

Public Hearings for:

1) Proposed Changes in
Tolls, Fares & Other Fees

2) Proposed Changes to
the 2017-2026 Capital Plan

July 2019 Public Hearings

THE PORT AUTHORITY OF NY & NJ

Proposed Changes in Tolls, Fares & Other Fees

<http://www.panynj.gov/PublicComments>

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Unprecedented Investment & Tangible Progress

Unprecedented infrastructure investment at Port Authority facilities fuels the economic engine of an ever-growing region

- A half century of neglect and inaction has led to a national infrastructure crisis
- The Port Authority's airports, trains, bridges, tunnels and terminals are vital to the regional and national economy, and are experiencing record, or near record, activity volumes
- Therefore, the Port Authority is:
 - Working to chart a different path, with the largest capital plan in the agency's history
 - Committed to transform our legacy assets into modern, world-class facilities capable of meeting 21st century expectations

Record Volumes Across Facilities

All Port Authority facilities saw record or near-record levels— and volumes continue to grow

- **Airports** Set record passenger volumes each year for the last five years
- **Ports** Achieving record growth; becoming the second busiest port in the nation for the first time in two decades
- **PATH** Five years of consistent growth has led to record PATH ridership
- **Bridges & Tunnels** Handles more than 120 million vehicles each year
- **AirTrains** Ridership at an all-time high

2017-2026 \$32.2 Billion Approved Capital Plan*

The approved Capital Plan guides the Port Authority's investments



Aviation: \$11.6B

- LGA redevelopment
- LGA AirTrain system
- EWR Terminal One
- JFK Redevelopment



TB&T: \$10.0B

- Bus Terminal replacement
- Goethals Bridge
- Bayonne Bridge navigational clearance
- GWB restoration program
- Lincoln Tunnel Helix replacement
- Planning Outerbridge Crossing replacement



PATH: \$4.4B

- Signal system upgrade
- Harrison Station redevelopment
- PATH fleet expansion
- PATH extension to EWR



Port: \$1.1B

- Greenville Yard Intermodal container facility
- Port Street Corridor



WTC: \$1.8B

- Completion of:
- Site-wide infrastructure
 - Transportation Hub
 - Retail complex

*Includes \$2.7 billion for the Gateway Development Program

Rebuilding, Upgrading & Maintaining Facilities to 21st Century Standards Requires Funding

Inflation-based increases in tolls, fares and other fees are necessary, appropriate and the only responsible course of action

- The Port Authority is a self-funded, independent agency that does not rely on taxpayer dollars or funding from the states of New York or New Jersey
- The Port Authority works to minimize the need for toll and fare increases
- The Port Authority maximizes non-toll and non-fare revenues, and has succeeded with nearly two-thirds of revenues coming from these sources; Nonetheless, these sources are not enough to fully cover the cost of building and operating the agency's facilities
- To maintain the Port Authority's unprecedented investment and tangible progress, additional funding is required from tolls, fares and other fees, which have not increased in years and are not keeping pace with inflation

Capital Plan Assumed Certain Revenue Actions

Prior Board actions mandated automatic inflation adjustments and contemplated future Board action to ensure revenues were sufficient to deliver on the 2017-2026 Capital Plan

- The proposed changes keep pace with inflation, are consistent with peer agencies, and remain true to prior Board actions. The changes address:
 1. Bridge and tunnel tolls
 2. PATH fares
 3. AirTrain fares, and
 4. A new airport ground transportation access fee
- The proposed changes are estimated to generate \$235 million of incremental annual net revenue

An aerial photograph of an airport tarmac, showing various aircraft, taxiways, and terminal buildings. A large, semi-transparent blue rectangle is overlaid on the image, serving as a background for the text.

Proposed Changes to the 2017-2026 Capital Plan

<http://www.panynj.gov/PublicComments>

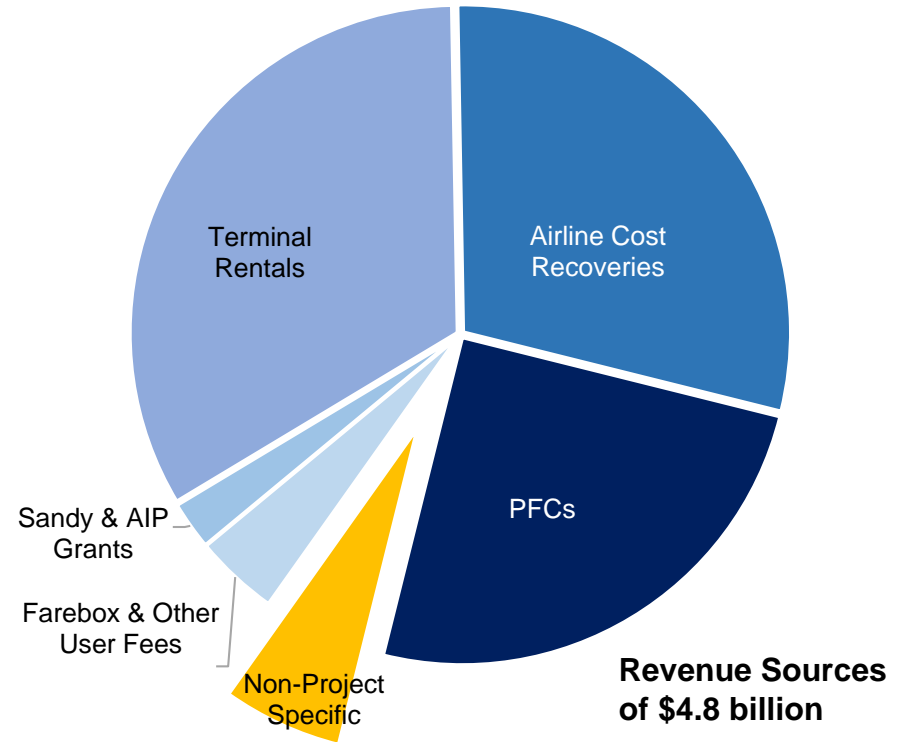
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2017-2026 Capital Plan Reassessment

- The 2017-2026 Capital Plan is a blue-print for spending in the period
- The Board required a reassessment of the Capital Plan every two years
- The Board required the reassessment to:
 - Review progress and account for changed circumstances
 - Assure State of Good Repair (SGR) Assessment validity
 - Confirm capital capacity
 - Account for actions already taken by the Board

2017-2026 Capital Plan Reassessment

- Plan proposed to increase by \$4.8 billion to \$37 billion
- 94% of increase (\$4.5 billion) funded by revenue associated with specific projects



2017-2026 Capital Plan Increases

Project (\$ in millions)	Increase	Reassessed Plan
Major Projects		
New AirTrain Newark	\$1,640	\$2,050
JFK Redevelopment	1,900	2,900
AirTrain LGA	390	2,050
Newark Terminal One Redevelopment	350	2,700
New Projects		
PATH Improvement Plan	200	200
Electric Vehicle (EV) Infrastructure	50	50
EWR Terminal Two Redevelopment Planning	35	35
Remaining Projects	235	27,015
Net Total	\$4,800	\$37,000

New
Projects in
Bold

The Port Authority Board values your input.

Comments can be submitted:

- 1) **In person** at the Public Hearings
- 2) **Online** at: <http://www.panynj.gov/PublicComments>
- 3) Through the **mail**, addressed to:

Public Hearing Comments
4 World Trade Center
150 Greenwich St, 23rd Floor
New York, NY 10007

Written comments will be accepted through 11:59 p.m., September 13, 2019

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The background of the slide is a grayscale photograph of a train platform. A train is visible in the center, and a set of stairs is on the right side. The entire image is overlaid with a semi-transparent blue rectangle.

Unprecedented Investment in 21st Century Infrastructure

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