitchell Moss, director of the Rudin Center for Transportation at New York University. "It's not expensive to do."

### **JetBlue Debuts Superfast In-Flight Internet**

*U.S. airline JetBlue launches Fly-Fi, its in-flight wi-fi system that delivers superfast internet speeds for travelers on board.*

New Tang Dynasty Television

JetBlue Airways launched its inflight high-speed internet product on Wednesday (December 11) in New York. The broadband internet service called "Fly-Fi" is the first airline internet services using Ka-band satellite connectivity, and promises to deliver real broadband speeds that travelers are used to at home. During Fly-Fi's inaugural flight that took off from New York's JFK International Airport, JetBlue's Senior Vice President, Marty St. George said: "Our goal is to make sure that on a seat by seat basis, you are

going to get more capacity on your seat than the ground based systems have for their entire airplanes. So it's going to be lightening fast. It's like sitting in your living room."

**40 children board flight from Newark airport to 'North Pole' during annual Fantasy Flight**

By Eunice Lee

The Star-Ledger

For Emma St. Pierre, her first airplane flight was the equivalent of stepping onto Air Force One. Except this plane was called Santa 1 and was manned by a flight crew dressed as elves. And instead of meeting the president, she met an even bigger celebrity — Santa Claus. "I was a little nervous at first," she said. "I've never been on a plane."

**TV CLIPS**

1010 WINS AM NY- George Washington Bridge reopens for morning commute/ GWB lane closures

WPIX TV - George Washington Bridge reopens for morning commute.

NEWS 12 NJ - George Washington Bridge reopens for morning commute.