APPENDIX A

Exhibits used by the
New Jersey Legislative Select Committee on Investigation
at the May 13, 2014
Committee Meeting
The Port Authority is reviewing traffic safety patterns at the George Washington Bridge to ensure proper placement of toll lanes. The PAPD has been in contact with Fort Lee police throughout this transition.
Re: Fort Lee

David Wildstein <david.wildstein@gmail.com>
To: Bridget Anne Kelly <bridgetannekelly@yahoo.com>

of course

On Thu, Sep 12, 2013 at 5:27 PM, Bridget Anne Kelly <bridgetannekelly@yahoo.com> wrote:
On way to seaside. Will call later

On Sep 12, 2013, at 3:56 PM, David Wildstein <david.wildstein@gmail.com> wrote:

call me when you have a moment

On Thu, Sep 12, 2013 at 3:46 PM, Bridget Anne Kelly <bridgetannekelly@yahoo.com> wrote:

Begin forwarded message:

From: Christina Genovese Renna <christina.m.genovese@gmail.com>
Date: September 12, 2013, 3:35:20 PM EDT
To: Bridget Kelly <bridgetannekelly@yahoo.com>
Subject: Fort Lee

This afternoon, Evan received a call from Mayor Sokolich. It came from a number he was not familiar with that was actually a secretary who patched the Mayor through to Evan,

The Mayor is extremely upset about the reduction of toll lanes from 3 to 1. Not only is it causing a horrendous traffic back up in town, First Responders are having a terrible time maneuvering the traffic because the back up is so severe.

The Mayor told Evan that he has no idea why Port Authority decided to do this, but there is a feeling in town that it is government retribution for something. He simply can't understand why that would be the case however, because he has always been so supportive of the Governor.

Sokolich explained that the Council wants to organize a press conference with picketers at the foot of the bridge. The Mayor feels he is about to lose control of the situation and that he looks like a "fucking idiot."

Evan told the fine Mayor he was unaware that the toll lanes were closed, but he would see what he could find out.

https://mail.google.com/mail/u/0?ui=a&ik=0285c264a2&view=pt&q=bridgetannekelly%40yahoo.com&iu=true&search=quqy&file=141141586046a07
Come soon
Have to go get my kids.

From: Michael Drewniak  
Sent: Tuesday, September 17, 2013 4:03 PM  
To: Bridget Kelly  
Subject: FW: toll booth closures

Coming to chat.

From: Haddon, Heather [mailto:Heather.Haddon@wsj.com]  
Sent: Tuesday, September 17, 2013 2:16 PM  
To: Colin Reed; Michael Drewniak  
Subject: toll booth closures

Hey, We are following up on this:  

There’s a lot of confusion and scuttlebutt about why these booths were closed. It’s unclear if it was for a traffic study or not.

Was the governor made aware of the closures? Any comment on them? It caused a lot of traffic backup in Fort Lee and local officials said they weren’t aware of it before hand. Was the state?

This is for tomorrow. Thanks

Heather Haddon  
Wall Street Journal  
P: 212.416.4185 / CONFIDENTIAL  
E: heather.haddon@wsj.com  
@heatherhaddon
TAB 11
Pardon? It's an independent agency, and I'll refer you to the Port Authority. Traffic studies or pilots are done all the time. They're temporary, and if they're not done, how can the effectiveness of a new approach be tested?
TAB 12
Pardon? It's an independent agency, and I'll refer you to the Port Authority. Traffic studies or pilots are done all the time. They're temporary, and if they're not done, how can the effectiveness of a new approach be tested?

(By the way, we can't warn about traffic studies in advance because it would ruin the data. I heard that somewhere — I think when DOT did something similar in Princeton. But I'm not sure on this).

From: Haddon, Heather [mailto:heather.haddon@wsj.com]
Sent: Tuesday, September 17, 2013 2:16 PM
To: Colin Reed; Michael Drewniak
Subject: Toll booth closures

Hey, we are following up on this:

There's a lot of confusion and scuttlebutt about why these booths were closed. It's unclear if it was for a traffic study or not.

Was the governor made aware of the closures? Any comment on them? It caused a lot of traffic backup in Fort Lee and local officials said they weren't aware of it before hand. Was the state?

This is for tomorrow. Thanks

Heather Haddon
Wall Street Journal
P: 212.416.4185
E: heather.haddon@wsj.com
@heatherhaddon
TAB 14
I was unusually nervous over this one

On Sep 18, 2013, at 7:35 AM, "Michael Drewniak" <Michael.Drewniak@gov.state.nj.us> wrote:

Not so bad. At least it doesn't run wild with that crazy allegation it was done as political retaliation. That was a nutty suggestion.

---

**Bridge Jam's Cause a Mystery**

*New Jersey Officials Say They Weren't Warned That Local Lanes Would Be Closed*

By

TED MANN

and

HEATHER HADDON

and

CONNECT

No one denies that the Port Authority of New York and New Jersey triggered massive traffic jams when it shifted local toll lanes at the George Washington Bridge from New Jersey last week. But local officials, and some within the Port Authority itself, are scratching their heads over a larger question: Why?

The number of toll lanes to the George Washington Bridge from Fort Lee was reduced to one from three.
Police and elected officials in Fort Lee, N.J., say they weren't given warning that the Port Authority planned to reduce the number of local access lanes directly from Fort Lee to the bridge from three to one—causing traffic to back up in the borough—and are still puzzled by the official explanation that the agency was conducting a study of traffic patterns.

After the two local lanes handling Fort Lee traffic were closed, cars and trucks quickly clogged streets used by local travelers to reach the bridge and New York City. Local officials said the backup led to long delays for Fort Lee buses traveling for the first day of school Monday.

Within the Port Authority, meanwhile, the decision to close the traffic lanes caused tension, people with knowledge of the matter said. Those people said the lane closures came as a surprise to some high-ranking officials at the bistate agency, which operates area bridges, tunnels and airports.

The local lanes were reopened Thursday morning, one of the people said, after an order from Executive Director Patrick Foye, who argued that the abrupt shift in traffic patterns caused a threat to public safety and should have been advertised to the public ahead of time.

For its part, the agency was sticking with a written statement. "The Port Authority has conducted a week of study at the George Washington Bridge of traffic safety patterns," it said. "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."

A Port Authority spokesman declined to elaborate or provide a further explanation of the origin, purpose or conclusions of the study.

Fort Lee Mayor Mark Sokolich, a Democrat who was first elected in 2007, said he found out about the lane closures Monday morning when the borough was turned into what he called "total gridlock."

The borough hall was flooded with hundreds of calls from angry motorists, Mr. Sokolich said.

"I get that the Port Authority tries different things. I'm very, very grateful that once they realized that this change was causing traffic gridlock, they ended it," said Mr. Sokolich, a local attorney. Mr. Sokolich said it still wasn't clear to him who ordered the closures or why.

Fort Lee police said they learned of the lane closures when traffic began backing up, down the north-south artery of Palisade Avenue, Deputy Chief Timothy Ford said.

"We called their police and they were like, 'We can't help you, it's coming from [our] higher-ups,'" he said. When the local police tried to ask the Port Authority leadership what was going on, he said, "They weren't returning our calls."
Mr. Ford said the police were eventually told the Port Authority was "trying something new" in the layout of the travel lanes leading to the toll plaza.

"I've been here 33 years, and in all that time we've always had three lanes dedicated to the Fort Lee traffic," he said. "And then on this Monday morning, with no prior warning, they decided to try something new."

A spokesman for the Christie administration referred questions to the Port Authority. A spokesman for the state Department of Transportation said the agency has no jurisdiction over the toll lanes and wasn't involved with any traffic study.

Amid the controversy, there was even speculation that the closures could be retribution for Mr. Sokolich's decision not to endorse Mr. Christie in his re-election bid in November. The Christie campaign has received endorsements from at least 48 elected Democrats across the state, including 17 mayors.

Mr. Sokolich said he had a good relationship with the Christie administration and couldn't imagine he would be important enough for the campaign to punish him for not publicly endorsing Mr. Christie. The mayor said he was supporting Democratic Sen. Barbara Buono, Mr. Christie's challenger.

"I've always been incredibly supportive of Gov. Christie even in the face of people criticizing me for it. I find it incomprehensible that there's any truth whatsoever to these rumors," he said.

Kevin Roberts, a spokesman for the Christie campaign, said that any notion that Mr. Sokolich faced retribution for not endorsing the governor was "crazy."

"We don't approach these folks and say, 'You will endorse us.' These are folks who have supported us" on their own, Mr. Roberts said.

Still, Mr. Sokolich said the incident made him wonder if he had run afoul of someone, somehow, though he didn't name anyone or any organization. "Maybe I'm getting too popular. Maybe I'm doing too many things, been too progressive," said the mayor, noting a spate of development in the borough. "We are proud of it. I've got to believe they are happy with the results."

Write to Ted Mann at ted.mann@wsj.com and Heather Haddon at heather.haddon@wsj.com

A version of this article appeared September 17, 2013, on page A19 in the U.S. edition of The Wall Street Journal, with the headline: Bridge Jam Is Still a Mystery.
TAB 16
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: Kevin Roberts [kroberts@christieformj.com]
Sent: Tuesday, October 01, 2013 1:29 PM
To: Michael Drewniak
Subject: Fw: Gov. Christie and the George Washington Bridge

Unreal. How did you guys handle before? Just kicked to port Authority?

From: Mann, Ted
Sent: Tuesday, October 1, 2013 1:23 PM
To: kroberts@christieformj.com
Subject: Gov. Christie and the George Washington Bridge

Kevin,

We’re working on a follow-up story about the lane closures on the GWB the week of Sept. 9. We’ve confirmed that many of the stakeholders were not told this was being done, including police, local officials and the Port Authority’s executive director.

We’ll be mentioning a question raised in earlier stories about whether these closures were in some way intended as retribution for Mayor Sokolich’s failure to endorse Gov. Christie’s re-election bid. Do you have a response to that?

Further, did Gov. Christie know that the lanes were being closed by the Port Authority? Did he order it? If he didn’t, did he approve of making this move without notifying key officials within the Port Authority, the local police, PA police, or the public? Does he approve of the way this was handled?

This story may run in tomorrow’s paper, so I’ll need an answer sometime this afternoon, please.

Thanks,

Ted Mann

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com
TAB 18
I think we should talk about this below from Ted Mann, WSJ. I will next forward you an earlier email I had sent to Heather when they did their first story on this. I'm stopping in Morristown for some lunch.

Michael,

We're working on a follow-up story about the lane closures on the GWB the week of Sept. 9. We've confirmed that many of the stakeholders were not told this was being done, including police, local officials and the Port Authority's executive director.

We'll be mentioning question raised in earlier stories about whether these closures were in some way intended as retribution for Mayor Sokolich's failure to endorse Gov. Christie's re-election bid. Do you have a response to that?

Further, did Gov. Christie know that the lanes were being closed by the Port Authority? Did he order it? If he didn't, did he approve of making this move without notifying key officials within the Port Authority, the local police, PA police, or the public? Does he approve of the way this was handled?

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Thanks,
Ted Mann

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com
TAB 24
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Received</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bill Stepien</td>
<td>William Baroni</td>
<td>10/1/2013 5:25:48 PM</td>
<td>WSJ writing a follow-up on the Fort Lee issue. You probably know, but wanted to make sure.</td>
</tr>
<tr>
<td>William Baroni</td>
<td>Bill Stepien</td>
<td>10/1/2013 5:28:31 PM</td>
<td>Yeah. We're not responding</td>
</tr>
<tr>
<td>William Baroni</td>
<td>Bill Stepien</td>
<td>10/1/2013 5:28:37 PM</td>
<td>Per Drewniak</td>
</tr>
<tr>
<td>Bill Stepien</td>
<td>William Baroni</td>
<td>11/26/2013 9:15:28 AM</td>
<td>Hey, great job yesterday. I know it's not a fun topic, and not nearly as fun as beating up on Frank Lautenberg, but you did great, and I wanted to thank you.</td>
</tr>
<tr>
<td>William Baroni</td>
<td>Bill Stepien</td>
<td>11/26/2013 9:51:58 AM</td>
<td>Thanks William. Loretta and wis will keep their nonsense but at least we have explained the counter narrative.</td>
</tr>
</tbody>
</table>
TAB 25
Port Chief Fumed Over Bridge Jam

Patrick Foye Fired Off an Email Message After Learning of Lane Closures.

By TED MANN CONNECT

The abrupt closure of local access lanes to the George Washington Bridge last month triggered a pointed private response from the executive director of the Port Authority of New York and New Jersey, who said the move likely broke state and federal laws and could have caused deaths because of snarled traffic.

The executive director, Patrick Foye, fired off an email message early on the morning of Sept. 13, after he learned of the lane closures and subsequent traffic backups in Fort Lee, N.J., from a daily internal list of pending media inquiries.

Mr. Foye’s blistering email, which was sent to top executives of the authority and was reviewed by The Wall Street Journal, denounced the closures as "abusive" and pledged to investigate "how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency."

"I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed," Mr. Foye wrote, a reference to ambulances caught in traffic.

The closure of the lanes was seen by some in Fort Lee and Bergen County as retribution from surrogates of Republican Gov. Chris Christie—who shares control of the authority and its bridges with
Mr. Christie's spokesman referred questions to the Port Authority, where a spokesman declined to comment.

Mr. Foye, an appointee of Mr. Cuomo, wrote that the lane closures were made without informing numerous interested parties, including himself, local and Port Authority police, Mr. Sokolich, and commuters.

His email also throws into question the Port Authority's prior explanation for the shutdown: that the lanes were closed so the authority could perform the traffic study.

In the email, Mr. Foye listed the divisions within the authority that weren't consulted before the traffic pattern was changed, including the police department, and the Traffic and Engineering division.

The authority's public response has described the lane closures as part of "a week of study at the George Washington Bridge of traffic safety patterns."

People familiar with the matter disputed that. "There was no study," one of them said.

Mr. Foye's email was sent to Robert Durando, the general manager of the bridge for more than a decade, and Cedrick Fulton, director of the Tunnels, Bridges and Terminals Department and Mr. Durando's boss. Copied on the message were the highest level leadership of the authority, including Mr. Christie's two top appointees, Chairman David Samson and Deputy Executive Director Bill Baroni.

Mr. Durando referred inquiries to the authority's press office. Requests to speak to top port executives weren't answered Tuesday.

The lane closures wintowed the approach routes from Fort Lee to the bridge to one from three, and triggered massive congestion in Fort Lee for four straight weekdays, officials said. The lanes were reopened within minutes of Mr. Foye's email on Sept. 13.

Some Bergen County Democrats were livid over the sudden closures. Senate Majority Leader Loretta Weinberg, a Democrat who represents the county, wrote to authority Commissioner William Schuber to express her dismay last month, saying she was at a "loss for words" about the closure, according to a copy of the letter reviewed by The Wall Street Journal.

"This whole traffic jam still remains a mystery," she said Tuesday.
Mayor Sokolich said he hasn't received answers to his request for information about why the authority ordered the closures. Still, the mayor said he was a supporter of many of Mr. Christie's policies, and didn't believe that the closures were intended to punish him, a theory he said had been the subject of "rumors."

—Heather Haddon contributed to this article.

Write to Ted Mann at ted.mann@wsj.com
Hey,
As you may have read, Loretta Weinberg addressed a Port Authority committee today, then later wondered whether Port Authority "Frat Boys" had orchestrated the closures as retribution for Mayor Sokolich's refusal to endorse Gov. Christie.
So, Any comment on those suspicions?
-S

CONFIDENTIALITY NOTICE: This e-mail may contain information that is privileged, confidential or otherwise protected from disclosure. If you are not the intended recipient of this e-mail, please notify the sender immediately by return e-mail, purge it and do not disseminate or copy it.
TAB 32
Sen Weinberg attended bd mtg but did not speak. Had a hallway conv w Strunsky and Ted Mann before bd mtg. After Bd mtg, she was admitted into ante room where the press gaggle is held. Typically only press and PANYNJ exec team.

Questions ensued on ft lee but holding to script of "all under review." She held post interview in hallway. R
TAB 35
Michael Drewlask < mpdrew42@gmail.com>

Fort Lee GWB Letter 9_12_13.pdf
1 message

David Wildstein < david.wildstein@gmail.com>
To: Drewlask Michael < mpdrew42@gmail.com>

Thu, Oct 17, 2013 at 5:44 PM

102K

1/30/2014

NJGA-035711
PERSONAL

Via Email: September 12, 2013

The Honorable Bill Baroni
Deputy Executive Director
The Port Authority of New York & New Jersey
225 Park Avenue, 13th Floor
New York, New York 10003

Dear Bill:

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

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

Our emergency service vehicles are experiencing tremendous response time delays and my office is overwhelmed with complaints. Unquestionably, this decision has negatively impacted public safety here in Fort Lee. Adding insult to injury, many members of the public have indicated to me that the Port Authority Police Officers are advising motorists in response to their complaints that this recent traffic debacle is the result of a decision that I, as the Mayor, recently made. The basis, reason, or genesis of the decision is of no consequence to me; however, its profound and adverse impact on our community is of paramount importance to me.
I have incessantly attempted to contact Port Authority representatives to no avail. Would you please be good enough to please have someone contact me or Police Chief Reuhl to discuss the basis of this recent policy change and what we must do to reverse it...plain and simple. Query: What do I do when our billion dollar redevelopment is put on line at the end of the next year?

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

Mayor's Office 201-592-3500 X 1003
Law Office 201-224-4000
Home # 201-224-7733
Cell # 201-424-5014

Mark J. Sokolich
Mayor

MIszal
TAB 37
A new high level of shit is hitting the fan tonight on the Ft Lee/GWB issue. Maybe you should know about it.

Timestamp: Time 2013-10-18 01:48:48
TAB 90
And there's this
Don't think we should respond to any of this, but FYIing

From: Mann, Ted [mailto:Ted.Mann@wsi.com]
Sent: Monday, January 13, 2014 7:21 PM
To: Michael Drewniak; Colin Reed
Subject: Sept. 11, 2013

Michael and Colin,

I have some questions about the governor's attendance at the World Trade Center ceremony on Sept. 11, 2013, and specifically conversations he had while there.

On Thursday the governor said:

"I have had no contact with David Wildstein in a long time, a long time, well before the election. You know, I could probably count on one hand the number of conversations I've had with David since he worked at the Port Authority. I did not interact with David."

The governor saw and talked to David Wildstein, Bill Baroni and David Samson in Manhattan on the morning of the Sept. 11 anniversary ceremony. Was the governor's Thursday statement that it had been "a long time" and "well before the election" since he'd seen him accurate?

Do you believe the governor's statement that he might have only five or fewer conversations with Mr. Wildstein since he was hired at the Port Authority is correct?

What did the governor and David Wildstein talk about when they met in person on Sept. 11, 2013? Did they discuss anything related to the ongoing traffic situation in Fort Lee, the George Washington Bridge, or anything the governor now believes was in any way related to this matter? Did they discuss the mayor of Fort Lee? Did they discuss political endorsements?

Did the governor discuss any of these matters with Bill Baroni, with whom he also spoke that day? What did he learn, if anything, from any of these people about what was occurring in Fort Lee, what changes had been made at the bridge, and whether the Port Authority was studying traffic patterns?

Can the governor clarify when he learned that there were traffic tie-ups in Fort Lee? Was it from news reports, and if so, on what day?

Has he asked Christina Renna, Evan Ridley or Regina Egea why they, in addition to Bridget Kelly, did not tell him what they had learned about the traffic concerns in Fort Lee, the allegations of "government retribution" by Mr. Sokolich, and the purpose of the lane closures during the week of Sept. 9? If they did not inform the governor, has he asked them why not? Does he plan to take disciplinary action for their failure to inform him if that is the case?
Thanks for your attention to these questions. I’m reachable any time via email or cell. (That information is below.) I plan to write soon about the governor’s conversations with Baroni and Wildstein on Sept. 11, so answers on those questions are most important here.

Ted

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com
Tab 91
Memorandum

PRIVILEGED AND CONFIDENTIAL
ATTORNEY OPINION WORK PRODUCT

To: File
From: Gibson, Dunn & Crutcher LLP
Re: Drewniak Interview Memorandum

On January 19, 2014, March 10, 2014, and March 22, 2014, Michael Drewniak was interviewed by Randy M. Mastro, Alexander H. Southwell, Debra Wong Yang, Avi Weitzman, and/or Sarah L. Kushner of Gibson Dunn. On January 19, 2014, Drewniak was not represented by counsel. On March 10 and 22, 2014, Drewniak was represented by Anthony Iacullo and Joshua Reinitz of Iacullo Martino. All information contained herein was provided by Drewniak or as indicated. Drewniak has not read or reviewed the memorandum and has not adopted or approved its contents. Southwell began the interview by administering the standard Upjohn warnings per Gibson Dunn protocol, and requesting that Drewniak refrain from discussing the investigation and interview with others. Drewniak stated that he agreed, understood, and did not have any questions.

This memorandum does not contain a verbatim transcript of what was said at the meeting; rather, it is a summary of the discussion that reflects counsel’s mental thoughts and impressions and is therefore protected from disclosure by the attorney work product doctrine.

I. Background

A. Role and Responsibilities

Drewniak was the Public Information Officer at the U.S. Attorney’s Office for the District of New Jersey (the “U.S. Attorney’s Office”) from approximately October 1998 until 2010, where he worked under three different U.S. Attorneys. Drewniak did not interact with the Port Authority of New York & New Jersey (the “Port Authority”) while at the U.S. Attorney’s Office. In 2010, Drewniak became Press Secretary in the Governor’s Office. Drewniak described his responsibilities as Press Secretary as follows: he takes incoming questions from reporters or legislators and then “chases down” the relevant people in the Office to declare the answer. Drewniak said that he tended to respond to a lot of these
inquiries on his own, but if there was a “hot button” issue, he would consult with Maria Comella, the Deputy Chief of Staff for Communications and Planning, on an appropriate response.

Drewniak’s most frequent communications were with the Policy office. If the press or other inquiry concerned a political issue, Drewniak would often talk to the Governor’s Chief of Staff, Kevin O’Dowd, because he was the expert in the Office on legislative matters and had a close relationship with legislators. Drewniak also often interacted with the attorneys in the Office, including Principal Deputy Chief Counsel, Paul Matey, whom Drewniak considered a helpful resource.

Drewniak’s responsibilities also include working with departments in the Administration to help them respond to press inquiries that they receive. Drewniak clarified that a department did not necessarily need the Administration’s approval before it could respond to a direct inquiry. Drewniak did not reach out to the Authorities Unit frequently because that unit was generally proactive in keeping Drewniak apprised of any issues that the communications staff should know about. Drewniak added that he might on occasion help direct a department to others in the Office who might have relevant information. For example, Drewniak frequently dealt with the Treasurer’s office, possibly on budget issues.

B. Reporting Lines

Drewniak reports directly to Comella and the Governor. On certain issues, Drewniak reports directly to the Governor, but keeps Comella involved. When Drewniak raised issues or information with the Governor, it was usually based on the subject matter. Sometimes Drewniak would just flag for the Governor that a certain press issue was not going to be a big deal. If a press issue was significant, Drewniak’s practice was to bring it to Comella’s attention and then either she or Drewniak would relay that information to the Governor per Comella’s instruction.

Drewniak has a working relationship with the Governor. Drewniak said that he communicated with the Governor often, but not daily. Sometimes the Governor called Drewniak at home if, for example, a story came up on a Sunday.

C. “Front Office”

Drewniak understood the term “front office” to mean the entire senior staff, including Bridget Kelly when she was Deputy Chief of Staff overseeing the Legislative and Intergovernmental Affairs (“IGA”) unit in the Governor’s Office. During the Governor’s first term, Drewniak was a “junior” senior staff member because he was not on the official masthead, but had full access to senior staff and often attended senior staff meetings.
D. Interactions with IGA

Drewniak did not have a lot of interaction with IGA, including little contact with Bridget Kelly and Bill Stepian. Drewniak did not have a personal relationship with either of them. Drewniak would contact IGA, including Kelly, in connection with a press inquiry when, for example, he needed information about a particular municipality and/or a local mayor. In addition, if a State legislator called the Office with a complaint, Drewniak might ask Kelly what she knew about that legislator and if Drewniak should call him/her back.

E. Interactions with the Port Authority

1. Relationship with David Wildstein and Bill Baroni

Drewniak became friends with David Wildstein and Bill Baroni in or around 2010. Drewniak’s personal relationship with Wildstein began when Wildstein was an anonymous blogger on PoliticsNJ.com (now, PolitickerNJ.com) and Drewniak still worked at the U.S. Attorney’s Office. Drewniak developed a trusting relationship with the blogger, but did not know his identity. In or around 2010, shortly after the Governor was elected and Drewniak joined the Office, Wildstein revealed himself to Drewniak. After that, Drewniak developed a friendship with Wildstein. Drewniak enjoyed talking to Wildstein about politics, as Wildstein was knowledgeable on the subject, especially New Jersey and national politics.

Drewniak became friends with Baroni when Baroni was already at the Port Authority. At some point after Drewniak joined the Governor’s Office, and probably in 2010, Wildstein told Drewniak that he should meet Baroni, and, thereafter, the three of them had dinner in Newark. Drewniak noted that, contrary to news reports, Baroni (not the Governor) identified and recruited Wildstein to be his number two at the Port Authority.

When Wildstein accompanied Baroni to the State House for a meeting, Wildstein would often stop by Drewniak’s office to say hello. Drewniak and Wildstein used to be friends and Wildstein would reach out to Drewniak fairly regularly, although Drewniak was usually too busy with work to talk for an extended period of time.

Regarding the Governor’s interactions with Wildstein, Drewniak recalled very few instances in which Wildstein was present for a substantive conversation with the Governor. For example, when Baroni would come to the State House for a meeting with the Governor, Wildstein usually sat outside of the meeting. Drewniak commented that Wildstein knew his place, and would sit outside of the room and provide information when asked because he was the “fact guy.” Drewniak said that, contrary to reports, the Governor and Wildstein were not childhood friends; they ran in different circles.
As for how Baroni knew Wildstein, Drewniak’s understanding was that Baroni and Wildstein have known each other for a long time, dating back to when they both worked for the late Congressman Bob Franks, with whom they were very close.

2. **Drewniak’s Potential Position at the Port Authority**

In the context of describing his relationship with Baroni and Wildstein, Drewniak explained that Baroni and Wildstein wanted him to join the Port Authority in a senior communications role, replacing Jamie Loftus. Drewniak was concerned about taking on such a high-level job, but Baroni and Wildstein assured Drewniak that he could do it well.

Approximately 18 months ago, Drewniak told the Governor that he was considering going to the Port Authority because he needed a change and wanted to earn a higher salary. The Governor responded that they should see where things stood at the end of the first term.

Drewniak never had any authority over Port Authority-related issues within the Governor’s Office as a result of Drewniak’s connections to the Port Authority, but Wildstein, and, less frequently, Baroni, would ask Drewniak for his input on a proposed public announcement from the Port Authority. In addition, Wildstein would sometimes seek Drewniak’s advice in connection with a New Jersey-centric Port Authority project. For example, recently, Port Authority Executive Director Patrick Foye refused to allow the Port Authority to put out announcements about a New Jersey-centric project under the Port Authority’s banner. As a result, Wildstein asked Drewniak if he could put the project on the Governor’s daily schedule, which Drewniak said he would do.

Drewniak explained that Wildstein would often complain to Drewniak about personality issues and conflicts within the Port Authority, especially between Wildstein and Foye.

As for interactions Drewniak had with others at the Port Authority, Drewniak sometimes interacted with the Port Authority’s press office.

The only time that Drewniak recalled visiting the Port Authority was when Wildstein took Drewniak and his kids on a tour of the Freedom Tower.

Drewniak said that Wildstein described himself as best friends with Paul Nunziato, the head of the Port Authority police union.

F. **Interactions with the Governor’s Campaign**

Drewniak had very little to do with the Governor’s reelection campaign. Drewniak’s involvement was limited to (1) participation in daily scheduling calls between the Office and the campaign; and (2) interacting with the campaign’s Press Secretary, Kevin Roberts, on
certain press inquiries that both the Office and the campaign received. Participants on the scheduling call included: Roberts, Comella, Lauren Fritz (who dealt with social media and other media networks), Colin Reed, a researcher, and some additional members of the communications staff. Drewniak volunteered a few times off-hours toward the end of the campaign. For example, he took two days off before election night to volunteer for the campaign.

G. Nicole Davidman Drewniak

Drewniak first met his current wife, Nicole Davidman Drewniak, when he was still at the U.S. Attorney’s Office and she was working for Governor Christie. In particular, Drewniak took the day off to hear the Governor speak, where he met Nicole and Bill Stepien. Drewniak did not see Nicole again for another 18 months. The next time that Drewniak saw Nicole was when a mutual friend invited Drewniak to meet them for lunch; Drewniak and Nicole then hit it off.

Drewniak briefly described Nicole’s employment background: after working on the Governor’s first gubernatorial campaign, she went to work for New Jersey’s Board of Public Utilities. Subsequently, she helped fundraise for the New Jersey Republican Party. After that, she worked on the Governor’s reelection campaign. Nicole was the finance director for the Governor’s 2014 inaugural, and now works in consulting.

II. Chronology of the George Washington Bridge Events

Drewniak was next asked about his knowledge in connection with the lane realignment from September 9–13, 2013.

A. Spring 2013

Drewniak was not aware of any effort to obtain the endorsement of Fort Lee Mayor Mark Sokolich in the spring of 2013. Drewniak had never heard of Mayor Sokolich before the lane realignment was reported in newspaper reports.

Drewniak learned about local officials’ endorsements when they were announced or if the Office’s schedule showed that the Governor was visiting a certain town and Drewniak would ask someone in the Office what that visit was for.

B. August 2013

Drewniak was not aware in August 2013 of any communications between Kelly and Wildstein about traffic problems. Moreover, Drewniak could not think of anything that might have occurred around then to prompt the August 13, 2013 exchange between Kelly and Wildstein regarding Fort Lee traffic issues.
Drewniak did not specifically recall texting Wildstein on or around August 27, 2013, but said that he and Wildstein could not have been discussing the lane realignment, as Drewniak had no advance knowledge of or involvement in the lane realignment.

C. September 9–13, 2013 – GWB Lane Realignment

Drewniak was asked about a call he had with Wildstein on September 11, 2013, after a 9/11 Memorial event. Drewniak explained that it was typical for Wildstein—who was always concerned about what the Governor’s Office thought of him—to call Drewniak before and/or after a Port Authority event that the Governor attended to make sure that the event went well. On this call, Wildstein was likely following up with Drewniak about the 9/11 Memorial event. During the conversation, Wildstein did not mention anything about having talked to the Governor that day.

Drewniak’s attention was directed to a September 12, 2013 press inquiry to the Port Authority from Bergen Record reporter John Cichowski regarding the lane realignment, which Wildstein subsequently forwarded to Drewniak and Kelly that day. Drewniak did not specifically recall receiving this email at the time. Drewniak elaborated that September 12, 2013, was also the first day of a large fire in Seaside and, as such, his focus at the time was primarily on the fire and relaying real-time information to Comella, who was on site at Seaside. Drewniak would not have focused on Cichowski’s inquiry at the time, as it was typical for Wildstein to pass along to Drewniak, as Press Secretary, press inquiries that the Port Authority received. Drewniak received this email from Wildstein without any background on the lane realignment or having previously had any conversations with Wildstein about it. Drewniak did not know anything about the lane realignment at that time. Drewniak did not reply to Wildstein’s September 12, 2013 email—indeed, Drewniak believed that he did not see this email until at least the next day (on September 13, 2013) because he was preoccupied with the Seaside fire—but could not recall if Wildstein called him thereafter to follow up on the email.

Drewniak’s attention was directed to a second email that Wildstein sent Drewniak and Kelly on September 12, 2013, which Drewniak also believed he did not read until at least the next day. This second email contained the Port Authority’s response to the Cichowski press inquiry: “The Port Authority is reviewing traffic safety patterns at the George Washington Bridge to ensure proper placement of toll lanes. The PAPD has been in contact with Fort Lee police throughout this transition.” At the time, Drewniak did not find these emails unusual or alarming in any way because it was common for Wildstein to keep Drewniak apprised of press inquiries that the Port Authority received. Drewniak added that, in hindsight—i.e., since January 2014, when emails about Kelly’s and Wildstein’s involvement in the lane realignment became public—he has wondered if Wildstein was trying to pull him into something at the time.
Regarding Drewniak’s use of his work email account, as opposed to his personal email account, Drewniak said that Wildstein sent emails to Drewniak’s Gmail and work email accounts interchangeably. Drewniak recalled that he once told Wildstein that they should communicate on Gmail if Wildstein was asking Drewniak for advice on something that did not pertain to Drewniak’s official responsibilities. Drewniak added, however, that he often forwarded his work emails to his Gmail account because it was easier for him to read his emails on his iPhone than his work-issued cell phone. Asked if Drewniak knew if Kelly used the Yahoo account that Wildstein had emailed her at, Drewniak did not know. Drewniak did not get many emails from Kelly, especially from her personal email account.

Drewniak was asked if he recalled seeing an article in the “Road Warrior” column in *The Bergen Record* on or about September 13, 2013, about the traffic problems. Drewniak received and reviewed press clips every morning, but did not recall this story. Drewniak also did not recall any discussion in the Governor’s Office about this article. Drewniak believed that he went down to Seaside on September 13, 2013, to assist with the Governor’s boardwalk events and interface with the press regarding the Seaside fire.

D. **September 15, 2013**

Drewniak did not recall talking to Wildstein on the phone on September 15, 2013, but said that it was possible that they spoke that day, as they used to speak relatively often.

E. **September 17, 2013 Wall Street Journal Article**

On the evening of September 16, 2013, a reporter for *The Wall Street Journal*, Ted Mann, called Drewniak for a comment about the lane realignment, and, on September 17, 2013, Heather Haddon, another reporter for *The Wall Street Journal* followed up on the same inquiry. Drewniak recalled thinking to himself, what is this? At that point, Drewniak vaguely recalled the September 12, 2013 emails from Wildstein to him and Kelly about the same lane realignment issue, so Drewniak reached out to Kelly and, separately, to Wildstein about *The Wall Street Journal*’s inquiry. When Drewniak received a press inquiry about a particular issue, it was his practice to consult the relevant individuals to quickly gather information necessary to respond to press inquiries he received. Here, Drewniak reached out to Kelly and Wildstein (Drewniak’s primary contact for Port Authority-related issues) for that reason. Drewniak did not raise the inquiry with Comella around this time because the inquiry did not seem important.

On September 17, 2013, before *The Wall Street Journal* article was published, Drewniak went by Kelly’s office and briefly asked her about *The Wall Street Journal*’s press inquiry. Kelly acted nonchalant about the inquiry, seemed to be busy with other matters, and said that she had no idea what the inquiry was about other than that it seemed to be about traffic issues. Drewniak elaborated that he ran the press inquiry by Kelly because it was
relevant to IGA, as the inquiry suggested confusion within the local community of Fort Lee, and because Kelly was on the September 12, 2013 emails from Wildstein.

That same day, September 17, 2013, Drewniak spoke to Wildstein on the phone, during which conversation Wildstein said that the lane realignment was a traffic study that the Port Authority had conducted. Wildstein also told Drewniak that the Port Authority often conducted traffic studies and that the Fort Lee traffic study was blind because it was a pilot study and informing people of it beforehand would skew the results, which seemed logical to Drewniak. Wildstein explained to Drewniak that Fort Lee had three designated lanes on the Bridge and that this was something that the Port Authority had wanted to review to see if there was another traffic pattern that would allow traffic from I-80/95 to move more quickly. Later that afternoon, Drewniak sent an email to Wildstein essentially memorializing Wildstein’s explanation of the lane realignment.

Drewniak said that his response by email, dated September 17, 2013, to Heather Haddon of The Wall Street Journal reflected the information that Wildstein had provided to Drewniak about the lane realignment, except for a reference to an unrelated DOT study, which was something that Drewniak independently recalled.

Drewniak was shown a September 18, 2013 email he received from Wildstein about the September 17 Wall Street Journal article. Drewniak did not know at the time what Wildstein meant in the email by, “I was unusually nervous over this one.” Asked about Drewniak’s comment in the email that the article did not “run wild with that crazy allegation it was done as political retaliation. That was a nutty suggestion,” Drewniak generally recalled learning about this political retaliation allegation at the time and discussing it with a reporter, but could not recall if it was with Mann or someone else.

Following The Wall Street Journal article and subsequent public reports about the lane realignment, Wildstein repeatedly told Drewniak that the lane realignment was a traffic study and that it was something the Port Authority had a right to do.

Drewniak was asked about a groundbreaking event in Newark for Panasonic around this time and whether he was involved in drafting a press release for that event. Drewniak recalled the event, but would not have been involved in drafting the press release, although he may have reviewed and revised it.

Drewniak did not recall any discussions with senior staff or the Governor about the lane realignment in September 2013.

F. October 1, 2013 Wall Street Journal Article

Asked about Drewniak’s recollection concerning the October 1, 2013 Wall Street Journal article that included a copy of Foye’s September 13, 2013 email, Drewniak said that,
on or around October 1, 2013, in connection with this article, Drewniak realized for the first time that he was dealing with something that was not ordinary. Shortly before the article was published, Wildstein forwarded Drewniak *Wall Street Journal* reporter Mann’s inquiry to the Port Authority about the lane realignment and, shortly thereafter, Mann asked Drewniak for a comment about the same story. Before he responded to Mann, Drewniak called Wildstein to ask him about the Foye email referenced in the inquiry; Drewniak also requested a copy of the Foye email so that he knew exactly what he was dealing with. Wildstein then sent Drewniak the Foye email, at which point Drewniak realized that, because of Foye’s involvement, the situation was more elevated than he initially understood. Drewniak elaborated that this was because of the historical tension between the New York and New Jersey sides within the Port Authority in general and the animosity between Foye and Wildstein in particular.

Drewniak read Foye’s email with a colored view because he knew that Foye hated Wildstein. Drewniak explained that the Port Authority was an agency with a lot of money and a lot at stake, and that there was an inherent conflict built into the agency’s structure between the New York and New Jersey sides. Drewniak understood that Wildstein was the one who would push hard to advance New Jersey-focused projects at the Port Authority. Drewniak commented that the New York/New Jersey rivalry was not between the two governors and did not take place at that level; rather, this rivalry occurred among the staff and was not at the urging of the governors.

As an example of Foye’s disdain for Wildstein, Drewniak explained that a Port Authority employee had filed a harassment complaint with human resources against Wildstein. Human resources apparently looked into the complaint and determined that there was nothing to the allegation. According to what Wildstein told Drewniak, after human resources closed its inquiry, Foye hired special counsel to conduct an independent investigation; Drewniak recalled that the special counsel was a former Assistant U.S. Attorney in the Southern District of New York. Drewniak received an email from Wildstein in which email Wildstein complained that he had to spend $50,000 for a lawyer because Foye decided to conduct his own investigation in response to this complaint even after human resources had determined there was nothing to the allegation.

Drewniak thought that he spoke to Comella and possibly O’Dowd and/or McKenna about the Foye email, but did not specifically recall whether it was shortly before or shortly after the October 1 *Wall Street Journal* article was published.

G. Post-October 1, 2013

On or around October 2, 2013, Drewniak spoke to Kelly at the State House about the October 1 *Wall Street Journal* article, which was the second and last time that Drewniak recalled discussing the lane realignment with Kelly. In particular, after the article was
published, Drewniak went by Kelly’s office and asked if she had any light to shed on this story. As with the September 17, 2013 Wall Street Journal article, Drewniak thought to ask Kelly about the October 1, 2013 article because it involved Mayor Sokolich and the lane realignment’s impact on the Fort Lee community, which were issues that Kelly would deal with as the head of IGA. Drewniak asked Kelly if she knew anything relevant to this inquiry. Kelly was flippant in her response, rolled her eyes, and commented that this was something about traffic. This type of response was typical of Kelly.

Drewniak did not recall meeting with Wildstein at the State House on or around October 2, 2013.

H. October 7, 2013 – Port Authority Committee Meeting

Asked what he remembered about State Senator Loretta Weinberg’s presence at an October 2013 Port Authority committee meeting, Drewniak recalled that Wildstein had emailed him about who was going to be at this meeting. Drewniak received a lot of press inquiries after either the October 7 or October 16, 2013 Port Authority meeting, so he called Wildstein to ask how the meeting went, as Drewniak typically would.

Drewniak’s attention was directed to an October 7, 2013 email he sent to O’Dowd, forwarding a press inquiry that Drewniak had received from The Star-Ledger about the lane realignment. By way of background, Drewniak explained that O’Dowd was the expert in the Office on legislative matters and that it was Drewniak’s practice to consult O’Dowd on press inquiries implicating legislators. At this point, Weinberg was focused on the lane realignment and Drewniak wanted to inform O’Dowd that the story about the issue was heating up as a result. Drewniak relayed The Star-Ledger inquiry to O’Dowd with respect to O’Dowd’s involvement in legislative issues and not in O’Dowd’s capacity as Chief of Staff.

I. October 16, 2013 – Port Authority Committee Meeting

Drewniak’s attention was directed to an October 16, 2013 email from Regina Egea, the director of the Office’s Authorities Unit, to Drewniak, McKenna, and O’Dowd, informing them of that day’s Port Authority committee meeting that Weinberg attended. Drewniak said that Egea or Nicole Crifo (also in the Authorities Unit), who were responsible for interfacing with the Port Authority, would typically send these types of Port Authority-related updates.

J. October 17, 2013

Drewniak’s attention was directed to an October 17, 2013 email he received from Wildstein, forwarding another press inquiry from The Wall Street Journal. That inquiry asked about Wildstein’s presence at the Bridge during the lane realignment. Drewniak did not recall otherwise discussing this inquiry with Wildstein, but said it was possible that they
spoke on the phone about it. Drewniak did not recall discussing this inquiry with O’Dowd at the time.

Drewniak did not specifically recall talking to Baroni on the phone on October 17, 2013. Around this time, Drewniak sensed that Baroni was frustrated because he wanted the Port Authority to be able to speak out about the lane realignment, and would ask Drewniak for permission for the Port Authority to do so. Drewniak told Baroni that the Port Authority could do what it wanted to, that this was not his (Drewniak’s) decision to make, and that Baroni would have to talk to Comella about that.

K. Sometime Around Mid-October 2013–November 16, 2013

At some point during the period of mid-October 2013–November 16, 2013 (when Drewniak left for vacation), as the press became increasingly focused on the lane realignment, Wildstein began claiming to Drewniak that others—namely, Stepien and Kelly—knew about the traffic study. With hindsight, Drewniak thought that Wildstein was trying to build up a cover story that others knew about the lane realignment in order to protect himself.

L. Post-November 5, 2013

Drewniak was asked who he spoke to about Wildstein’s statement that Stepien and Kelly knew about the lane realignment. At some point in or around November 2013, Drewniak went to Comella to tell her about Wildstein’s statement, but Comella was not focused on the subject. Drewniak then went to see Matey to relay what Wildstein had told him, but Matey said that he was not handling the matter, instead directing Drewniak to McKenna. Drewniak then went to McKenna and relayed what Wildstein had said. Drewniak was not sure but thought that he likely approached these senior staff members after November 5, 2013 (Election Day), and noted that he was on vacation in Mexico from November 16–25, 2013. Drewniak returned to the office on November 29, 2013, the Friday after Thanksgiving, but the office was relatively empty.

After he spoke to McKenna about Wildstein’s statements, Drewniak did not think that he had to report it to anyone else in the Office. Asked if Drewniak spoke to anyone else about what Wildstein told him at the time, Drewniak said that he told his wife but did not specifically recall when.

M. November 6, 2013

Drewniak’s attention was directed to a November 6, 2013 email exchange between him and Wildstein about an inquiry from The Wall Street Journal regarding an upcoming story that Wildstein was the one who ordered the lane realignment. Drewniak did not specifically recall talking to Wildstein on the phone about this inquiry, but said it was
possible. Drewniak recalled talking to Wildstein about other Port Authority matters around this time, including about the complaint that had been filed within the Port Authority against Wildstein.

N. November 14, 2013

Drewniak’s attention was directed to a November 14, 2013 email to him from Wildstein, which read, “Checked the sign in sheets – Ted Mann was at the September 20, 2012 board of commissioners meeting where this was announced.” Drewniak explained that this was referring to a story that Wall Street Journal reporter Mann was writing about the Port Authority’s use of Chinese steel in constructing a tower. Wildstein was pointing out to Drewniak that this was not a new issue, but had been previously raised at a 2012 Port Authority meeting that Mann had attended. Drewniak noted that it was typical of Wildstein to do something like this (checking a meeting’s sign-in sheets) to prove his point.

O. November 25, 2013 – Baroni’s Testimony

From November 16–25, 2013, Drewniak was on vacation. Shortly before Drewniak went on vacation, Baroni called Drewniak and reiterated his desire for Drewniak to join the Port Authority.

Asked if Drewniak spoke to Baroni about his testimony before Baroni’s November 25, 2013 hearing, Drewniak recalled that he had a brief encounter with Baroni at the State House, during which encounter Baroni said words to the effect of, “we’re fine, we have a traffic study.” Drewniak was not involved in preparing Baroni for his testimony. Drewniak did not speak to Baroni about his testimony after the hearing.

Drewniak’s attention was directed to a November 25, 2013 email exchange between him and Wildstein in which Drewniak said that Baroni’s testimony “[s]eems to be going okay overall.” Drewniak explained that he was traveling back from vacation that day and did not listen to Baroni’s testimony. Therefore, Drewniak believed that he must have seen news reports online suggesting that the testimony was going well.

Drewniak pointed out that one of the documents leaked to the press in connection with the lane realignment contained texts between Wildstein and Baroni from around the time of Baroni’s hearing, and that these texts referenced a “Nicole.” Drewniak said that this Nicole referred to Nicole Crifo, and not Drewniak’s wife, Nicole Davidman.

P. December 2, 2013 – Press Conference and Governor’s Nomination of New Attorney General

Drewniak was not involved in preparing the Governor for his December 2, 2013 press conference. Regarding the Governor’s statement at this press conference about “moving the
cones,” Drewniak pointed out that the Governor would never have said that had he had any knowledge of the lane realignment.

Drewniak was asked about a December 2, 2013 text message he received from Wildstein, asking, “Do you need anything from is re ft lee for gov presser,” to which Drewniak responded, “No, I think we’re good.” Drewniak explained that Wildstein constantly offered things to him (Drewniak) for the Governor’s Office and that Drewniak generally declined any such offers.

Q. December 4, 2013 – Drewniak and Wildstein Dinner

On December 4, 2013, Drewniak had dinner with Wildstein at Wildstein’s request. Specifically, on December 3, 2013, at 10:51 p.m., Wildstein, who was socially friendly with Drewniak, wrote Drewniak that he needed “to talk to you soon, in person, once you get caught up and have some time.” The following morning, at 8:15 a.m. on December 4, 2013, Drewniak asked Wildstein if he wanted to meet for dinner that evening in New Brunswick, New Jersey.1 Wildstein and Drewniak agreed to meet that evening.2 The dinner was at a steakhouse in New Brunswick, N.J., and lasted for about 90 minutes. At the beginning of the dinner, Wildstein pointed to a packet of documents that he was carrying and said that he wanted to discuss these documents at the end of dinner. The majority of the dinner was social: Drewniak and Wildstein discussed politics, family, etc., as they usually did when they had dinner together.

Towards the end of dinner, Wildstein, who seemed anxious, began to tell Drewniak things that Wildstein seemingly wanted to be relayed back to the Office, including that Wildstein was willing to “fall on the sword” and was a team player. Drewniak said that Wildstein seemed to feel sorry for himself—on the one hand, Wildstein listed all of his and Baroni’s accomplishments during their time at the Port Authority, and, on the other hand, Wildstein said that he would do the right thing and step aside because of the lane realignment

1 Two minutes after Drewniak suggested a dinner with Wildstein in New Brunswick, N.J. that evening, Drewniak emailed Kelly to ask if she was available “to go over something with you of some importance.” Kelly responded: “Yes. Want me to call you now?” Drewniak explained that this exchange with Kelly was about a press inquiry unrelated to the lane realignment. Specifically, this was about an inquiry relating to the Department of Education’s criteria for distributing a $4.5 million donation from the United Arab Emirates to New Jersey schools affected by Superstorm Sandy. Drewniak added that this story was never published in part because the Office successfully undermined any suggestion that this was a political story.

2 On December 4, 2013, Wildstein texted Drewniak, “6 [for dinner that night] is good Michael Aron and Samson are speaking at 3:15 by phone I will sit in.” When asked about the reference to Aron and Samson, Drewniak explained that Aron was the Chief Correspondent of NJTV and thought that Samson might have appeared on NJTV around that time to discuss O’Dowd’s recent nomination as Attorney General. Drewniak did not know why Wildstein would have been involved with this.
if that was asked of him. Wildstein wanted to know if he could nevertheless continue to have a place in the Administration or work on any future campaigns for the Governor. Wildstein said that he did not want his career to end like this, and neither did Baroni.

Wildstein also reiterated that Kelly and Stepien had some knowledge of the traffic study. In addition—and for the first time—Wildstein said that the Governor knew about the traffic study because Wildstein mentioned it to the Governor at a public event during the week of the lane realignment. Wildstein said this as he reiterated that the lane realignment was his idea and a legitimate traffic study. Wildstein did not at all suggest to Drewniak that he (Wildstein) or anyone else had any retaliatory or ulterior motive in conducting the lane realignment.

At the end of the dinner, Wildstein took out his packet of documents and said, “here is the traffic study,” and began to describe the documents. Drewniak said that Wildstein seemed to be trying to justify the lane realignment, asserting that it was a legitimate traffic study, albeit the Port Authority could have handled it better. Wildstein made a point of showing Drewniak internal Port Authority emails with traffic consultants and engineers about the traffic study, including in the days leading up to the lane realignment. Drewniak let Wildstein talk. Drewniak understood at this time that it was largely irrelevant at this point whether or not the lane realignment was a legitimate traffic study or not.

Wildstein also told Drewniak about a letter from Mayor Sokolich in which, according to Wildstein, the Mayor threatened to close down the toll entrance lanes from Fort Lee to cause traffic problems because he was not receiving the services that he wanted from the Port Authority. As a courtesy to Wildstein, Drewniak asked Wildstein to send him the letter. Drewniak told Wildstein to sit tight and to see how everything played out. Drewniak said that he basically just tried to get through the meal, which was painful for him because he sensed at that time that Wildstein was going to have to go. Drewniak did not understand why Wildstein emailed him after the dinner thanking him for his advice when Drewniak had not really given any.

Drewniak did not specifically recall speaking to McKenna around this time about his dinner with Wildstein, but said that it was possible that they spoke about it.

R. ~ December 5, 2013

Shortly after his dinner with Wildstein, Drewniak, who routinely spoke to O’Dowd, recalled going to O’Dowd’s office and discussing O’Dowd’s recent nomination and Drewniak’s role in the second term. The Governor, as he often would, stopped by O’Dowd’s office. Drewniak then informed the Governor about Wildstein’s claims. The Governor said he saw Wildstein at a public event the week of the lane realignment, but had no recollection of Wildstein saying anything to him about traffic or a study, and, even if Wildstein had, his
alleged drive-by comment would not have registered with the Governor. In the context of Wildstein’s other claim—namely, that Kelly and Stepien knew about the lane realignment—Drewniak asked the Governor if Stepien and/or Kelly had been questioned about whether they in fact knew anything about the lane realignment. The Governor responded that he had a feeling that Stepien was not telling the Governor everything. The Governor did not say anything about Kelly.

Drewniak said that the Governor then commented that Wildstein and Baroni would be asked to resign soon and that they had to go, as the Port Authority was too important an entity that the Governor’s Office had to work with, which was not possible while Wildstein and Baroni remained at the Port Authority due to the distraction of the lane realignment issue. During this conversation, the Governor also confirmed to Drewniak that Gramiccioni would be replacing Baroni at the Port Authority and that McKenna would be setting up the meetings with Baroni and Wildstein to inform them of their resignations.

Thereafter, Drewniak texted McKenna to ask when he would be speaking to Baroni and Wildstein, to which McKenna responded that he was meeting with Wildstein the next day (December 6, 2013) and Baroni the following week.

S. December 6, 2013 – Meeting with Wildstein About His Resignation

On or around December 6, 2013, after meeting with Wildstein, McKenna called Drewniak and described how the meeting went. McKenna had told Wildstein that he had until 2 p.m. that day to resign, effective on or around December 31, 2013, or the Office would fire him. McKenna told Drewniak that McKenna needed Drewniak’s assistance in securing Wildstein’s resignation by that afternoon.

After Drewniak spoke to McKenna, Wildstein called Drewniak and said that he would resign, but that he had to get his ducks in a row, and wanted to talk to Drewniak, Stepien, DuHaime, his dad, and his kids before he submitted his resignation. On the call, Drewniak mentioned that the Office would have to issue some kind of statement, which Drewniak would draft and show to Wildstein.

The plan was for Wildstein to resign at 2 p.m. that day. The Office would notify two newspapers—The Bergen Record and maybe (Drewniak did not recall) The Wall Street Journal—to disseminate the story. Thereafter, the Office would release its statement in response to further press inquiries. Drewniak drafted the resignation statement, which he sent to Wildstein, who called Drewniak and asked if the statement could be more effusive. Drewniak subsequently emailed Wildstein that he had to balance different interests and that Comella and McKenna had already approved the draft statement. As such, Drewniak did not have much leeway to revise the statement without having to send it back to them for their approval. During this time, McKenna expressed concern that Wildstein seemed to be
stalling, which was why, that day (December 6), Drewniak emailed Wildstein that "Charlie is getting itchy." Ultimately, Wildstein accepted the resignation statement, and the Office notified the two newspapers about Wildstein’s resignation. In the interim, Drewniak reviewed the draft resignation statement with the Governor, who made minor changes.

The weekend following Wildstein’s resignation, on the way from an event in New York City, Drewniak sent Wildstein a text to make sure that Wildstein was doing okay. Wildstein responded that he was not feeling good and was having dinner with his wife.

T. December 9, 2013 – Wisniewski Committee Hearing

Drewniak was not involved in preparing any of the witnesses for the December 9, 2013 testimony before the Wisniewski Committee. Drewniak watched the testimony. Drewniak did not discuss this hearing with the Governor.

U. December 13, 2013

1. Senior Staff Meeting

Drewniak described the senior staff meeting that occurred the morning of December 13, 2013, which he learned about that same morning from one of the secretaries. In addition to senior staff, Drewniak was also present, which was typical for meetings held in connection with an upcoming press conference. Drewniak was not sure if Stepien was at the meeting, but remembered seeing Stepien in the State House that morning.

At the meeting, Drewniak sat slightly behind and to the right of the Governor. Drewniak explained that the Governor was angry with him because of a story about an alleged conversation between Governor Cuomo and Governor Christie in which Christie reportedly told Cuomo to have Foye back off, which Christie denied; the story was believed to have been planted by Foye. Drewniak had issued a statement in response to the story that, "Cuomo and Christie communicate often and their communications are private." Drewniak said that Comella, but not the Governor, reviewed the statement before it was issued. At the senior staff meeting, the Governor criticized Drewniak about the statement, which Drewniak said he deserved because the statement seemed to confirm an otherwise false story. At the meeting, the Governor also expressed that he was upset because the Office had now made two mistakes since the election, referring to events involving State Senator Thomas Kean Jr., as well as the communications failure in connection with the lane realignments. The Governor said, in sum or in substance, that given the national attention on the Office in the wake of the election, everything had changed, and, as such, everyone in the Office had to be particularly aware of how they conducted themselves.

With respect to the public reports about the lane realignments, the Governor said, in the strongest tone that Drewniak had ever heard from the Governor, that the Office had taken
a beating over the Bridge events, that he thought he had put the issue to bed on December 2, 2013, but that he now had to address it further. Drewniak recalled that the Governor said that today was where they would cut this story off. Drewniak recalled the Governor looking around the room and making eye contact with everyone. The Governor instructed his staff that if they knew anything about the lane realignment that they had to come forward now. The Governor noted that he was going to hold a press conference in about two hours and that everyone had until then to tell McKenna or O’Dowd what they knew. The Governor said that McKenna and O’Dowd would be in their offices for the next two hours if anyone had anything they wanted to say to them. At that point, Drewniak was almost certain that Kelly would come forward; Drewniak clarified that this was not because he knew what Kelly knew, just that he suspected that she knew something about the lane realignment. Drewniak did not observe Kelly’s demeanor during the meeting because Drewniak barely took his eyes off of the Governor. This meeting was one of the most powerful things Drewniak has ever witnessed the Governor do.

Drewniak explained that, by nature, he was a nervous guy and was very nervous during this meeting because he knew that there would be a massive press turnout at the upcoming press conference and that the Governor would have to bear his soul. Drewniak said it was obvious from the Governor’s words and demeanor that he had nothing to do with the traffic realignment, and that the Governor was offended to think that anyone in his Office could have been involved. At the meeting, the Governor said words like, “we don’t have scandals” and “this is not us.” Drewniak knew the Governor’s statements were genuine, and from the heart.

2. Post-Senior Staff Meeting and Pre-Press Conference

After the meeting, Drewniak went to Comella’s office to reassure her that he had no prior knowledge of the lane realignment or any documents suggesting prior knowledge. Drewniak thinks he then tried to talk to O’Dowd, but O’Dowd was busy, so Drewniak went to see McKenna. Drewniak told McKenna that he did not have any prior knowledge of the lane realignment and then asked McKenna if “everyone” had been talked to, including Kelly and Stepien specifically, referencing the rumors that Kelly and Stepien had knowledge of the study. McKenna responded that everyone had been talked to and asked the same questions. McKenna said that Kelly had denied any prior knowledge of the lane realignment and denied having any documents regarding any such knowledge. McKenna also said that he had never trusted Kelly’s judgment and that he did not know Stepien well.

Drewniak did not recall hearing rumors that there were emails that Kelly was on reflecting knowledge of the lane realignment.

Before the press conference, Drewniak, Comella, and Reed put together a mock Q&A for the Governor.
V. January 8, 2014

1. Drewniak’s Final Communications with Kelly

Drewniak’s last communication with Kelly was on the morning of January 8, 2014, after Kelly first learned from a reporter that one of her emails was about to be released. In particular, Drewniak thought that Kelly forwarded him an email from the reporter, which Drewniak then gave to Comella. Kelly’s email to Drewniak also asked him to call her, which Drewniak did, but Kelly did not pick up. After Kelly’s emails were released that morning, Drewniak and Reed waited at the State House for further instruction. During this time, Drewniak reviewed the released emails and accompanying press stories, and had a conversation with reporter Shawn Boburg, who said that he was going to include Drewniak in a story about the lane realignment. Boburg relayed to Drewniak how he was going to describe Drewniak’s role in the Bridge events based on the emails that had been released. Drewniak emphasized to Boburg that he only learned about the lane realignments and the Foye email after the period of the lane realignment.

2. Meeting at Drumthwacket

According to Drewniak, Comella went straight to Drumthwacket on the morning of January 8, 2014. That afternoon, Matey called Drewniak and asked him to come to Drumthwacket, which he did. Drewniak brought some emails with him to Drumthwacket, including those that had already been publicly released.

When Drewniak arrived at Drumthwacket, people were sitting at a big table on the second floor. The Governor’s incoming Chief Counsel, Chris Porrino, and Matey then took Drewniak into a separate room, where they proceeded to interview and question Drewniak for approximately two hours. At the time, Drewniak was not concerned about what would happen to him because he was not personally involved in, and did not have any prior knowledge of, the lane realignment. Drewniak clarified that he might have been concerned at the time that the Office would let him go because of the statements in his emails about reporters, but not because he had any involvement with the lane realignment.

After Porrino and Matey finished questioning Drewniak, they told him to wait in the room. Thereafter, the Governor entered the room, and informed Drewniak that he (the Governor) had spoken to Porrino and Matey and that Drewniak’s employment would continue.

Afterwards, Drewniak and the Governor rejoined the rest of the group and turned to preparing for the upcoming press conference that the Governor was going to hold the following day. Drewniak said that the Governor was forthright and had great answers for all of the hard questions.
Drewniak recalled that the Governor was extremely sad that day, and that everyone
was in shock. At Drumthwacket, the Governor said that he knew that Stepien had to go, but
commented how hard that would be.

Asked if Drewniak recalled any discussion about what would happen to Kelly,
Drewniak thought that Kelly had already been let go at that point and that the Governor said
that Kelly had lied to him. Drewniak thought that it was easier to let Kelly go because her
lies were much more direct, whereas, with Stepien, it was less clear what he knew when.

3. Drewniak’s Final Communications with Wildstein

The last time that Drewniak and Wildstein communicated was on January 8, 2014,
late that night. Wildstein sent Drewniak an email with the subject, “Serbian,” and stating,
“Did you see that bastard [Sokolich] hammering it up on Wolf Blitzer?” Drewniak was
floored when he received this text and immediately thought that it was some kind of trap.
Drewniak at first deleted the email because he was so offended, but then restored it shortly
thereafter. Drewniak showed the email to his wife and to Matey.

W. Publicly Released Emails Regarding Drewniak

Drewniak explained the circumstances surrounding certain emails that he sent to or
about reporters, which were leaked on or after January 8, 2014. First, Drewniak referred to
an email in which he called a reporter at The Star-Ledger, Steve Strunsky, a “fucking mutt.”
Drewniak explained that this comment referred to a story in or around October 2013,
regarding a potential project between the Port Authority and United Airlines, which was
unrelated to the lane realignment. In particular, Strunsky unsuccessfully sought comments
from Drewniak and then Wildstein about the project. During one of Strunsky’s calls to
Wildstein, Strunsky had Wildstein on speakerphone with Strunsky’s editor, Dave Tucker, in
the room, unbeknownst to Wildstein until the end of the conversation. Wildstein relayed this
collection to Drewniak, who was furious because Strunsky’s actions represented a
significant breach of trust that exists between reporters and their anonymous sources.
Shortly thereafter, Drewniak received another email from Strunsky asking for a comment,
which Drewniak forwarded to Wildstein and called Strunsky a “fucking mutt.” Later,
Drewniak confronted Strunsky, who admitted how wrong it was to have called Wildstein
with someone else listening.

With respect to an email in which Drewniak said, “fuck him and the SL,” in reference
to a Star-Ledger reporter, Jim Namiotka, Drewniak explained that he was in a daily war with
The Star-Ledger and that the Governor’s Office had no voice with that paper. Although
Drewniak actually had a constructive relationship with Namiotka, Drewniak wrote this email
in frustration because he was dealing with so many issues with The Star-Ledger at the time.
After the email was publicly released, Drewniak called Namiotka to apologize. Namiotka said that he understood and not to worry about it.

X. Communications from Strangers to Drewniak

On January 8, 2014, following the release of documents produced by the Assembly Transportation Committee, CNN republished those documents and posted them on its website. Certain of those documents contained Drewniak’s personal email address and his State-issued cellphone number. Shortly thereafter, strangers began sending Drewniak hate emails and text messages. Drewniak may have told his wife about these messages, but did not specifically recall. Drewniak continued receiving this hate mail for several days following the CNN report. Drewniak was upset by these messages, but noted that, as Press Secretary, it was not uncommon for him to receive random messages from strangers.

III. Superstorm Sandy Aid Allegations

Drewniak had not previously heard about the types of allegations that Hoboken Mayor Dawn Zimmer had recently alleged against the Lieutenant Governor in connection with Sandy aid. On January 17, 2014, the Office received an email from MSNBC seeking comment from the Governor’s Office about a story MSNBC was going to report that “Governor Christie’s administration has withheld Sandy relief funds from the city of Hoboken on the condition that Mayor Dawn Zimmer moves forward with the Rockefeller Group development in North Hoboken.” This email inquiry was a follow-up to MSNBC’s initial telephone inquiry about the story a few minutes earlier. Kara Walker, an employee in the Office’s communications department, who received MSNBC’s call, subsequently relayed the substance of that call to Drewniak and Reed. Walker said that MSNBC was seeking comment for a story regarding allegations that Mayor Zimmer was making against the Lieutenant Governor.

After talking to Walker and receiving MSNBC’s email, Drewniak went to the Lieutenant Governor’s office to inform the Lieutenant Governor’s Chief of Staff, Melissa Orsen, of MSNBC’s inquiry. Drewniak said that both the Lieutenant Governor and Orsen were in the office, at which point Drewniak relayed to them Mayor Zimmer’s allegations. The Lieutenant Governor responded that these allegations were insane and not true. This exchange was brief. Thereafter, Drewniak responded to MSNBC’s inquiry with a short statement questioning why, after all of this time, Mayor Zimmer, who had always been very supportive of the Administration, was now making outlandish and false accusations against it. Drewniak recalled that the Office did not know exactly what it was dealing with when it issued the statement.

IV. Document Retention Notices

Drewniak received the document retention notices and is in compliance with them.
Tab 92
Memorandum

PRIVILEGED AND CONFIDENTIAL
ATTORNEY OPINION WORK PRODUCT

To: File
From: Gibson, Dunn & Crutcher LLP
Re: DuHaime Interview Memorandum

On March 11, 2014, and March 13, 2014, Mike DuHaime was interviewed by Randy M. Mastro and Sarah Vacchiano of Gibson Dunn. DuHaime was represented by counsel Marc Mukasey during both interviews. All information contained herein was provided by DuHaime or as indicated. The information in brackets was obtained from publicly-available sources, not from the interview itself. DuHaime has not read or reviewed the memorandum and has not adopted or approved its contents. Mastro began the interview by administering the standard Upjohn warnings per Gibson Dunn protocol, and requesting that DuHaime refrain from discussing the investigation and interview with others. DuHaime stated that he agreed, understood, and did not have any questions.

This memorandum does not contain a verbatim transcript of what was said at the meeting; rather, it is a summary of the discussion that reflects counsel’s mental thoughts and impressions and is therefore protected from disclosure by the attorney work product doctrine.

I. Background

[DuHaime graduated from Rutgers University with a B.A. in journalism and political science.]

A. Relationship with Governor Chris Christie

DuHaime’s relationship with Governor Christie dates back to 1997, when DuHaime was working on a New Jersey state senate campaign at the same time that Governor Christie was running for re-election as Morris County freeholder. DuHaime got to know the Governor at that time and they stayed in touch through the years.

On January 1, 2009, DuHaime started working at Mercury Public Affairs, and also started working for Governor Christie when the Governor retained DuHaime’s consulting firm, Mercury Public Affairs, to consult for the gubernatorial campaign. The Governor hired Mercury again in 2013 for Governor Christie’s re-election campaign. DuHaime worked as a strategist on both of
Governor Christie’s campaigns. In this role, DuHaime coordinated the strategic part of the campaign, including consulting, polling and advertising.

DuHaime also worked as a consultant to the New Jersey Republican Party (“NJGOP”) after the primary in 2009, with a focus on the GOTV (“Get Out The Vote”) operation.

After Governor Christie was elected Governor in 2009, DuHaime served as one of ten volunteer members on the Governor’s transition committee. In that role, DuHaime was involved in reviewing resumes and making policy and staff recommendations. DuHaime stated that party affiliation was not a hiring factor, as the team was tasked with finding the best people regardless of political affiliation. DuHaime was not otherwise involved in setting up the structure of the Governor’s Office. Aside from serving on the transition committee, DuHaime did not work for the Governor in an official capacity during the Governor’s first term in office. DuHaime has not worked for the Governor during his second term since consulting on the Governor’s re-election campaign. DuHaime and the Governor are friends, and DuHaime gives the Governor informal advice when he asks for it.

When the Governor took office in 2010, DuHaime also served twice as a consultant for the NJGOP in a general advisory role for restructuring state government. Both of these consulting jobs were brief and done through DuHaime’s employment at Mercury.

B. Relationship with Bill Stepien

DuHaime and Stepien have a history of working together, in and out of politics, that spans approximately twenty years. For example, Stepien and DuHaime worked together on the Senator Bob Franks and Rudy Giuliani campaigns. When Stepien worked in the Administration as Deputy Chief of Staff for Legislative and Intergovernmental Affairs (“IGA”), DuHaime and Stepien were friends and spoke over time, but DuHaime was not involved with IGA.

C. Relationship with Bridget Kelly

DuHaime first met Bridget Kelly during Governor Christie’s 2009 campaign. When Kelly worked in the Governor’s Office, DuHaime and Kelly interacted infrequently. When Kelly was promoted to Deputy Chief of Staff after Stepien left the Governor’s Office, DuHaime coordinated with Kelly on specific things; for example, if DuHaime was planning to attend a speech the Governor was making, DuHaime coordinated with Kelly to get his ticket to the event. He also, from time to time, passed along resumes to her for intern positions.

D. Relationship with Bill Baroni

DuHaime first met Bill Baroni in 1998. They first worked together in 2000 on Bob Franks’ Senatorial campaign. DuHaime later served as a consultant to Baroni’s 2003 New Jersey Assembly campaign. DuHaime and Baroni stayed in touch over the years. During Baroni’s 2003 New Jersey Assembly campaign, DuHaime left to work on the Bush campaign in 2004. DuHaime was not involved with Baroni’s subsequent Assembly re-election and state
Senate campaigns, but Baroni called DuHaime every so often to ask for informal campaign advice, and the two maintained a friendship over the years.

DuHaime stated that Baroni approached DuHaime when DuHaime was serving on Governor Christie’s transition committee to express interest in serving in the Administration. Baroni asked DuHaime to help circulate Baroni’s resume and named a few positions that he specifically had in mind, including Attorney General and a position at the Port Authority. DuHaime said that he was not involved in making those types of decisions, but offered to pass Baroni’s resume to the appropriate people.

E. Relationship with David Wildstein

DuHaime has known David Wildstein since the late 1990s. In 1999, DuHaime was working for then-Congressman Bob Franks running a political action committee. When Franks decided to run for Senate in the latter part of 1999, DuHaime transitioned to Franks’ campaign for Senate. Wildstein did not work on the campaign, but he was a close friend of Franks and was frequently present at campaign meetings and often gave political advice, and DuHaime and Wildstein became friends during this time. After the Franks campaign, DuHaime and Wildstein maintained a friendship. DuHaime knew that Wildstein ran a carpet business, and became aware early in their friendship that Wildstein was running a political blog, PoliticsNJ.com, under the pseudonym Wally Edge.

1. Wildstein’s Position at the Port Authority

DuHaime said that the recommendation to hire Wildstein as Director of Interstate Capital Projects at the Port Authority came through Baroni, not the Governor. DuHaime was aware that the Governor and Wildstein went to high school together, but was not under the impression that the Governor and Wildstein maintained a close relationship since high school. DuHaime said it was definitely Baroni, not the Governor, who was the driver for getting Wildstein into the Port Authority.

II. Roles and Responsibilities

A. Governor Christie’s Re-Election Campaign

DuHaime went to the Governor with a proposal for DuHaime’s role on the re-election campaign, which DuHaime said mirrored the 2009 role both in terms of compensation and responsibilities. DuHaime added that his proposed 2013 compensation may have even been slightly less than in 2009. The Governor and his campaign chairman, Bill Palatucci, approved DuHaime’s proposal.

1. Selection of Stepien as Campaign Manager

DuHaime said that he always believed Stepien would be the right person to manage the campaign, but DuHaime did not know if Stepien wanted to run the campaign again, having
served as the Governor’s campaign manager in 2009. DuHaime said that the Governor thought that it would be the right call to bring Stepien back for the re-election campaign. Stepien and the Governor made the decision for Stepien to leave the Governor’s Office to run the campaign. DuHaime was not involved in any discussion of who should fill Stepien’s position in the Governor’s Office. DuHaime said that he had always heard good things about Kelly, but had not had a lot of interactions with her.

2. Potential Endorsement by Hoboken Mayor Dawn Zimmer

DuHaime explained that he has had a unique relationship with Hoboken because it was DuHaime’s hometown from the late 1990s until 2011, and because of that connection, DuHaime interacted with Mayor Zimmer frequently. DuHaime said that Mayor Zimmer reached out to him during her 2013 re-election campaign—she was running for re-election during the same time as Governor Christie—and asked DuHaime if he was interested in being involved in her campaign. In or about December 2012 or January 2013, DuHaime met with Mayor Zimmer and her chief of staff to discuss DuHaime’s potential involvement. DuHaime told Mayor Zimmer that he did not really work on municipal campaigns anymore, but because Hoboken was a city that he loved and lived in, he was happy to talk to her about it. DuHaime said they discussed the Governor’s contemporaneous re-election race, and recalled Mayor Zimmer expressing concern about getting involved in the Governor’s race because of her own election race. Later in 2013, DuHaime met with Mayor Zimmer’s husband and her chief of staff to talk about whether or not DuHaime wanted to have a role in Mayor Zimmer’s campaign. DuHaime relayed that the Governor’s campaign had recently done a poll in Hoboken, and the Governor’s numbers were very strong in Hoboken. DuHaime thought this would give Mayor Zimmer comfort and signal to her that her own re-election would not be affected by her endorsement of the Governor. DuHaime thinks that this conversation took place post-primary, in late June or early July 2013.

DuHaime commented that, as late as June or July 2013, Mayor Zimmer had a good working relationship with the Governor and DuHaime had received no indication otherwise, by Mayor Zimmer or her husband, who was very involved in her campaign. Subsequent to the June/July meeting, Mayor Zimmer’s husband told DuHaime that Hoboken had also done a poll that showed the Governor in a strong position. DuHaime passed this information to Stepien to follow up on Mayor Zimmer’s endorsement, as most of the endorsement process was handled through the campaign’s day to day staff and not DuHaime as a consultant.

In August 2013, DuHaime read a Star-Ledger article, quoting Mayor Zimmer at an event in Newark, in which Mayor Zimmer stated she would not be endorsing the Governor. DuHaime said this was the first time DuHaime or the campaign learned about Mayor Zimmer’s decision not to endorse. Shortly thereafter, the campaign was organizing a small business endorsement event for Governor Christie in Hoboken. DuHaime explained that the bakery is called “City Hall Bakery” because of its proximity to City Hall in Hoboken. DuHaime recalled that Mayor Zimmer had reached out to DuHaime the day before the event, offering to come to the event and welcome the Governor to Hoboken. DuHaime asked her directly if she would be endorsing the Governor; she responded no. DuHaime told her politely that her presence might be a distraction
to the event. DuHaime said he spoke to the Governor to make sure that he was aware DuHaime had told Mayor Zimmer that her presence at the endorsement event could be a distraction based on her decision not to endorse, and the Governor agreed with DuHaime.

DuHaime explained there was a general frustration among campaign staff that Mayor Zimmer had been particularly supportive of the Governor’s policy initiatives over the years, and she had said nice things about the Governor publicly and in conversations with DuHaime and others on the campaign, and had indicated a willingness to endorse—yet when Mayor Zimmer decided not to endorse, her decision was received by DuHaime and others on the campaign by reading a newspaper article along with the general public. However, DuHaime said that, aside from telling Mayor Zimmer that her attendance at a Hoboken endorsement event would be a distraction based on her decision not to endorse the Governor, DuHaime had no knowledge of whether the campaign was frustrated with Mayor Zimmer or took any adverse action against her. DuHaime was similarly unaware of people in IGA being told not to go the extra mile for Mayor Zimmer after she decided not to endorse the Governor.

3. Potential Endorsement by Fort Lee Mayor Mark Sokolich

DuHaime was generally uninvolved in obtaining endorsements. DuHaime would speak personally with Democratic officials with whom he had preexisting personal relationships, but he recalls only personally knowing a handful of the more than sixty Democratic elected officials who endorsed Governor Christie’s re-election campaign. When asked if he was aware of any instances where a Democratic elected official was targeted for deciding not to endorse, DuHaime stated that he was not.

DuHaime does not currently have and has never had a relationship with Fort Lee Mayor Mark Sokolich. Prior to the GWB allegations, DuHaime did not recognize Mayor Sokolich’s name, since DuHaime primarily recognized the names of Democrats who endorsed the Governor, as the list of names was public and everyone who worked on the Governor’s re-election campaign was proud of the list of Democratic endorsements. DuHaime did not speak to anyone about Mayor Sokolich as a potential endorser during the campaign.

When the allegations of political retribution came out, DuHaime asked Stepien if Mayor Sokolich had been on the campaign’s endorsement radar screen. Stepien reported back to DuHaime that former IGA Regional Director Matt Mowers had approached Mayor Sokolich in April 2013, and Mayor Sokolich had been clear at that time that he did not plan to endorse the Governor. DuHaime never got the impression that Stepien had any issue with Mayor Sokolich.
III. Chronology of the George Washington Bridge Events

A. August 2013

DuHaimé had no advance knowledge of, or involvement in, the decision to realign the Fort Lee access lanes.

B. September 9–13, 2013 — George Washington Bridge Lane Realignment

DuHaimé had no awareness of the lane realignment during the week of September 9 to 13, 2013. He said that he may have spoken to Stepien during that week in the normal course of business, but it would have been unrelated to the traffic issues.

C. October 1, 2013 Wall Street Journal Article

The first time DuHaimé recalls becoming aware that the traffic problem had become a larger issue was when the October 1 Wall Street Journal article came out. He knew there had been articles published about the lane realignment before October 1, but the issue had not risen to the level of impacting the Governor’s re-election campaign in any way up to that point, so he did not view it as a big story until the October 1 article.

The next recollection DuHaimé had of the lane realignment issue surfacing was when the Governor was questioned about it during a Bergen Record editorial board meeting after the October 1 Wall Street Journal article came out. DuHaimé attended the meeting with the Governor, which he did from time to time, and recalled the Governor was questioned once about the lane realignment during the hour-long meeting. The Governor joked in response and dismissively addressed the question because, as DuHaimé understood, the Governor did not know anything about the issue.

DuHaimé recalled that in addition to a dozen or so people from the newspaper in attendance, Kevin Roberts, from the Governor’s Communications Office, and a campaign staffer were also present. DuHaimé does not recall having any subsequent discussions with Baroni, Stepien, Kelly or the Governor about the editorial board meeting.

DuHaimé stated that, prior to Election Day, he did not discuss the lane realignment with Stepien, Baroni, Wildstein, or Kelly.

DuHaimé does not recall the issue coming up again until after the Governor’s re-election in early November 2013. DuHaimé said that shortly after the re-election, the Governor attended an event in Union City, NJ with Union City Mayor Brian Stack, who had endorsed the Governor. During a staff meeting before the event, DuHaimé said that the issue of the lane realignment was raised due to the increased focus from the State Legislature and the scheduled Assembly Transportation Committee hearings.
D. Wildstein Tells DuHaime That Kelly and Stepien Had Knowledge Beforehand

On or about November 11, 2013, Wildstein asked DuHaime to meet for coffee at “Rockin’ Joes,” a coffee shop in Westfield, New Jersey, where DuHaime’s office is located. During the course of the meeting, DuHaime and Wildstein discussed the lane realignment. DuHaime recalled Wildstein said that it was his idea to conduct a traffic study, and regardless of whether or not people thought that the traffic study was poorly executed, Wildstein thought it was an important policy issue worth exploring and he was prepared to take responsibility for his idea. Wildstein also expressed frustration about the way the issue had been handled from a communications perspective, by allowing the narrative that the traffic study was politically motivated to take hold without pushback or refutation that it was nothing more than a traffic study. Wildstein said that he would not have done the traffic study without Trenton knowing about it beforehand, and was upset that other people were not acknowledging that they knew about the traffic study beforehand.

At some point, Wildstein told DuHaime specifically that Kelly and Stepien knew about the traffic study beforehand. DuHaime does not recall when, but it was sometime between the coffee shop conversation and early December. Wildstein reiterated that he would take responsibility for what happened but remained frustrated that other people were not taking responsibility. Wildstein did not say the basis or source of Kelly’s or Stepien’s knowledge, and did not specify the extent or details of their knowledge.

DuHaime did not recall Wildstein bringing up Mayor Sokolich at all during these conversations.

E. November 25, 2013 — Baroni’s Testimony

DuHaime did not watch Baroni’s testimony before the Assembly Transportation Committee. DuHaime read press accounts of Baroni’s testimony. DuHaime did not have a conversation with anyone in the Governor’s Office after Baroni testified, and does not recall having a discussion about the testimony with Baroni or Wildstein.

F. December 6, 2013 — Meeting with Wildstein About His Resignation

In general, DuHaime’s perception was that Stepien stopped talking to Wildstein after Stepien returned from vacation in December 2013. Wildstein had been trying to reach Stepien and was unable to reach him. The Governor shared with DuHaime the Governor’s Office statement of Wildstein’s resignation.

G. December 9, 2013 — Wisniewski Committee Hearing

DuHaime was aware of the December 9, 2013 testimony by Port Authority officials. DuHaime specifically recalled speaking to the Governor during that timeframe, and the
Governor saying that he believed, as Baroni had testified, that the lane realignment was a traffic study. DuHaime said that the Governor took Baroni at his word.

H. Conversation Between DuHaime and Stepien

DuHaime spoke to Stepien at some point after Wildstein told him that Kelly and Stepien had knowledge of the lane realignment beforehand. During this conversation, Stepien told DuHaime that he knew about the traffic study beforehand because Wildstein had come to him with this particular idea about a traffic study, but because Wildstein was always coming to Stepien with crazy ideas, Stepien dismissively told Wildstein to take the idea to “Trenton,” because Stepien no longer worked in state government. Stepien said that he did not tell Wildstein whether or not he should go ahead with the traffic study, just that he had to go to “Trenton”—and that was the extent of what Stepien knew before the traffic study was undertaken. Stepien did not discuss any ulterior motives for the traffic study. DuHaime came away with the impression that Stepien did not believe that Stepien had done anything improper.

Based on this discussion with Stepien, DuHaime believed that the traffic study was not Stepien’s idea. DuHaime’s reaction to Stepien’s explanation was that Stepien probably should have told Wildstein that the traffic study was a bad idea, and should not have told Wildstein to take it to Trenton, but DuHaime did not believe Stepien had done anything wrong and had no reason to believe he knew anything more than that.

I. December 11, 2013 – Conversation between DuHaime and the Governor

DuHaime conveyed to the Governor what Wildstein told him on or about December 11, 2013. During this conversation, DuHaime specifically reported to the Governor that Wildstein told DuHaime that both Kelly and Stepien had knowledge of the traffic study beforehand. DuHaime recalls that the conversation took place over the telephone and that the Governor’s reaction was that he wanted to get to the bottom of things.

DuHaime does not recall whether or not Stepien told DuHaime that Stepien had prior knowledge of the traffic study before DuHaime spoke with the Governor on or about December 11, 2013. He knows Stepien was on vacation in early December. DuHaime said that he knows the conversation with Stepien occurred after DuHaime spoke with Wildstein, but based on the high volume of DuHaime’s communications with Stepien during that time—they spoke almost daily about many different issues—DuHaime could not specifically recall if this conversation with Stepien occurred before or after DuHaime relayed Wildstein’s claims to the Governor on or about December 11, 2013. And he does not believe he conveyed to the Governor the substance of any conversation with Stepien about the lane realignment at the time he conveyed the substance of his conversation with Wildstein to the Governor on or about December 11, 2013.

J. Conversation Between the Governor and Stepien

Stepien had just returned from vacation when Stepien was called in to meet with the Governor on December 12, 2013. DuHaime was aware that Stepien had been called in by the
Governor on December 12 because Stepien called DuHaime on his way to meet with the Governor. DuHaime believes that Stepien knew what the topic of conversation would be. DuHaime was not present during the Governor’s December 12 conversation with Stepien about the lane realignment, and does not know what Stepien told the Governor during that conversation.

DuHaime did not have a conversation with the Governor specifically about the Governor’s discussion with Stepien on December 12. DuHaime spoke with the Governor after the Governor’s December 12 meeting with Stepien and then twice the next morning before the December 13 press conference, but does not remember the substance of those conversations. DuHaime said that during this timeframe, both before and after December 13, he was constantly in contact with the Governor about many different things.

DuHaime recalls subsequently relaying to the Governor that DuHaime had been told by Stepien of Stepien’s firsthand knowledge of the lane realignment beforehand, but believes this conversation was subsequent to both DuHaime’s December 11 conversation with the Governor and the Governor’s December 12 conversation with Stepien. And DuHaime would have conveyed to the Governor at that time that Stepien did not believe he had done anything wrong in this regard. And DuHaime himself did not believe Stepien had done anything wrong in this regard.

K. December 13, 2013

1. Conversations with Stepien and Wildstein

Stepien called DuHaime from the State House on the morning of December 13, 2013, before the press conference, asking DuHaime to confirm that Wildstein had said Kelly had knowledge of the lane realignment beforehand. Stepien asked DuHaime if Wildstein had proof of Kelly’s knowledge beforehand. Stepien told DuHaime that the Governor would be holding a press conference later that day to address the lane realignment, and Stepien wanted to confirm what DuHaime was told by Wildstein to be sure Stepien had heard it correctly. DuHaime then called Wildstein to verify that Wildstein was certain that Kelly had knowledge beforehand. Wildstein replied that he was one hundred percent certain that Kelly had prior knowledge and that there were emails to further confirm Kelly knew beforehand. DuHaime then spoke to Stepien again to relay Wildstein’s confirmation.

2. Meeting with Baroni About His Resignation

DuHaime said that Baroni had called him early in December before he was fired, and apparently realized he would be axed. Baroni also called DuHaime right after his resignation, and told DuHaime that he had left on good terms and he was happy that the Governor had said good things about him.

At some point, Baroni confided in DuHaime that he was worried about his future. DuHaime told Baroni that he would land on his feet, and DuHaime would explore hiring Baroni
at DuHaime's consulting firm, or talk to him about potential law firms. DuHaime added that once the emails came out on January 8, 2014, there was an internal discussion at Mercury and the decision was made not to bring Baroni on.

L. December 13, 2013

1. Press Conference

DuHaime recalled thinking the Governor did a great job addressing the lane realignment during the press conference on December 13, 2013, but DuHaime does not recall having a conversation with the Governor about the press conference specifically.

M. December 13, 2013—January 8, 2014

Following December 13, 2013, DuHaime's only recollection of the lane realignment issue coming up was a rumor that Assemblyman John Wisniewski had said he knew that the Governor’s Office had some involvement in the lane realignment.

N. January 8, 2014

DuHaime became aware of The Record story publishing emails and text messages from the editorial page editor of The Record, whom DuHaime was meeting for a previously scheduled breakfast at a diner in Clifton, New Jersey. The editor told DuHaime that The Record had just released a story naming Kelly as the person who ordered the lane realignment. At that point, DuHaime had not seen the story or the reprinted communications. The editor was showing DuHaime the story on the editor's phone when DuHaime received a call from the Governor. DuHaime went outside of the diner and took the call with the Governor, who asked DuHaime if he could come to Drumthwacket. DuHaime told the Governor he would make himself available. DuHaime then cancelled a scheduled meeting with Donald Trump for later that day. DuHaime then had a client conference call. Following the call, Kevin O'Dowd called to ask DuHaime to come to Drumthwacket around noon or one o’clock that day.

Earlier that day—before the news broke in The Record—DuHaime spoke with Wildstein over the phone to let him know that DuHaime was meeting with Trump that day. This conversation was unrelated to the lane realignment.

DuHaime did not see the email or texts reprinted in The Record until he arrived at Drumthwacket. He described being dumbfounded by the story and the reprinted communications. Kelly’s level of involvement struck DuHaime the most. DuHaime said that based on the communications, it seemed obvious to DuHaime that Stepien’s conversations with Wildstein were different than Kelly’s conversations with Wildstein, but that Stepien was being targeted too, and that the Democrats would really be going after Stepien following the news. DuHaime recalls that based on the communications initially released, the focus at the Drumthwacket meeting was mostly on Stepien and Kelly. DuHaime, however, considered the Stepien communications to be consistent with what Stepien had previously told DuHaime about
having knowledge before the lane realignment based on the idea of a traffic study Wildstein had presented. DuHaime did not think the communications reflected Stepien directing or having a level of involvement beyond the knowledge Stepien had already communicated to DuHaime.

DuHaime believes the following people, at one point or another, were present that day at Drumthwacket: the Governor, O’Dowd, Chris Porrino, David Samson, Jeff Chiesa, Maria Comella, Michele Brown, Regina Egea, and Bill Palatucci. DuHaime recalled the Governor’s initial reaction was very emotional. He gathered everyone around the table and said, despite having already asked, he was asking again if anyone knew about the lane realignment beforehand. Everyone reiterated that they did not have any knowledge of the lane realignment before it occurred.

DuHaime recalls that the decision to terminate Kelly was made quickly. There was then a discussion about what to do about Stepien’s relationship with the Governor.

Over the next few hours, everyone was reading texts and deciphering what communications meant and whom they were between. When the discussion turned to Stepien, the reaction of the group was negative, and the Governor then asked DuHaime to go meet with Stepien and find out what Stepien actually knew, in light of the reprinted communications. DuHaime believed that, at that point, the Governor had not yet made a final decision what to do about Stepien.

DuHaime left Drumthwacket and met Stepien at the Corner Bakery on Route 1 in Princeton, New Jersey. DuHaime told Stepien that Stepien should get an attorney because Wisniewski had already said earlier in the day that Stepien would be subpoenaed. DuHaime also discussed the political fallout with Stepien, at which point Stepien volunteered to step away from the NJGOP chairmanship. DuHaime told Stepien that his role with the Republican Governor’s Association would also be problematic.¹

DuHaime asked Stepien if he had any belief that Kelly had been lying when she said previously she did not know about the lane realignment beforehand. Stepien essentially responded that he thought Kelly had lied about her knowledge. Stepien said that in his mind, the chain of command for authorizing Wildstein’s traffic study idea would be Kelly or Egea as Director of the Authorities Unit. DuHaime added that Wildstein never mentioned Egea having any knowledge of the lane realignment before it occurred, so DuHaime came away thinking Stepien knew the idea had gone only through Kelly in the Governor’s Office. And Stepien repeated what he had told DuHaime before about the exchange he had with Wildstein and that he did not believe he had done anything wrong.

¹ Stepien had already accepted a consulting role with the Republican Governor’s Association on or about December 1, 2013.
DuHaime and Stepien also discussed the published email in which Stepien referred to Mayor Sokolich as an “idiot.” Stepien said he was just trying to be comforting to Wildstein as a friend when he used that word. DuHaime recalled that Stepien was incredulous that he was being thrown under the bus for using that word.

Stepien also said that he had spoken with Kelly that day and she was a wreck, and reporters were at both her house and her mother’s house. Stepien said he had told Kelly not to speak to reporters.

During this conversation, DuHaime asked Stepien if he had had a romantic relationship with Kelly. DuHaime said that he had not heard this personally before that day, but people gathered at Drumthwacket told DuHaime that the Democrats were pushing the story around. DuHaime added that Stepien was generally uncomfortable talking about his personal life, but told DuHaime that he had had a short-lived personal relationship with Kelly during the summer after Stepien left the Governor’s Office and before the George Washington Bridge lane realignment took place.

DuHaime then returned to Drumthwacket and reported back to the Governor what he discussed with Stepien. The Governor then made the decision to sever his ties from Stepien based on a loss of confidence in Stepien. DuHaime said that he personally saw a clear line between the ways in which Kelly and Stepien were implicated: Kelly had sent an email approving of Wildstein’s idea beforehand, while there was no indication of Stepien doing anything of the sort.

After the Governor decided what action to take against Stepien, DuHaime participated in a conversation with the Governor and others about the press conference planned for the next day. They also discussed who would fire Kelly and talk to her attorney. The Governor then asked DuHaime to tell Stepien about the Governor’s decision as to Stepien.

During his drive home from Drumthwacket, DuHaime called Stepien, who was understandably upset about the situation. DuHaime recalled that Stepien said that he had worked harder than anyone for the Governor over the past years, and could not believe that the Governor was severing ties with him and putting him in the same category as Kelly. DuHaime told Stepien that he was sorry and apologized that things had come to this.

When he got home, DuHaime called the Governor to tell him that he spoke to Stepien, and relayed to the Governor that Stepien understood the situation but was not happy.

Stepien called DuHaime back to lobby for the Governor to change his mind. DuHaime called the Governor back and told him that he had had another tough conversation with Stepien.
O. January 9, 2014 Press Conference

The following morning before the press conference, Stepien and his attorney called DuHaine and lobbied for the Governor to moderate the language he used during the press conference announcing the Governor’s decision to separate himself from Stepien. DuHaine called Porrino and relayed to Porrino that he had had an uncomfortable conversation with Stepien’s attorney and communicated the attorney’s request. DuHaine did not attend the January 9 press conference, but saw the majority of it on television. DuHaine spoke to the Governor following the press conference, either that day or the next, and told the Governor he had handled the situation well, and that DuHaine hoped it would be the turning of a new page for the Governor.
O. January 9, 2014 Press Conference

The following morning before the press conference, Stepien and his attorney called DuHaime and lobbied for the Governor to moderate the language he used during the press conference announcing the Governor's decision to separate himself from Stepien. DuHaime called Porrino and relayed to Porrino that he had had an uncomfortable conversation with Stepien's attorney and communicated the attorney's request. DuHaime did not attend the January 9 press conference, but saw the majority of it on television. DuHaime spoke to the Governor following the press conference, either that day or the next, and told the Governor he had handled the situation well, and that DuHaime hoped it would be the turning of a new page for the Governor.
Regarding tabs 91 and 92, the attachments were wrong in the previous email. Please use these attachments. Thanks.

Drewniak memo (Tab 91)
DuHeime memo (Tab 92)
APPENDIX B

Submitted to the
New Jersey Legislative Select Committee on Investigation
from Michael Drewniak
David Wildestein 1736521258
12/6/2013 16:28

Oxy, Wrapping up meeting with Maria et. al. Give me 5 mins.

David Wildestein 1736521258
12/6/2013 16:33

O.K. call me at 973 792 3577

David Wildestein 1736521258
12/6/2013 16:37

12/2/2013 16:00

sister and brother in law arranged most of it. But those two want a tour so we will be back to you soon on that

No I think we’re good. And mix this weekend. The girls are doing a photo scavenger hunt in NYC. My

1/9/2014 3:42

I just got an email — From Wildestein. First communication since the day of his resignation. 

David Wildestein 1736521258
1/9/2014 3:49

Subject: Serbien Message: Did you see that bastard hamming it up on Wolf Blitzer?

Especially about the Serbian shit

http://www.msbc.com/reich/maddow-show/revelations-concerns-christie-bridge-scandal

Re-opening for Lees closed lanes...

Wildestein was also in frequent communication with Christie speaking person Michelle Brown on "Reabstracting" against New York officials for

"Holy shit. This from MSNBC (R. Maddow) online:

1/24/2014 4:20

Refers upon way to long. And lit him up. He became dejected in this belief that he had constructed a legit traffic study. And it was that from him and Sean. Barna that

The only trouble is that David is/was a true friend of mine. Now, I could see his eyes out, pour gassoline in the sockets

David Wildestein 1736521258
12/9/2013 1:00

Charlie, it’s Mike. Did you make the calls with Wildestein and Barna? I was with the Gov and discussing around 5.

David Wildestein 1736521258
12/2/2013 15:14

Do you need anything from me re Lee, for Gov pressers? Also are we still on for WTC satuday?
Have a relaxing evening and best to Robin.

Leaving the city with Nicole after the twins day dinner.

... Leaving some yelling wont fix. Thanks for checking in and for being a great friend.

Doing fine. A little bummed out. A small amount of glowing anger. My rather thinks it's the end of the world. But in the village having dinner and not doing fine. Not a lot of movement or glowing anger.

Hey, how you doing? I know. Saw Bobbin's story. They are all calling here now.

My calls are made. OK call me at 973 792 3571. Just lost my leavin' Tren..

Leavin’ Tren... now. Excellent.

“6 is Good Michael Aion and Samson are speaking at 3:15 by phone I will shut in.”

They could accommodate 6 pm or 7:15. I choose 6. If there are problems for either of us we'll cancel.

You are a Great Friend and this to shall pass.

I will talk to Wildstein tomorrow morning and Bill next week.

Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Outbox David Wildstein 17936512218
Michael Drewlak <mpdrew42@gmail.com>

To: David Wildstein <davvid.wildstein@gmail.com>

Pardon? It's an independent agency, and I'll refer you to the Port Authority. Traffic studies or pilots are done all the time. They're temporary, and if they're not done, how can the effectiveness of a new approach be tested?
Unreal. How did you guys handle before? Just kicked to port Authority?

Kevin,

We're working on a follow-up story about the lane closures on the GWB the week of Sept 9. We've confirmed that many of the stakeholders were not told this was being done, including police, local officials and the Port Authority's executive director.

We'll be mentioning a question raised in earlier stories about whether these closures were in some way intended as retribution for Mayor Sokolich's failure to endorse Gov. Christie's re-election bid. Do you have a response to that?

Further, did Gov. Christie know that the lanes were being closed by the Port Authority? Did he order it? If he didn't, did he approve of making this move without notifying key officials within the Port Authority, the local police, PA police, or the public? Does he approve of the way this was handled?

This story may run in tomorrow's paper, so I'll need an answer sometime this afternoon, please.

Thanks,
Ted Mann

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
646-535-6072 (c)
ted.mann@wsj.com
Michael Drewniak < mpdrew42@gmail.com>

Re: Christie and GWB

Tue, Oct 1, 2013 at 2:49 PM

Michael Drewniak < Michael.Drewniak@gov.state.nj.us>
To: Ted.Mann@wsj.com

Ted,

I answered this a couple weeks ago. The Port Authority is an independent agency, and I would refer you there about its traffic studies.

From: Mann, Ted [mailto:Ted.Mann@wsj.com]
Sent: Tuesday, October 01, 2013 01:21 PM
To: Michael Drewniak
Subject: Christie and GWB

Michael,

We're working on a follow-up story about the lane closures on the GWB the week of Sept. 9. We've confirmed that many of the stakeholders were not told this was being done, including police, local officials and the Port Authority's executive director.

We'll be mentioning question raised in earlier stories about whether these closures were in some way intended as retribution for Mayor Sokolich's failure to endorse Gov. Christie's re-election bid. Do you have a response to that?

Further, did Gov. Christie know that the lanes were being closed by the Port Authority? Did he order it? If he didn't, did he approve of making this move without notifying key officials within the Port Authority, the local police, PA police, or the public? Does he approve of the way this was handled?

This story may run in tomorrow's paper, so I'll need an answer sometime this afternoon, please.

Thanks,
Ted Mann

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

Michael Drewniak <mpdrew42@gmail.com>
To: David Wildstein <david.wildstein@gmail.com>

FYI

Sent from my iPhone

Begin forwarded message:

From: "Michael Drewniak" <Michael.Drewniak@gov.state.nj.us>
Date: October 1, 2013, 2:49:11 PM EDT
To: <Ted.Mann@wsj.com>
Subject: Re: Christie and GWB

[Quoted text hidden]
Port Chief Fumed Over Bridge Jam

Patrick Foye Fired Off an Email Message After Learning of Lane Closures

BY TED MANN CONNECT

The abrupt closure of local access lanes to the George Washington Bridge last month triggered a pointed private response from the executive director of the Port Authority of New York and New Jersey, who said the move likely broke state and federal laws and could have caused deaths because of snarled traffic.

The executive director, Patrick Foye, fired off an email message early on the morning of Sept. 13, after he learned of the lane closures and subsequent traffic backups in Fort Lee, N.J., from a daily internal list of pending media inquiries.

Mr. Foye's blistering email, which was sent to top executives of the authority and was reviewed by The Wall Street Journal, denounced the closures as "abusive" and pledged to investigate "how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency."

"I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed," Mr. Foye wrote, a reference to ambulances caught in traffic.

The closure of the lanes was seen by some in Fort Lee and Bergen County as retribution
More

Mr. Foye’s email

Earlier: Bridge Jam’s Cause a Mystery | 09/17/2013

from surrogates of Republican Gov. Chris Christie—who shares control of the authority and its bridges with New York Gov. Andrew Cuomo—at Fort Lee Mayor Mark Sokolich, a Democrat who hasn’t endorsed Mr. Christie for re-election.

Mr. Christie’s campaign has denied the suggestion, and called the notion "crazy." The governor’s appointees at the authority have said that the lanes were closed to conduct a traffic study, though they have declined to provide any supporting materials or findings.

Mr. Christie’s spokesman referred questions to the Port Authority, where a spokesman declined to comment.

Mr. Foye, an appointee of Mr. Cuomo, wrote that the lane closures were made without informing numerous interested parties, including himself, local and Port Authority police, Mr. Sokolich, and commuters.

His email also throws into question the Port Authority’s prior explanation for the shutdown: that the lanes were closed so the authority could perform the traffic study.

In the email, Mr. Foye listed the divisions within the authority that weren’t consulted before the traffic pattern was changed, including the police department, and the Traffic and Engineering division.

The authority’s public response has described the lane closures as part of “a week of study at the George Washington Bridge of traffic safety patterns.”

People familiar with the matter disputed that. “There was no study,” one of them said.

Mr. Foye’s email was sent to Robert Durando, the general manager of the bridge for more than a decade, and Cedrick Fulton, director of the Tunnels, Bridges and Terminals Department and Mr. Durando’s boss. Copied on the message were the highest level leadership of the authority, including Mr. Christie’s two top appointees, Chairman David Samson and Deputy Executive Director Bill Baroni.

Mr. Durando referred inquiries to the authority’s press office. Requests to speak to top port executives weren’t answered Tuesday.

The lane closures winnowed the approach routes from Fort Lee to the bridge to one from three, and triggered massive congestion in Fort Lee for four straight weekdays, officials said. The lanes were reopened within minutes of Mr. Foye’s email on Sept. 13.

Some Bergen County Democrats were livid over the sudden closures. Senate Majority Leader Loretta Weinberg, a Democrat who represents the county, wrote to authority Commissioner William Schuber to express her dismay last month, saying she was at a
"loss for words" about the closure, according to a copy of the letter reviewed by The Wall Street Journal.

"This whole traffic jam still remains a mystery," she said Tuesday.

Mayor Sokolich said he hasn't received answers to his request for information about why the authority ordered the closures. Still, the mayor said he was a supporter of many of Mr. Christie's policies, and didn't believe that the closures were intended to punish him, a theory he said had been the subject of "rumors."

— Heather Haddon contributed to this article.

Write to Ted Mann at ted.mann@wsj.com
Begin forwarded message:

From: "Wildstein, David" <dwildstein@panyij.gov>
Date: October 4, 2013 at 12:46:05 PM EDT
To: "david.wildstein@gmail.com" <david.wildstein@gmail.com>
Subject: Fwd: checking in

---

From: PORTNOY, JENNA [mailto:JPORTNOY@STARLEDGER.COM]
Sent: Friday, October 04, 2013 12:15 PM
To: Wildstein, David
Subject: checking in

Hi David,

Just wanted to touch base to see if you can still chat. If you could let me know either way, I'd really appreciate it.

Thanks

Jenna

(Oh, and this may be always be the case, but your 616 cell phone voice mail is full.)
PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.
Annoying.

From: NAMiotKA, JIM
Sent: Tuesday, October 8, 2013 11:57 AM
To: Kevin Roberts
Subject: Sen. Weinberg, Port Authority

Kevin,

Checking in with you on the George Washington Bridge controversy. I note that you've told the WSJ that any connection to the governor's re-election campaign was 'crazy,' and I certainly don't see any dots connecting back to the campaign at this point.

But it's the possibility that someone at PANYNJ was acting with Gov. Christie's political interests in mind that's fueling the interest in this case, at all levels, so I wanted to check in with you myself.

Please feel free to call or email.

Thanks,

Jim

---

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.
Star Ledger editorial writer Jim Namiotka is working on an editorial about the GWB toll lane issue and called to talk to someone about the issues. I will not return the call unless otherwise instructed.
Gmail - (no subject)

(no subject)

1 message

David Wildstein < david.wildstein@gmail.com>
To: Michael Drewniak <mpdrew42@gmail.com>

Wed, Oct 16, 2013 at 3:48 PM

Appears Loretta said she would introduce a Senate resolution tomorrow for subpoena power. She told Strunsky and Mann. Let me know if you get asked about it.
Begin forwarded message:

From: "Wildstein, David" <dwildstein@pavnjl.gov>
Date: October 17, 2013 at 5:09:39 PM EDT
To: "david.wildstein@gmail.com" <david.wildstein@gmail.com>
Subject: Fw: Wall Street Journal inquiry -- GWB toll lane issue

From: Coleman, Steve
Sent: Thursday, October 17, 2013 05:05 PM
To: Foye, Patrick; Baronl, Bill
Cc: Ma, John; Wildstein, David; MacSpadden, Lisa
Subject: Wall Street Journal inquiry -- GWB toll lane issue

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

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.
Via Email: September 12, 2013

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

Dear Bill:

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

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

Our emergency service vehicles are experiencing tremendous response time delays and my office is overwhelmed with complaints. Unquestionably, this decision has negatively impacted public safety here in Fort Lee. Adding insult to injury, many members of the public have indicated to me that the Port Authority Police Officers are advising commuters in response to their complaints that this recent traffic debacle is the result of a decision that I, as the Mayor, recently made. The basis, reason, or genesis of the decision is of no consequence to me; however, its profound and adverse impact on our community is of paramount importance to me.
I have incessantly attempted to contact Port Authority representatives to no avail. Would you please be good enough to please have someone contact me or Police Chief Bendul to discuss the basis of this recent policy change and what we must do to reverse it...plain and simple. Query: What do I do when our billion dollar redevelopment is put on line at the end of the next year?

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

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

Sincerely,

[Signature]

Mail: J. Sokolich
Mayor

MJS:ml
From: Kevin Roberts <kroberts@christiefornj.com>
Sent: Thursday, October 17, 2013 6:36 PM
To: Manh, Ted
Subject: Re: GWB story

Nothing to add, appreciate the opportunity though, ted.

On Thu, Oct 17, 2013 at 6:30 PM, Mann, Ted <Ted.Mann@wsj.com> wrote:

Kevin,

'We're going to do a version of this post for print.


I'm reaching out to see if you have any additional comment on the speculation about whether the lane closures were punitive, which is raised in the letter from Sokolich discussed here. I am happy to use your comment from previous stories (that this is "crazy") but want to offer you a chance to elaborate if you like.

Thanks,
Ted

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2660 (o)
DIRECTING lane closures would be grossly inaccurate. Foye is a piece of crap.

Begin forwarded message:

From: "Foye, Patrick" <pfoye@panynj.gov>
Date: October 17, 2013 7:45:56 PM EDT
To: "Coleman, Steve" <scoleman@panynj.gov>, "Baroni, Bill" <bbaroni@panynj.gov>, "Ma, John" <jhma@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>, "MacSpadden, Lisa" <lmacspadden@panynj.gov>
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 8 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
Strunsky working today on a story Ted Mann ran on 10/17

-------- Forwarded message --------
From: Wildstein, David <dwildstein@panynj.gov>
Date: Mon, Oct 28, 2013 at 2:59 PM
Subject: FW: Star Ledger inquiry
To: "david.wildstein@gmail.com" <david.wildstein@gmail.com>

From: Coleman, Steve
Sent: Monday, October 28, 2013 2:49 PM
To: Foye, Patrick; Baron, 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.

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE FORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Sent: Monday, October 28, 2013 3:05 PM
To: mdpdrew42@gmail.com
Subject: FW: GWB local closures.

From: Michael Drewniak
Sent: Monday, October 28, 2013 2:55 PM
To: "STRUNSKY, STEVE"
Cc: Colin Reed
Subject: RE: GWB local closures.

No, for goodness sake. The Governor of the State of New Jersey does not involve himself in traffic studies.

From: STRUNSKY, STEVE [mailto:STRUNSKY@STARLEDGER.COM]
Sent: Monday, October 28, 2013 1:41 PM
To: Michael Drewniak
Cc: Colin Reed
Subject: GWB local closures.

Hey Mike,

A letter written last month by Fort Lee Mayor Mark Sokolich to Bill Baroni regarding last month's local GWB access lane closures begs a response from the governor's office.

The Sept. 12 letter asks that the closures be lifted "quietly, uneventfully and without political fanfare."

Referring to himself and other Fort Lee officials, Sokolich writes in the Sept. 12 letter: "Having received absolutely no notice of this decision, not having obtained any response to our multiple inquiries concerning same, and try as we may to understand its rationale without the benefit of a response from the Port Authority, we are reaching the conclusion that there are punitive overtones associated with this initiative."

The letter also states that, "many members of the public have indicated to me that the Port Authority Police Officers are advising commuters in response to their complaints that this recent traffic debacle is the result of a decision that I, as Mayor, recently made."

It is plain from other passages in the letter as well as other sources that the "decision" mentioned in the letter was Sokolich's decision not to endorse Gov. Christie for re-election. As you know, The Wall Street Journal, The Record and other news organizations have published reports referring to suspicions that the closures were politically motivated, in retribution for Sokolich's failure to endorse the governor.

As you know, the Port Authority's executive director, Pat Foye, has denounced the closures as having threatened public safety and the reputation of the agency, and stated publicly that a review was taking place. No doubt you're also aware that some Democrats, including state Sen. Loretta Weinberg, have expressed frustration at the Port Authority's failure to thoroughly explain the closures, including why they were conducted without the normal notifications to Fort Lee officials.

So, in light of the letter, I have a few questions for your office. I've tried to make them specific and sufficiently early:
*Is the governor aware of any plan last month to close GWB access lanes in retrolution for Mayor Sokolich's failure to endorse the governor for re-election?
*If they were politically motivated, were the closures made with the governor's consent?
*If the closures were politically motivated, but they were not done with the governor's consent, is he taking any action in response to them?

Thanks.
-S

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

------------ Forwarded message -------------
From: STRUNSKY, STEVE <STRUNSKY@starledger.com>
Date: Mon, Oct 28, 2013 at 1:56 PM
Subject: FW: GWB local closures.
To: Kevin Roberts <kroberts@christiefornj.com>

Hay Kevin,

FYI, I've also put these questions to Mike.

The Star-Ledger has received a copy of a letter written last month by Fort Lee Mayor Mark Sokolich to Bill Baroni regarding last month's local GWB access lane closures bogs a response from the governor's office.

The Sept. 12 letter asks that the closures be lifted "quietly, uneventfully and without political fanfare."

Referring to himself and other Fort Lee officials, Sokolich writes in the Sept. 12 letter: "Having received absolutely no notice of this decision, not having obtained any response to our multiple inquiries concerning same, and try as we may to understand its rationale without the benefit of a response from the Port Authority, we are reaching the conclusion that there are punitive overtones associated with this initiative."

The letter also states that, "many members of the public have indicated to me that the Port Authority Police Officers are advising commuters in response to their complaints that this recent traffic debacle is the result of a decision that I, as Mayor, recently made."

It is plain from other passages in the letter as well as other sources that the "decision" mentioned in the letter was Sokolich's decision not to endorse Gov. Christie for re-election. As you know, The Wall Street Journal, The Record and other news organizations have published reports referring to suspicions that the closures were politically motivated, in retribution for Sokolich's failure to endorse the governor. As you may also know, some democrats, led by State Sen. Loretta Weinberg, say the Port Authority's failure to thoroughly explain the closures or why they were done without the normal process of notifying Fort Lee officials, have fueled their suspicions.

So, in light of the letter, I have a few questions for the campaign:

*Was the Christie campaign aware of any plan last month to close GWB access lanes in retribution for Mayor Sokolich’s failure to endorse the governor for re-election?
*If the closure were politically motivated, were they done with the candidate’s consent?
*If the closures were politically motivated, but done without the candidates’s consent, is he taking any action in response to them?

Thanks.

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

From: "Coleman, Steve" <coleman@panynj.gov>
Date: November 6, 2013 10:54:52 AM EST
To: "Samson, David" <dsamson@panynj.gov>, "srechter@rxrrealty.com" <srechter@rxrrealty.com>, "Foye, Patrick" <pfoye@panynj.gov>, "Baroni, Bill" <bbaroni@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>, "Ma, John" <jma@panynj.gov>, "MacSpadden, Lisa" <lmacspadden@panynj.gov>, "Danielides, Philippe" <pdanielides@panynj.gov>, "Garten, David" <dgarten@panynj.gov>
Cc: "Wildstein, David" <dwildstein@panynj.gov>, "Ma, John" <jma@panynj.gov>, "MacSpadden, Lisa" <lmacspadden@panynj.gov>, "Danielides, Philippe" <pdanielides@panynj.gov>, "Garten, David" <dgarten@panynj.gov>
Subject: Wall Street Journal story/GWB

All:

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

From: Mann, Ted [mailto:Ted_Mann@wsj.com]
Sent: Wednesday, November 06, 2013 10:49 AM
To: Michael Drewniak
Subject: George Washington Bridge

Mike,

I'm writing about the George Washington Bridge and the closure of local access lanes from Fort Lee in early September. Our story will note that the closures were done on the orders of David Wildstein, and will reiterate what we've already reported about their purpose: that the official explanation of a traffic study appears to be contradicted by the Port Authority's own internal communications, and that the mayor of Fort Lee told Bill Baroni that he concluded the real purpose was "punitive."

Some questions for the governor:

When did the governor learn about these lane closures? Did he direct David Wildstein to order that the lanes be closed? Has he spoken to David Wildstein, Bill Baroni, David Samson, or anyone else at the Port Authority about this matter, and if so, what did he tell them? Does he support Sen. Weinberg's resolution to empower the State Government committee to subpoena the Port Authority to determine the purpose of the closures, and if not, why not?

On a broader issue that will be addressed in the article: people familiar with the workings of the Port Authority have told us that Gov. Christie has wielded outsized influence within the Authority in recent years, through his appointees including Baroni and Wildstein. These people describe the efforts to advance Gov. Christie's agenda within the authority as creating "a culture of fear" and "wreaking havoc" on the normal operations of the Authority, and they use this incident with the GW Bridge as an example.

Do you have any response to that criticism? Has the governor ever expressed views about how his appointees at the PA should (or shouldn't) use their positions to get New Jersey and/or the administration what it wants?

I'm happy to discuss all this on the phone if you prefer. I'm writing now, and planning to file this story by 4 p.m. today at the latest. Please let me know if you'll be able to answer these questions.

Ted

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
For goodness sake, the Governor of the state of New Jersey does not involve himself in traffic surveys.

'Culture of fear,' that's just silly. This is a bistate agency, and we expect New Jersey's interests to be represented fully. That's what we advocate for by definition appropriately but aggressively as needed. Maybe your "fearful" sources are confused or disoriented by that. As a final thought, Governor Christie and Governor Cuomo themselves have always worked very cooperatively in the fair interests of both states.
I'm happy to discuss all this on the phone if you prefer. I'm writing now, and planning to file this story by 4 p.m. today at the latest. Please let me know if you'll be able to answer these questions.

Ted

Ted Mann
Reporter
The Wall Street Journal.
1211 Sixth Ave.
New York NY 10036
212-416-2680 (o)
646-535-6072 (c)
ted.mann@wsj.com

---
Michael Drewniak <mpdrew42@gmail.com>
To: David Wildstein <david.wildstein@gmail.com>

Will talk to you within the next hour.

Sent from my iPhone
Begin forwarded message:

From: "Michael Drewniak" <Michael.Drewniak@gov.state.nj.us>
Date: November 6, 2013, 11:15:26 AM EST
To: "Colin Reed" <colin.reed@gov.state.nj.us>, "Maria Comella" <Maria.Comella@gov.state.nj.us>
Subject: Fw: George Washington Bridge

[Quoted text hidden]

---

David Wildstein <david.wildstein@gmail.com>
To: Michael Drewniak <mpdrew42@gmail.com>

Ok
[Quoted text hidden]

[Quoted text hidden]
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Sent: Wednesday, November 06, 2013 12:07 PM
To: mpdrew42@gmail.com

For goodness sake, the Governor of the state of New Jersey does not involve himself in traffic surveys.

'Culture of fear,' that's just silly. This is a blistate agency, and we expect New Jersey's Interests to be represented fully. That's what we advocate for by definition appropriately but aggressively as needed. Maybe your "fearful" sources are confused or disoriented by that. As a final thought, Governor Christie and Governor Cuomo themselves have always worked very cooperatively in the fair interests of both states.
George Washington 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.

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 Port 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.

Sent from my iPhone.
Seems like a lot of smoke without any fire

This is helpful.

Mr. Sokolich has since backed away from that assertion, and declined to elaborate this week.

> On Nov 8, 2013, at 4:54 AM, Michael Drewniak <mpdrew42@gmail.com> wrote:
> > Mr. Sokolich has since backed away from that assertion, and declined to elaborate this week.
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

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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.

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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.

Write to Ted Mann at ted.mann@waj.com
Fwd: WSJ story
3 messages

David Wildstein <david.wildstein@gmail.com>
To: Drewniak Michael <mpdrew42@gmail.com>

Tue, Nov 12, 2013 at 11:45 AM

Begin forwarded message:

From: "Wildstein, David" <dwildstein@panynj.gov>
Date: November 12, 2013 at 11:17:24 AM EST
To: "david.wildstein@gmail.com" <david.wildstein@gmail.com>
Subject: FW: WSJ story

Hey David,

If you have anything to say on or off the record about Thursday's Wall Street Journal story, please give me a call.
Thanks.

-S

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https://mail.google.com/mail/u/0/?ui=2&ik=a7b5bbbf5d&view=pt&q=wildstein&qs=true... 1/29/2014
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NOTE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE FIRM AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

Michael Drewlak <mpdrewl42@gmail.com> Tue, Nov 12, 2013 at 5:07 PM
To: David Wildstein <david.wildstein@gmail.com>

Yeah, right. dope.
(Quoted text hidden)

David Wildstein <david.wildstein@gmail.com> Tue, Nov 12, 2013 at 5:40 PM
To: Michael Drewlak <mpdrewl42@gmail.com>

I don't believe, not for a second, that he independently found Ted Mann's sources and got confirmation. He is copying the WSJ story and making it his own -- another ethical breach by Strumsky and the ledger.
(Quoted text hidden)
Michael Drewniak < mpdrew42@gmail.com>

(no subject)
1 message

David Wildstein < david.wildstein@gmail.com>
Bcc: mpdrew42@gmail.com

Loretta Weinberg, Gordon Johnson and Jim Tedesco have signed up to speak at tomorrow's board meeting.
From: "Lado, Tina" <ladot@parnyj.gov>
Date: November 13, 2013 10:20:39 AM EST
To: "Estes, Karen" <karenestes@parnyj.gov>
Cc: "Baston, BMI" <bmaston@parnyj.gov>, "Wildstein, David" <davidwildstein@parnyj.gov>
Subject: FW: Speaker Sign-up - Wisniewski

Karen,

Just received the following. Assembly Transportation Committee Chairman Wisniewski will be coming to the Board Meeting. I've included his bio.

John S. Wisniewski  
DEPUTY SPEAKER, 19TH DISTRICT  
322 MAIN STREET  
SAYREVILLE, NJ 08872

Committees:  
Transportation, Public Works and Independent Authorities, Chair; Financial Institutions and Insurance

Wisniewski has served in the New Jersey General Assembly since 1998, where he represents the 18th Legislative District.

In the Assembly he has served as the Deputy Speaker since 2004, was the Assistant Majority Leader from 2002-2005 and was the Deputy Minority Conference Leader (1998-2001). Wisniewski serves in the Assembly on the Transportation, Public Works and Independent Authorities Committee (as Chair), the Appropriations Committee and the Financial Institutions and Insurance Committee.

On January 27, 2010, Wisniewski was selected to succeed Joseph Cryan as the Chairman of the New Jersey Democratic State Committee.

In the Assembly, Wisniewski has introduced legislation that includes the Week First New Jersey Act, which required individuals to work at jobs or in community services as a condition of their release from a parole program or the Department Safety Act which required the installation of smoke detectors in all dormitories, the School Bus Enhanced Safety Inspection Act which created new ways and standards by which a school bus was inspected, and the Athletic Training Licensure Act which required athletic trainers to be licensed. Assemblyman Wisniewski also sponsored the bill that was signed into law which increased the property tax reduction for Veterans and seniors. Legislation designed to strengthen Nirenberg's Law by keeping sexual predators away from areas where children go to school and play, legislation which required new construction elements in residential buildings to accommodate stretchers, legislation which required the implementation of a fire command structure in municipal aid districts, legislation which required that cell phone be noted in traffic accidents, legislation that established a penalty for the theft of someone's personal identification information, and legislation which established a scholarship program for the families of the victims of the September 11, 2001 terrorist attacks.

In his role as Chairman of the Assembly Transportation Committee, Assemblyman Wisniewski led a fact finding probe into the state's E-ZPass system. Assemblyman Wisniewski is a prime sponsor of the Motor Vehicle Security and Customer Service Act which was signed into law on January 28, 2003. He was also sponsor of Assembly Bill 3362 which would consolidate two of the state's toll road agencies.

He served on the Middlesex County Senior Citizen Housing Task Force from 1994-1995, the Middlesex County Planning Board from 1994-1995. He served on the Sayreville Cable Television Advisory Board from 1995-1997. He has also served on the Sayreville Board of Education's Building Utilization Committee. Assemblyman Wisniewski currently serves on the Board of Trustees for the United Way of Central New Jersey and is an Executive Board Member of the Middlesex County Arts and Education Council.

Wisniewski received a B.A. in 1984 from Rutgers University in English / Economics and was awarded a J.D. from the Seton Hall University School of Law in 1987. He was born in Perth Amboy, and currently resides in Sayreville.

Mr. Wisniewski and his wife, Deborah, have three daughters: Emily, Sarah and Rachel.

Sent: Wednesday, November 13, 2013 9:56 AM
To: Speakers
Ooo Lado, Tina
Subject: Speaker Sign-up - Wisniewski

To Whom It May Concern:

Assemblyman John Wisniewski wishes to speak at the Port Authority meeting this afternoon. Thank you.

Charles

Charles T. Burton
Chief of Staff
Office of Assemblyman John S. Wisniewski
132 Main Street, Suite A
Sayreville, NJ 08872
732-432-8400 phone
732-432-8403 fax
CBurton@njleg.org

https://mail.google.com/mail/w0/?ui=2&ik=a7b5bbf5d&view=pt&q=wildstein&qs=true... 1/29/2014
From: David Wildstein <david.wildstein@gmail.com>
Sent: Wednesday, November 27, 2013 12:09 PM
To: Drawniak Michael
Subject: Fwd: Phone call: Jim Namiotka 973-392-1548 re: Star Ledger Editorial Board wants comment on their coming editorial calling on state to issue subpoenas, comment on ATC testimony

Begin forwarded message:

From: "Bell, Matthew" <mbell@panynj.gov>
Date: November 27, 2013 11:59:12 AM EST
To: "Baroni, Bill" <bbaroni@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>
Cc: "DiMarco, Gretchen" <gdimarco@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>
Subject: Phone call: Jim Namiotka 973-392-1548 re: Star Ledger Editorial Board wants comment on their coming editorial calling on state to issue subpoenas, comment on ATC testimony
Fuck him and the S-L.

Sent from my iPhone

On Nov 27, 2013, at 12:08 PM, David Wildstein <david.wildstein@gmail.com> wrote:

Begin forwarded message:

From: "Bell, Matthew" <mbell@panynj.gov>
Date: November 27, 2013 11:59:12 AM EST
To: "Baroni, Bill" <bbaroni@panynj.gov>
Cc: "DiMarco, Gretchen" <gdimarco@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>
Subject: Phone call: Jim Namlotka 973-392-1548 re: Star Ledger Editorial Board wants comment on their coming editorial calling on state to issue subpoenas, comment on ATC testimony
David Wildstein <david.wildstein@gmail.com>

Wednesday, November 27, 2013 12:35 PM

Michael Drewniak

Re: Phone call: Jim Namiotka 973-392-1548 re: Star Ledger Editorial Board wants comment on their coming editorial calling on state to issue subpoenas, comment on ATC testimony

Good

On Nov 27, 2013, at 12:13 PM, Michael Drewniak <mpdrew42@gmail.com> wrote:

F**k him and the S-L.

Sent from my IPhone

On Nov 27, 2013, at 12:08 PM, David Wildstein <david.wildstein@gmail.com> wrote:

Begin forwarded message:

From: "Bell, Matthew" <mbell@panynj.gov>
Date: November 27, 2013 11:59:12 AM EST
To: "Baroni, Bill" <hbaroni@panynj.gov>
Cc: "DIMarco, Gretchen" <gdimarco@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>
Subject: Phone call: Jim Namiotka 973-392-1548 re: Star Ledger Editorial Board wants comment on their coming editorial calling on state to issue subpoenas, comment on ATC testimony
Begin forwarded message:

From: "Coleman, Steve" <scoleman@panynj.gov>
Date: November 27, 2013 3:52:07 PM EST
To: "Foye, Patrick" <pfoye@panynj.gov>, "Baroni, Bill" <bbaroni@panynj.gov>, "Ma, John" <jhma@panynj.gov>, "Wildstein, David" <dwildstein@panynj.gov>, "MacSpadden, Lisa" <lmacspadden@panynj.gov>
Subject: Media inquiries on Assemblyman Wisniewski press release

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.

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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
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.
Mike, can you send transcript of Govs press conference yesterday. Need PA remarks for the board meeting. Thanks.
Yep. Looking to see where we are on transcription.

On Tue, Dec 3, 2013 at 8:59 AM, David Wildstein <david.wildstein@gmail.com> wrote:
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Press Conference – December 2, 2013

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From: Michael Drewlak <mpdcw42@gmail.com>
Date: Tue, Dec 3, 2013 at 9:49 AM
Subject: Fwd:
To: David Saenz Jr <csusdsaenz@gmail.com>
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From: David Wildstein <david.wildstein@gmail.com>
Date: Tue, Dec 3, 2013 at 8:59 AM
Subject:
To: Michael Drewniski <mpdrew42@gmail.com>

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From: Michael Drewniak <mpdrew42@gmail.com>
Sent: Tuesday, December 03, 2013 10:32 AM
To: David Saenz Jr
Cc: David Wildstein
Subject: Re:

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Subject:
To: Michael Drewniak <mpdrew42@gmail.com>

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To: Michael Drewniak
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Subject: Re:

Question:

Governor Christie: I worked the cones actually Matt. Unbeknownst to everybody I was actually the guy out there. I was in overalls and a hat so I wasn’t—but I actually was the guy working the cones out there. You really are not serious with that question. What happened—no I haven’t. Listen, just because John Wisniewski is obsessed with this and Lorelta Weinberg, it just shows you they really have nothing to do if they’re obsessed with this. And by the way, the fact is I didn’t even know Fort Lee got three dedicated lanes until all this stuff happened, and I think we should review that entire policy, because I don’t know why Fort Lee needs three dedicated lanes to tell you the truth and I never knew it until this whole, you know, happening went about. So, you know, my urging to the Port Authority is going to be to review the whole policy, because I’ve sat in that traffic before I was Governor at the George Washington Bridge, and the fact that one town has three lanes dedicated to it? That kind of gets me weird. Now of course if you’re Lorelita Weinberg you want that because that’s part of her, you know, bringing home the bacon policy. But the fact is, you know, Assemblyman Wisniewski and Senator Weinberg find something to occupy themselves. They always will, and it almost always will include being critical of this administration. But I don’t get involved in traffic studies. I don’t get involved in lane closures. I didn’t work the cones, just so we’re clear on that. That was sarcastic, I was not the guy working the cones, and—but I do believe, and I’ve told Chairman Samson this, that we should look at this policy, because I don’t know why one town gets three lanes. One lane, maybe. Three lanes for one town? I don’t quite get it. And so, you know, they said—I read something in one of the stories about this was host community relations. Well, what’s going to happen if they get a little bit upset? Are we going to move the bridge? I mean, come on. So that’s my reaction to it. All the rest of this stuff is politics, you know, on the Legislature’s part. They’re just looking for something, you know? And that’s what they do.

Follow up:

Governor Christie: Listen, I have absolutely no idea. I didn’t—you know I have not even—to the best of my knowledge I don’t know if I’ve even met the mayor of Fort Lee. I may have met him once. So the fact that he didn’t exorcise me came as no, you know, wild shock to me.

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Sent: Tuesday, December 03, 2013 11:23 AM
To: David Saenz Jr
Cc: Michael Drewniak
Subject: Re:

Thank you

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Forwarded message

From: Wildstein, David <david.wildstein@pavnj.gov>
Date: Tue, Dec 3, 2013 at 3:47 PM
Subject: FW: Star Ledger inquiry -- GWB lane closings
To: *david.wildstein@gmail.com* <david.wildstein@gmail.com>

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

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

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To: David Wildstein
Subject: Re: Star Ledger inquiry -- GWB lane closings


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To: David Wildstein
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Can you do dinner in New Brunswick this evening? Everyone here is leaving early for meetings at Drum and it looks quiet on the press front.

Sent from my iPhone

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To: Foye, Patrick; Baron, Bill  
Cc: Ma, John; Wildstein, David; MacSpadden, lUsa  
Subject: Star Ledger inquiry -- GWB lane closings

Tom Moran, the Editorial Page Editor of the Star Ledger, called to talk to us about the GWB lane closings issue for another upcoming editorial. I will not respond unless instructed to do so.
Sure as long as short notice doesn't inconvenience you.

On Dec 4, 2013, at 8:15 AM, Michael Drewniak <mpdrew42@gmail.com> wrote:

Can you do dinner in New Brunswick this evening? Everyone here is leaving early for meetings at Drum and it looks quiet on the press front.

Sent from my iPhone

On Dec 4, 2013, at 7:56 AM, David Wildstein <david.wildstein@gmail.com> wrote:

Not urgent for today, just want to be on radar screen sometime in the next week or two.

On Wed, Dec 4, 2013 at 7:54 AM, Michael Drewniak <mpdrew42@gmail.com> wrote:

Sent from my iPhone

On Dec 3, 2013, at 10:51 PM, David Wildstein <david.wildstein@gmail.com> wrote:

Need to talk to you soon, in person, once you get caught up and have some time.

On Tue, Dec 3, 2013 at 9:22 PM, Michael Drewniak <mpdrew42@gmail.com> wrote:
I did see this earlier. Tom will be in full righteous rage, no doubt.

Sent from my iPhone

On Dec 3, 2013, at 3:48 PM, David Wildstein <david.wildstein@gmail.com> wrote:

------------- Forwarded message -------------
From: Wildstein, David <dwildstein@pavvnj.gov>
Date: Tue, Dec 3, 2013 at 3:47 PM
Subject: FW: Star Ledger inquiry -- GWB lane closings
To: "david.wildstein@gmail.com"
<david.wildstein@gmail.com>

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

Tom Moran, the Editorial Page Editor of the Star Ledger, called to talk to us about the GWB lane closings issue for another upcoming editorial. I will not respond unless instructed to do so.
From: Michael Drewniak <mpdrew42@gmail.com>
Sent: Wednesday, December 04, 2013 8:40 AM
To: David Wildstein
Subject: Re: Star Ledger Inquiry -- GWB lane closings

Yeah, same here.

Sent from my iPhone

On Dec 4, 2013, at 8:35 AM, David Wildstein <david.wildstein@gmail.com> wrote:

Sure as long as short notice doesn't inconvenience you

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

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<david.wildstein@pany nj.gov>
Date: Tue, Dec 3, 2013 at 3:47 PM
Subject: FW: Star Ledger inquiry --
GWB lane closings
To: "david.wildstein@gmail.com"
<david.wildstein@gmail.com>

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

Tom Moran, the Editorial Page Editor of
the Star Ledger, called to talk to us
about the GWB lane closings issue for
another upcoming editorial. I will not
respond unless instructed to do so.
Ok let me know what time and where. And acknowledge that it's my turn to buy.

On Dec 4, 2013, at 8:39 AM, Michael Drewniak <mpdrew42@gmail.com> wrote:

Yeah, same here.

Sent from my iPhone

On Dec 4, 2013, at 8:35 AM, David Wildstein <david.wildstein@gmail.com> wrote:

Sure as long as short notice doesn't inconvenience you

On Dec 4, 2013, at 8:15 AM, Michael Drewniak <mpdrew42@gmail.com> wrote:

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wrote:

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<dwildstein@pavnj.gov>
Date: Tue, Dec 3, 2013 at 3:47 PM
Subject: FW: Star Ledger inquiry --
GWB lane closings
To:
"david.wildstein@gmail.com"
<david.wildstein@gmail.com>

From: Coleman, Steve
Sent: Tuesday,
December 03, 2013
3:06 PM
To: Foye, Patrick;
Baron, Bill
Cc: Ma, John;
Wildstein, David;
MacSpadden, Lisa
Subject: Star Ledger
Inquiry -- GWB lane
closings
Tom Moran, the Editorial Page Editor of the Star Ledger, called to talk to us about the GWB lane closings issue for another upcoming editorial. I will not respond unless Instructed to do so.
Port Authority official from N.Y. to testify in controversy over lane closures at George Washington Bridge
Lane closures on the approaches to the George Washington Bridge led to massive backup in September.

Related: Port Authority chief's email demands answers to closing of lanes leading to George Washington Bridge

A top Port Authority executive from New York who privately described mysterious lane closures on the George Washington Bridge as "abusive" — and maybe even illegal — said Wednesday he plans to testify next week before New Jersey lawmakers looking into whether the world's busiest bridge was turned into a political weapon.

Monday's planned testimony by Pat Foye, New York Gov. Andrew Cuomo's top appointee at the bi-state agency, threatens to open the first public rift between Governor Christie and Cuomo, rising stars in their respective parties who have made efforts to appear friendly. But the growing controversy — and the conflicting stories by each governor's representative at the agency — seem to have put them on a collision course.

Christie's appointees have described the surprise lane closures, which caused three-hour traffic jams in September in Fort Lee, as a simple traffic study. But an internal email written by Foye has fueled speculation by Democrats that the study, quietly ordered by a top Christie appointee without any notice to the public or agency traffic experts, was payback against Fort Lee's mayor — a Democrat who did not endorse the governor in his campaign for reelection.

Related: Port Authority exec subpoenaed over GWB gridlock

On Wednesday, at the agency's monthly meeting in Manhattan, Foye said for the first time that he stood by the leaked email, in which he alleged that agency protocol was "wrongfully subverted" and that state and federal laws may have been broken. His comments Wednesday were brief, only serving to confirm his plans to testify and making reference to the Sept. 13 email. But they indicated a deep dispute that extends to Trenton and Albany.

Top executives at the agency rarely make significant announcements or comment on sensitive matters without getting approval from advisers close to each governor. A spokesman for Christie did not respond to a request for comment on Wednesday.

Standing next to Foye at the lectern was Christie's top executive, Bill Baroni, who declined to respond to his counterpart's comments during the press conference that typically follows the agency's monthly meetings. Baroni repeatedly said he had already given extensive testimony last week in a combative hearing before the state Assembly Transportation Committee in Trenton.
Foye declined an invitation to appear that day. However, the Transportation Committee issued a subpoena last week compelling him to appear on Monday. It's unclear if the subpoena power claimed by the New Jersey lawmakers applies to New York public officials. Foye did not say whether he believed he was legally compelled to go to Trenton.

A central figure in the controversy was not at the press conference: David Wildstein, a former political consultant who went to high school with Christie and wields enormous power as the agency's director of interstate capital projects. It was Wildstein who ordered the lane closures after the president of the Port Authority police union raised concerns about traffic, Baroni told the Assembly panel last week. The 1,300-member union endorsed Christie, and its president, Paul Nunziato, works closely with Wildstein.

Nunziato, who attended Wednesday's meeting, said he mentioned his concern to Wildstein "over breakfast," during one of the "hundreds" of conversations they have had about everything from public safety to traffic to police staffing levels. He was asked why the agency's traffic engineers were evidently not involved in, or informed about, the study.

"They [expletive] up everything," he said. "Do I know more than a traffic engineer? Do my guys know more? Yeah, probably, because we stand out there all day."

Nunziato called Foye's email "a load of garbage," suggesting it was an effort to undermine New Jersey's influence within the agency, which doles out cash for major public works projects on both sides of the Hudson River. The agency is currently deciding what projects it will undertake over the next 10 years, a process that often heightens interstate tensions.

"It's like the Sharks and the Jets here," Nunziato said about New York and New Jersey, a reference to rival street gangs in the musical "West Side Story."

Nunziato's union gave Christie an early endorsement last year -- in January, when he stood next to the governor and said: "I know that I don't have to worry when Chris Christie says he has our back; he has been there every time."

Christie's decision to support keeping Port Authority police at the World Trade Center instead of ceding those jobs to New York City police was popular with the powerful union.

In his testimony last week, after months of silence, Baroni said the traffic study was meant to determine whether Fort Lee deserved three access lanes to tollbooths from local roads. He suggested it was an unfair allocation that slowed down traffic for the rest of New Jersey's drivers heading east across the bridge. The proportion of lanes dedicated to the Fort Lee traffic, he said, was much higher than the percentage of bridge traffic that originates in the borough.
Senate Majority Leader Loretta Weinberg, a Democrat from Teaneck, said Wednesday that analysis was flawed because drivers from throughout Bergen County and Hudson County use those access lanes.

"These lanes are not limited to the exclusive use of Port Lee residents," she said, during her fourth appearance at a commission meeting since September to ask for answers to unresolved questions. "Leaving that impression was completely inappropriate."

Baroni's testimony about the traffic study also failed to satisfy Assemblyman Gordon M. Johnson, D-Englewood, who spoke at the meeting, too.

"He talked about a traffic study and fairness," he said of Baroni. "He should have began his testimony with 'Once upon a time' because it was a fairy tale."

Email: hoburg@northjersey.com

- See more at:
  http://www.northjersey.com/news/Port_Authority_police_union_wades_into_GWB_lane_closure_tiff.html?page=all#hash:CPYIncKu.dmpf
NY-NJ port police union chief wades into GWB tiff

NEW YORK — The head of the Port Authority of New York and New Jersey's police union on Wednesday waded into the tiff over unannounced lane closures at the George Washington Bridge in September, saying he suggested studying new traffic patterns.

But PAPD union chief Paul Nunziato denied rumors that a traffic mess that resulted from the on-site study was manufactured by New Jersey Gov. Chris Christie's henchmen as political retribution.

Nunziato used imagery from "West Side Story" to paint the controversy as merely the latest chapter in the ongoing power struggle between New York and New Jersey over the bistate agency.

"You don't see the New York-New Jersey fight that goes on here," Nunziato said after the Port Authority's monthly board meeting Wednesday. "It's like the Sharks and the Jets."

At a hearing before a New Jersey state transportation committee last month, authority Deputy Executive Director Bill Baroni acknowledged that the agency failed to communicate to local officials that two of three local-access lanes from Fort Lee to the upper level of the bridge would be closed for a week starting Sept. 9. The study was canceled after three days because of gridlock.

The agency has said it is reviewing what happened but has refused to say when the review will be completed or who is conducting it. Christie has denied any role in the closures.

New Jersey Sen. Loretta Weinberg, who represents Fort Lee, attended Wednesday's meeting and said the Port Authority's silence has "led to bizarre speculation about petty political games." New Jersey Assemblyman Gordon Johnson called Baroni's testimony before the committee "a fairy tale."

Nunziato said Wednesday he suggested to David Wildstein, the Port Authority's director of interstate capital projects and a Christie ally, that traffic patterns at the bridge be studied. He characterized as "a load of garbage" an internal email from Port Authority Executive Director Patrick Foye, obtained by the Wall Street Journal, in which Foye harshly criticized the closures.

"Was there are any ambulance delay? No," Nunziato said. "Was there any police service delay? No. Do we communicate to Fort Lee what we do up there? In the 26 years, I've been here, no.

"Other people have different ideas. Some of the idea was to diminish New Jersey's power struggle over where the agency goes and what they do. That's my personal belief in all of this, and they're using (reporters) and the senators to get in the game," Nunziato said.
Thanks again for all your sound advice last night. I always appreciate your friendship. Spoke with O'Toole this morning and he will talk with you later today.
Same to you, David, and thanks for a great dinner.

Sent from my iPhone

> On Dec 5, 2013, at 8:26 AM, David Wildstein <david.wildstein@gmail.com> wrote:
> Thanks again for all your sound advice last night, I always appreciate your friendship. Spoke with O'Toole this morning and he will talk with you later today.
Michael Drewnik < mpdrew42@gmail.com>

(no subject)
1 message

David Wildstein < david.wildstein@gmail.com>
To: Michael Drewnik < mpdrew42@gmail.com>

Thu, Dec 5, 2013 at 12:43 PM

This is the letter I referred to -- note paragraph 2, page 3 -- "...we find ourselves with no other alternative other than to direct the Chief of Police to completely close off our local roads over which we maintain exclusive jurisdiction to avoid Fort Lee becoming a parking lot in the future and thereby require all vehicles to remain on the major approach thoroughfares (i.e. Route 46, Route 4, Route 80, I-95, etc.) and not otherwise meander through our local thoroughfares which cause safety concerns (especially for children) and complete traffic shut-down for all our residents."

Sokolich Letter 11_9_10.PDF
722K
November 9, 2010

Mr. William Baroni
Deputy Director
Port Authority of New York & New Jersey
225 Park Avenue South, 15th Floor
New York, New York 10003

Re: PROPOSED SHUT-DOWN OF FORT LEE ROADWAYS

Dear Director Baroni:

I preface the following correspondence to you by conceding we are all very frustrated here in Fort Lee and we are hopeful that the Port Authority will intervene and assist our community with our day-to-day battle with crippling traffic gridlock that we experience. Fort Lee has always had to deal with the extraordinary traffic burdens caused by the George Washington Bridge ("GWB"); however, lately the traffic has reached unbearable status and without some assistance from the Port Authority, Fort Lee will be in a perpetual state of emergency.

As you may recall, we met on September 16, 2010 to discuss various issues regarding the Port Authority, the Borough of Fort Lee and the promotion of an open-line communication. While here in Fort Lee undertake to handle as many problems internally as possible utilizing all resources available to us, we have unfortunately reached a point where we are considering taking extraordinary measures to address the regular traffic shut-down and gridlock occurring in our Borough. Please permit me to elaborate.

On approximately 20 occasions over the last forty days, our Borough has been completely gridlocked. Traveling from the south to the north end of our Borough takes upwards of one hour. Our safety vehicles are unable to traverse our own thoroughfares to attend to emergencies which place our residents in harms way. Most recently, on October 30 through October 31, scheduled construction occurred on the lower level of the GWB which caused complete traffic gridlock in our Borough. Other causes of traffic shut-down include unscheduled and unanticipated events such as vehicular accidents, holiday and event traffic and even modest vehicle break-downs on the Cross Bronx Expressway.
The traffic caused by these events, and others too numerous to mention, cripples our entire community holding our residents hostage until the traffic subsides. I continue to meet with our Chief of Police, our Traffic Department and our engaged Traffic Consultants to determine how and if these ongoing gridlocks can be avoided or at least somewhat abated. There is one conclusion that we have all reached which is that this regular traffic shut-down in our Borough must somehow be alleviated.

We concede that there are many circumstances which contribute to the traffic problems that we face in Fort Lee. There is, however, a contributing factor which is easily addressed. On each and every occasion when complete and crippling traffic gridlock occurs, we contact the Port Authority Police Department and request the ranking officer to dispatch officers to the intersections committed to be manned by the Port Authority and otherwise facilitate the flow of traffic and to prohibit vehicles from "blocking the box". Vehicles which "block" the box are a direct and proximate cause of the complete traffic shut-down in our Borough. Prohibiting vehicles from blocking the intersections will certainly not cure or completely abate the traffic; however, it will at the very least allow our residents to drive through their own community to get to work, school, doctor's appointments and so on. On limited occasions, the Port Authority Police Department will comply with our requests to assist our local department due to what we are told is a severe shortage of manpower. With no other alternative, we in Fort Lee dispatch our own officers to man the posts that the Port Authority is required to man, thereby depleting our resources to attend to other responsibilities required by our officers during these regular gridlock events. Consequently, we recall officers who are off-duty to assist at exorbitant expense to the Borough. Essentially, rarely is our Borough provided with assistance from the Port Authority during periods when we are most in need of assistance.

In order to personally understand and appreciate the hundreds of complaints that I have received, I have taken my children to Fort Lee High School in the morning as opposed to utilizing the public school bus service. Essentially, each and every morning I ultimately arrive at the intersection of Lemoine Avenue and Bridge Plaza South and remain at a complete standstill for approximately 30 minutes solely as a result of four or five vehicles which sit in the intersection and "block the box". Accordingly, I along with a line of hundreds of other vehicles extending back to the southernmost end of Fort Lee remain at a complete standstill. By merely preventing vehicles from blocking the intersection, hundreds of vehicles would be free to travel through the intersection to their ultimate destination and help relieve our community. This circumstance occurs at several other critical intersections in Fort Lee and are a direct cause of the regular traffic gridlock that we experience. The more dispatching of Port Authority Police Officers to these critical intersections would substantially alleviate the problems that we face on virtually a daily basis.

Another circumstance that is readily correctible and the cause of regular and avoidable traffic gridlock is the Port Authority's election to substantially reduce the number of toll booth workers and resultant reduction in toll lanes on Saturday and Sunday of each week. Consequently, many vehicles exit the major approach roads and utilize our local thoroughfares as a "short-cut" in search of available toll booths. Accordingly, even weekends no longer provide a respite from traffic and gridlock on our roadways.
Please remain assured that our community has not given up hope and has tried to cope with the daily traffic onslaught and increased frequency of complete gridlock traffic events. We offer free (borough-subsidized) bus service to the local ferry system in Edgewater, we have installed a new state-of-the-art camera system to monitor all intersections impacted by the GWB to better and more quickly dispatch our officers, we now offer a “real-time” traffic alert system advising all subscribers of traffic events and alternate routes which is accessible through our webpage which is known as “NJLIE” (see www.fortleinj.org). Most telling and based on a recent study commissioned by the Borough of Fort Lee, we employ approximately fifteen police officers directly as a result of our proximity to the George Washington Bridge and the traffic it generates on our local thoroughfares. We estimate that our Borough expends in excess $3.5 Million per year between alternative transportation initiatives, salaries (inclusive of benefits and pension contributions) and infrastructure maintenance and replacement which would not otherwise be required. In other words, Fort Lee has and is doing more than its part to address the extraordinary burden placed on our community and we respectfully request the Port Authority to likewise make an effort.

You had indicated in our meeting that you would be our contact to address any concerns or grievances that our Borough had and I implore you to intervene in this matter. We are host community to the George Washington Bridge and respectfully request attention to the critical issues raised herein. Absent some form of relief, we find ourselves with no other alternative other than to direct the Chief of Police to completely close off our local roads over which we maintain exclusive jurisdiction to avoid Fort Lee from becoming a parking lot in the future and thereby require all vehicles to remain on the major approach thoroughfares (i.e., Route 46, Route 4, Route 80, I-95, etc.) and not otherwise meander through our local thoroughfares which causes safety concerns (especially for children) and complete traffic shutdowns for all of our residents. This is an option that I would rather not take; however, we find ourselves with no other alternative.

Please contact me as soon as possible with regard to this matter. I am available to meet with you and your representatives at any time to discuss the issues raised in this correspondence and establish a protocol going forward to address the ongoing traffic shutdowns we experience here in Fort Lee and avoid the extraordinary step of closing down access to our roads. We simply have no other alternative.

Respectfully,

Mark J. Sokolich
Mayor

cc: Borough Council
Borough Administrator
Police Chief Thomas O. Ripoli
William Young, Port Authority Client Manager
I need to know what's going on as far as timing and Charlie's itchiness.

Here's a revised. I'm trying to balance interests here and the fact that Maria and Charlie gave approval to the earlier one. I don’t intend to bring it back to them, so I can't go much further:

“For nearly four years, Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority, and we are grateful for his time and dedication to the important work of the Authority.”

Or two sentences:

“For nearly four years, Mr. Wildstein has been a tireless advocate for New Jersey's Interests at the Port Authority. We are grateful for his time and dedication to the important work of the Port Authority.”
As you know, Wildstein is about to resign, and it will be immediately leaked to the Ledger and the Record. They and a few others will be coming to me for comment, and I suggest this (Maria and Charlie approved):

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority."
Try this:

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region."

On Dec 6, 2013, at 1:47 PM, Michael Drewniak <mpdrew42@gmail.com> wrote:

As you know, Wildstein is about to resign, and it will be immediately leaked to the Ledger and the Record. They and a few others will be coming to me for comment, and I suggest this (Maria and Charlie approved):

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority."
Better. Thanks, Gov.

On Fri, Dec 6, 2013 at 3:50 PM, Chris Christie <christopherchristiel@yahoo.com> wrote:

Try this:

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region."

On Dec 6, 2013, at 1:47 PM, Michael Drewniak <mpdrew42@gmail.com> wrote:

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"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority."
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Sent: Friday, December 06, 2013 5:17 PM
To: mpdrew42@gmail.com
Subject: FW: David Wildstein...

Please use this, attributable to me:

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region."

Michael Drewniak
Press Secretary to NJ Governor Chris Christie
email: michael.drewniak@gov.state.nj.us
Press Office: 609-777-2600
Blackberry: 609-433-5398
This was my revised'-- which I sent to the Gov and he approved (no Maria or Charlie).

---------- Forwarded message ----------
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Date: Fri, Dec 6, 2013 at 5:17 PM
Subject: FW: David Wildstein...
To: mdprew42@gmail.com

From: Michael Drewniak
Sent: Friday, December 06, 2013 5:14 PM
To: 'Boburg, Shawn'
Subject: David Wildstein...

Please use this, attributable to me:

"Mr. Wildstein has been a tireless advocate for New Jersey's interests at the Port Authority. We are grateful for his commitment and dedication to the important work of the Port Authority and thank him for his service to the people of New Jersey and the region."

Michael Drewniak
Press Secretary to NJ Governor Chris Christie
e-mail: michael.drewniak@gov.state.nj.us
Press Office: 609-777-2620
Blackberry: 609-433-5398
From: Maria Comella <mcomella@gmail.com>
Sent: Monday, December 09, 2013 10:26 AM
To: Michael Drewniak; Kevin Roberts; Foster Morss; Colin Reed; Lauren Fritts; Mykwain Gainey; David Saenz Jr; Kathryn Grosso; Kara Walker; Sarah Dolan
Subject: Friday, December 13th Staff Planning Meeting

We will have an off site meeting at Drum this Friday from 10:00 AM - 2:00 PM. Further details will be forthcoming.

Please plan on attending. If you have an issue, contact me offline.

Maria
Assuming we have full attendance for Friday. The agenda is as follows...some of you will have to prepare for the discussion and I will follow up with you individually.

I. Year in Review

II. Organizational Structure
A. Roles and Responsibilities

II. The Year Ahead
A. Inaugural and State of the State Messaging
B. January-February Calendar

II. Division Projects and Planning
A. Social Media and Digital
B. Research and Paper
C. Media Relations
D. List Development
C. Outreach - Friends and Allies, Surrogates, Other areas?

III. Long Term Projects

IV. Brainstorming/What Can We Do Better

On Mon, Dec 9, 2013 at 10:25 AM, Maria Comella <mcomella@gmail.com> wrote:
We will have an off site meeting at Drum this Friday from 10:00 AM - 2:00 PM. Further details will be forthcoming.

Please plan on attending. If you have an issue, contact me offline.

Maria
From: Colin Reed <colintreed@gmail.com>
Sent: Tuesday, December 10, 2013 1:43 PM
To: Michael Drewniak
Subject: Fwd: Meeting Agenda and Content

not sure which email you check

-------- Forwarded message --------
From: Maria Comella <mcomella@gmail.com>
Date: Tue, Dec 10, 2013 at 1:36 PM
Subject: Meeting Agenda and Content
To: Lauren Fritts <fritts.lauren@gmail.com>, Kathryn Grosso <kathryn.grosso@gmail.com>, David Saenz Jr <davidSaenz@gmail.com>, Kevin Roberts <kedkob@gmail.com>, Colin Reed <colintreed@gmail.com>, "mikedrewniak@yahoo.com" <mikedrewniak@yahoo.com>, Foster Morris <dfmorss@gmail.com>, Kara Walker <kara.walker32@gmail.com>, Sarah Dolan <sedolan215@gmail.com>

See below. If your name is next to a section, you are responsible for putting together a starting point for a discussion.

- Year in review: I want a quick timeline/look back at key milestones...Kathryn and Dave should take the first stab at it, but this should be a group effort. What defined the last year?

For your specific sections, you should do the following:

- Look back at what worked and what didn’t work in the last year
- Metrics for growth in the next year...for instance...what is our goal for Twitter followers? Facebook followers? For research—where do we still need to focus? What needs to be completed and by when? With reporters...how do we improve relations, what are ways to use the Gov, others, etc?
- How do we reach those goals? New ideas/concepts/write list for the next year

- For long term planning, I want us to pull together the long term projects across departments that we have been working on and should be working on.

Kara will put together in a power point and make sure that this is uniform.

Kara, I will send you stuff for section II, III and IV.

Let me know if you have questions as you are putting this together.
I. Year in Review (Kathryn/Dave)

II. Organizational Structure (Maria)
   A. Roles and Responsibilities

II. The Year Ahead (Maria)
   A. Inaugural and State of the State Messaging
   B. January-February Calendar

III. Division Projects and Planning
   A. Social Media and Digital (Lauren)
   B. Research and Paper (Collin/Foster)
   C. Media Relations (Kevin/Mike)
   D. List Development (Sarah)
   C. Outreach - Friends and Allies, Surrogates, Other areas? (Sarah/Lauren/Collin)

III. Long Term Projects (Lauren/Foster/Collin/Kevin/Mike)

IV. Brainstorming/What Can We Do Better
From: Kara Walker <kara.walker327@gmail.com>
Sent: Friday, December 13, 2013 7:28 AM
To: Maria Comella
Cc: Colin Reed; Michael Drewniak; Lauren Fritts; Karen Wolfe; Kevin Roberts; Sarah Dolan; Foster Morris; Mykwain Gainey; David Saenz Jr; Kathryn Grosso; Mary Beth Guillemette
Re: TODAY

Got it, will circulate now

Sent from my iPhone

> On Dec 13, 2013, at 7:14 AM, Maria Comella <mcomella@gmail.com> wrote:
> > All -
> > Change in plans. Governor is doing an 11:00 AM press conference which I will need us in the office for.
> > Please plan on heading straight to the office. We will have to reschedule.
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> >
Questions for 12/13/13 Press Conference

When did you first learn about the orders to close the George Washington Bridge?

Are there any other staff members in the governor’s office or campaign office that knew about the plan to close the bridge?

Were you or your campaign seeking the endorsement of Mayor of Fort Lee?

Can you characterize the nature of your conversations with Governor Cuomo about this issue to date? According to the WSJ, you were complaining to Governor Cuomo about Pat Foye’s behavior — true?

Did you talk to Governor Cuomo today? What was the purpose of that call?

What was your reaction to the hearings earlier in the week and the new round of subpoenas issued last night? Will you urge your representatives to comply with the subpoenas?

Why did you initially joke about this with the line about cones at your last press conference? Do you regret that in light of what we’ve now learned?

Why were you and your Administration silent about this for so long, along with your representatives at the PA?

Is this a legitimate pursuit for Chairman Wisniewski?
Do you believe that Pat Foye is overplaying his hand here?

Do you think you’ve lost credibility to manage the Port Authority?

Is this all a way of saying you’ve lost control of your political appointees at the Port Authority?

You pledged to work with Governor Cuomo to reform the PA — do you feel that you have failed in that regard?

Do you think this will hurt you nationally as Chairman of the RGA or a potential 2016 GOP presidential candidate?

What do you make of the DNC and Hillary Clinton-backed SUPBR PACs going after this issue?

Have your RGA travels and duties diverted your time and attention and taken your focus off of NJ, especially your ability to handle this GWB issue?

Do you still have faith in David Samson’s ability as Chairman of the Port Authority?

Do you regret your statement in support of David Wildstein?

Did you urge Mr. Wildstein to resign?

Given that you two went to high school together, what is the nature of your relationship with Mr. Wildstein?

Did you know he was Wally Edge at Politickeet NJ for all those years?
Do you feel it’s appropriate that Mr. Wildstein will still receive his taxpayer-funded salary through January 1 in light of what has happened?

What’s next for Mr. Wildstein and Mr. Baroni? Will you help them get new jobs, or will they be involved in other areas of your administration or political operations?

**NOTE: according to testimony, the issue of three lanes exclusively for Fort Lee was an issue dating back to 2010 — i.e. this is a legitimate issue that deserves attention that shouldn’t get lost amidst the white noise — something the Governor will have to figure out how he wants to handle when answering these questions**

Off topic questions:
Do you feel it’s appropriate that Mr. Wildstein will still receive his taxpayer-funded salary through January 1 in light of what has happened?

What’s next for Mr. Wildstein and Mr. Baroni? Will you help them get new jobs, or will they be involved in other areas of your administration or political operations?

**NOTE: according to testimony, the issue of three lanes exclusively for Fort Lee was an issue dating back to 2010 – i.e. this is a legitimate issue that deserves attention that shouldn’t get lost amidst the white noise – something the Governor will have to figure out how he wants to handle when answering these questions**

Off topic questions:
From: Mary Beth Guillemette <marybeth.guillemette@gov.state.nj.us>
Sent: Monday, December 16, 2013 6:04 PM
To: Maria Comella; Kara Walker; Colin Reed; Michael Drewniak; Lauren Fritts; Karen Wolfe; Kevin Roberts; Sarah Dolan; Foster More; Mykwain Gainey; David Saenz Jr; Kathryn Grosso
Subject: Rescheduled Meeting at Drumthwacket

The meeting at Drumthwacket will be Thursday, December 19 from 2--5pm. Your names will be on the list at the gate.

From: Maria Comella [mailto:mcomella@gmail.com]
Sent: Friday, December 13, 2013 7:15 AM
To: Kara Walker; Colin Reed; Michael Drewniak; Lauren Fritts; Karen Wolfe; Kevin Roberts; Sarah Dolan; Foster More; Mykwain Gainey; David Saenz Jr; Kathryn Grosso
Cc: Mary Beth Guillemette
Subject: TODAY

All -

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Hey all, we're moving this to Friday.

Sent from my iPhone

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hi all, Maria is still in w/ the Gov. So, we will push this back to 3pm

see you soon!

On Thu, Dec 19, 2013 at 4:52 PM, Mary Beth Guillemette <marybeth.guillemette@gov.state.nj.us> wrote:

Just a reminder the meeting is tomorrow from 2:30 – 5pm.

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This is a text I got from Stack’s guy.

Strunsky from a Ledger is trying to make hay on PA and Union City’s receipt of PA funds. Brian blasted off on Wisniewski a little bit. Keeping you in loop in case Ledger is fishing.
Is it just me, or is this headline actually not accurate and worth us taking it up with CNN?

Sent from my iPhone

Begin forwarded message:

From: "Sarah Dolan" <sarah.dolan@gov.state.nj.us>
Date: December 27, 2013, 1:56:23 PM EST
To: "Sarah Dolan" <sarah.dolan@gov.state.nj.us>
Subject: BLOG ALERT; CNN: Documents raise new questions in Christie bridge controversy

Documents raise new questions in Christie bridge controversy
Ashley Killough
CNN - Political Ticker

As New Jersey Gov. Chris Christie continues to bat down questions about a controversy involving the country's busiest bridge, new documents indicate Port Authority officials have long known that Fort Lee, New Jersey, has struggled with traffic gridlock because of the George Washington Bridge.

Closing some of the access lanes to the bridge, which spans the Hudson River and connects New Jersey to Manhattan, would only exacerbate the problem. But that's exactly what a Christie political appointee did in September, resulting in massive delays and gridlock on the first day of school.

The appointee, a Port Authority employee, has since resigned but said he ordered the closures for a traffic study. New Jersey's top Port Authority official, Bill Baroni, also resigned over the controversy, accepting responsibility for not following the right protocols in approving the study, Christie announced earlier this month.

Critics, however, have speculated the lanes were closed as political payback after Fort Lee Mayor Mark Sokolich refused to endorse the Republican governor's re-election bid earlier this year. Christie acknowledged that mistakes were made but forcefully denied the lane closures were politically motivated.

A letter obtained by CNN shows that Sokolich reached out to Baroni in 2010 to express frustration about the bridge. The letter was first reported by The Record, a daily newspaper that covers the area, and published online by NorthJersey.com

"Fort Lee has always had to deal with the extraordinary traffic burdens caused by the George Washington Bridge ("GWB"); however, lately the traffic has reached unbearable status and without some assistance from the Port Authority, Fort Lee will be in a perpetual state of emergency," the mayor wrote.

Sokolich also wrote that Fort Lee had requested police help from the Port Authority to help control traffic, but received aid only on "implied occasion."

Other documents obtained by The Record show that the Port Authority - which manages bridges, tunnels and seaports between New Jersey and New York - had been providing financial assistance to Fort Lee for years to deal with heavy congestion caused by its proximity to the bridge.

The documents raise new questions as to why Port Authority officials would further jam up the arteries of Fort Lee by closing access lanes to the bridge, even if it were done for a study.
State lawmakers, as well as the Port Authority's inspector general, have been investigating the incident. U.S. Sen. Jay Rockefeller, a West Virginia Democrat and chairman of the Senate Commerce Committee, has also started a probe and asked the U.S. secretary of Transportation to look into the matter as well.

Christie continued to say there were no political motives behind the lane closures and reiterated last week he doesn't remember ever meeting the mayor of Fort Lee.

"That's why none of this makes any sense to me. I think in the end this will be shown to be speculation by folks who want to play political games," he said at a news conference.

Christie has been hounded about the controversy by local and national Democrats, who are targeting the Republican as he's thought to be preparing for a presidential run in 2016.

"I know you guys are obsessed with it, I'm not. I'm really not," Christie said. "It's just not that big a deal. Just because the press goes around and writes about it, both here and nationally, I know why that is and so do you. Let's not pretend that it's because of the gravity of the issue. It's because I am a national figure and anything like this will be written about a lot more."
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Maria Comella <mcomella@gmail.com>

Friday, December 27, 2013 2:48 PM

Colin Reed

Mike Drewniak

Re: BLOG ALERT: CNN: Documents raise new questions in Christie bridge controversy

Yes pls.

Sent from my iPhone

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From: Foster Morss <dfmorss@gmail.com>
Sent: Tuesday, January 07, 2014 10:12 AM
To: Colin Reed
Cc: Michael Drewniak; Kevin Roberts
Subject: Re:

Fort Lee Mayor Mark J. Sokolich: "I have consistently and without deviation stated on the record that in no way do I believe that these lane closures are a result of my refusal to support the governor. In fact ... I was never asked to either support or endorse the governor." (*Letters: Fort Lee, Jim McGreevey, tuition equity, sales tax, open space, minimum wage, The Star-Ledger, 11/14/13)

On Tue, Jan 7, 2014 at 9:59 AM, Colin Reed <colintreed@gmail.com> wrote:
file this away

Begin forwarded message:

From: Anthony DeRosa <anthony@cir.ca>
Date: January 8, 2014 at 10:02:40 AM EST
To: bridgetannekelly@yahoo.com
Subject: Fort Lee traffic problem emails

Hi Bridget,

Any comment on the emails that have been released regarding "traffic problems in Fort Lee?"

Best,
Anthony

Anthony De Rosa
Editor in Chief
Circa News
anthony@cir.ca
Begin forwarded message:

From: Hunter Walker <hunter@talkingpointsmemo.com>
Date: January 8, 2014 at 10:03:56 AM EST
To: bridgetannekelly@yahoo.com
Subject: Questions From Talking Points Memo

Hi Ms. Kelly,

My name is Hunter Walker and I am a reporter with Talking Points Memo. We have obtained some documents that were subpoenaed in the George Washington Bridge investigation and I would like to ask you about them. We're publishing a story ASAP as we consider this breaking news. I can follow up or update later on if you're unable to get in touch before we publish.

You can reach me at this address or 646.738.4487.

Thanks,
Hunter
My time with Chris Christie’s scandal-plagued aide David Wildstein

By: Alex Isenstadt
January 9, 2014 07:30 PM EST

It was November 2007. I was 23 years old, just out of college, and I was sitting across the table from my new boss for the first time. His name was David Wildstein.

On Thursday, Wildstein was the ex-Port Authority official all over cable TV — the Chris Christie appointee raising his right hand and pleading the Fifth before a state Investigative committee that was trying to grill him about his role in shutting down lanes on a New Jersey bridge in an apparent act of political retribution.

But back then, though, all I knew about David were the few personal nuggets he shared with me: he was from New Jersey, and most of all, he loved politics. David, as he told me, was a “political junkie” — the kind of person who obsessed about races for school board and sheriff — and he admired other people who were political junkies.

(Also on POLITICO: Christie: ‘I am embarrassed’)

That, he said, is why he wanted me to work for him. I had next to no experience in journalism or politics, but he said he had a good sense about me. With the financial backing of his friend Jared Kushner, the New York Observer publisher, he was heading up a new venture Politicker.com, a nonpartisan site that would cover politics in every state and town.

There was something else he wanted me to know.

David, he revealed then, was Wally Edge, a pseudonymous blogger who broke news about New Jersey politics on a site called PoliticsNJ.com. Only a few people knew the secret, but he wanted me to be among them. He wanted me to sign a form saying that I wouldn’t disclose to anybody that he was Edge — and that if I did, he could sue me and take everything I and my parents owned.

(Also on POLITICO: Christie’s critics savor his misfortune)

He was joking, I think.

It was all a little weird. He was a big, forceful presence — someone who made the floorboards rattle when he walked and gave off the impression of a guy who you didn’t dare mess with. He wore fancy suits, expensive shoes, and a big, shiny watch. And he was hard to read. After I answered one of his questions, he would stare at me for what
seemed to be an eternity, his eyes looking off into the distance. I worried I had said something wrong.

But David wanted to hire me, and that was all that mattered. Looking back on that first exchange now, it encapsulated everything I would experience with David during the year I spent working with him. Yes he was intimidating. But he also had a lot of heart – and would fight like a dog to reward the people closest to him.

At a time when the journalism industry was getting shellacked by the economy, David loved the idea that he was giving cub political reporters a shot. He would talk about other scribes whose careers he launched – people like Steve Kornacki, who now has a show on MSNBC, and James Pindell, now the political director at New Hampshire’s WMUR. Today, many of the reporters who worked for David tell me they’re deeply indebted to him.

In the year after he brought me on board, David took me under his wing. Politics was a game of hardball, he would say, and journalists were part of the game. Don’t be afraid to call lawmakers at their homes late at night while they were with their families. Always push politicians to tell you what their future ambitions were. And never – never – write about issues or policies.

"The worst part of politics," he once said, "is the policies."

But when David was frustrated or disappointed, or felt that someone had failed him, a dark side emerged. I'll never forget the time I lost my BlackBerry on the D.C. metro one evening. The next morning I called David and asked him how I could get a new one.

"Don't bother me with this again," he snapped. "I have too much on my plate to worry about this kind of stuff."

As the 2008 election drew nearer, David assigned me a project previewing congressional races. On a conference call that fall, he started running through dozens of races. At a certain point, I realized he was testing me and trying to get a sense of how much I knew. As the call ended, I could sense his temper rising.

"You don't know this stuff," he said. "You have a lot of work to do."

At dinner that night with a co-worker who was also on the call, I seethed.

"David can't treat people like this," I said.

"Don't worry," my co-worker said. "David loves you. You’re family."

As I spent more time working for David, I realized that he was most responsive when I embraced the same direct approach he did. Forget about sending him wordy emails. The best way to get him to respond was to be direct. "Need to talk to you," I wrote to him in the subject line of a February 2008 email. The body of the message was left blank.

On a cold December morning after the 2008 election, I was getting ready for work when I got a call from David. I picked up.
"I have really bad news," he said softly. "We're going to have to let you go. I'm so sorry."

Politicker, after a year of low traffic and weak ad sales, was pulling the plug. Everyone was losing their jobs, but David wanted to give me a heads up because I had been one of his first hires. I felt blindsided, but as journalism layoffs go this one was of the gentle variety.

A few minutes later, David got on the phone with the other reporters on a conference call to give them the news – in far more brutal fashion. As I've heard it, he muted the line so people couldn't interject. Then, while the call was still happening, he had the tech staff disable the employees' email.

I didn't have many more conversations with Wildstein after that. After POLITICO offered me a job offer a little later that month, he sent me a note in his typical laconic style: "congratulations."

About 18 months later, in June 2010, David sent shudders through the New Jersey political world when he came clean that he was Wally Edge. He had just taken a job in Christie's administration as an appointee at the Port Authority.

I wrote him a quick email.

"I guess the secret's out," I said.

I never heard back.
I don't know what to say, but this partially captures what is interesting about David. He was always mysterious, intense, but a nebulous nonetheless, who blew you away with his knowledge of politics and political history and his sense of loyalty. How he ended up fucking up so many people's lives I'll never understand.

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About 18 months later, in June 2010, David sent shudders through the New Jersey political world when he came clean that he was Wally Edge. He had just taken a job in Christie's administration as an appointee at the Port Authority.

I wrote him a quick email.

"I guess the secret's out," I said.

I never heard back.
Sent from my iPhone

Begin forwarded message:

From: David Wildstein <david.wildstein.nj@gmail.com>
Date: January 8, 2014 at 10:08:39 PM BST
To: mpdrew42@gmail.com
Subject: Serbian

Did you see that bastard hamming it up on Wolf Blitzer?
From: Isikoff, Michael (NBCUniversal) <Michael.Isikoff@nbcuni.com>
Sent: Saturday, January 11, 2014 11:03 AM
To: Michael Drewmlok - CHRISTIE, OFFICE OF THE GOVERNOR ((609) 433-5398)
Cc: 'mpdrew42@gmail.com'
Subject: Egea email

Mike—Just left you phone message. Wanted to ask you about the email trail showing that Regina Egea was forwarded a copy of Foye’s Sept. 13 email by Baroni that day. As you may have seen, Wisniewski says this makes her “candidate” for subpoena and puts Foye’s complaint “right into the governor’s office.”

Obviously, need some sort of comment—and also how she responded when governor asked all members of staff to report what they knew last month.

Thanks,
Mike Isikoff
NBC News
C 202-258-2535
Mike—Just left you phone message. Wanted to ask you about the email trail showing that Regina Egea was forwarded a copy of Foye’s Sept. 13 email by Baroni that day. As you may have seen, Wisniewski says this makes her “candidate” for subpoena and puts Foye’s complaint “right not the governor’s office.”

Obviously, need some sort of comment—and also how she responded when governor asked all members of staff to report what they knew last month.

Thanks.

Mike Isikoff

NBC News

C 202-258-2535
From: Isikoff, Michael (NBCUniversal) <Michael.Isikoff@nbcmuni.com>
Sent: Saturday, January 11, 2014 4:51 PM
To: 'Michael.Drewniak@gov.state.nj.us'; 'mpdrew42@gmail.com'
Subject: Wisniewski impeachment comments

Mike- just wanted to follow up to earlier email and see if you can comment: Wisniewski said today in interview that bridge matter could lead to impeachment:

"Using the George Washington Bridge, a public resource, to exact a political vendetta, is a crime," New Jersey Assemblyman John Wisniewski, who is spearheading the bridge probe, told NBC News on Saturday. "Having people use their official position to have a political game is a crime. So if those tie back to the governor in any way, it clearly becomes an impeachable offense."

Mike Isikoff
C 202 258 2535
Sent from my iPhone

Begin forwarded message:

From: Michael Drewniak <mpdrew42@gmail.com>
Date: November 8, 2013 at 4:54:45 AM BST
To: Colin Reed <colinreed@gmail.com>
Subject: Ugh

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 TBD 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.

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 Port 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.

Sent from my iPhone
Podhoretz: Media Covered Bridgegate More Than IRS Because They Have 'Friends' In WH

Noah Rothman

The press focused on New Jersey Gov. Chris Christie's bridge closure controversy 17 times more than the IRS scandal in the past six months because the political media has "friends" in the Obama White House, said New York Post columnist and Commentary Magazine editor John Podhoretz on Fox & Friends Monday morning. He said that, because the media knows the members of the Obama administration personally and does not know Christie's aides as well, they can more easily envision New Jersey officials engaging in malfeasance.

Podhoretz began by calling the George Washington Bridge lane closures controversy "perfect" because the public is familiar with traffic and the idea that the government would "impose" traffic on the public for political reasons is both easy to comprehend and likely to generate a backlash.

However, he added a recent report showed that the major broadcast networks gave 17 times more coverage to the bridge issue than the IRS, which is a similarly "perfect" controversy in terms of audience comprehension and frustration.

"My view is that, for the Washington press corps, the Obamas, the people who work in the Obama Administration are their friends," Podhoretz posited. "They're married to them. They work for them. They worked with them, and they don't believe that these people could do something that untoward."

"Whereas Christie — Republicans — they're people they don't know, they're people they don't like. They're people they don't associate with and socialize with," he continued. "So, it's much easier to believe that they would do bad things."
Sent from my iPhone

Begin forwarded message:

From: David Wildstein <david.wildstein.nj@gmail.com>
Date: January 8, 2014 at 10:08:39 PM EST
To: mpiradrew@gmail.com
Subject: Serbian

Did you see that bastard hammering it up on Wolf Blitzer?
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Sent: Wednesday, January 29, 2014 9:36 PM
To: mpdrew42@gmail.com
Subject: Fw: here you go, a full timeline with details on everything you have been seeking (and possibly more to come to paint an even fuller picture)

Attachments:

Importance: High

From: Kevin Roberts
Sent: Wednesday, January 29, 2014 09:17 PM
To: Michael Drewniak
Subject: Fw: here you go, a full timeline with details on everything you have been seeking (and possibly more to come to paint an even fuller picture)

From: Colin Reed
Sent: Wednesday, January 29, 2014 07:42 PM
To: 'Haddon, Heather' <Heather.Haddon@wsj.com>
Cc: Kevin Roberts
Subject: here you go, a full timeline with details on everything you have been seeking (and possibly more to come to paint an even fuller picture)

Take a look through this, and if you have issues, please let me know ASAP. Trying to paint as full a picture here as possible and doing it on a tight turnaround time:

1/22/2013: Mayor Zimmer writes letter to Governor Christie requesting meeting with his administration and various stakeholders to discuss flood mitigation measures and funding alternatives in the aftermath of Sandy. (see letter attached)

2/14/2013: In her annual State of the City address, Mayor Zimmer specifically praises Rockefeller Group and their involvement in developing flood mitigation strategies for Hoboken. She also announces plans to seek taxpayer dollars for the Rockefeller Group’s plan: “I want to thank the Rockefeller Group’s engineering team for introducing this simple design concept to me.”

2/21/2013: Mayor Zimmer meets with Governor Christie at the State House in Trenton to discuss Sandy rebuilding.
3/5/2013: DEP Commissioner Bob Martin and DCA Commissioner Rich Constable meet with Mayor Zimmer at her request. At this meeting she pitches the administration on a comprehensive flood mitigation plan. This plan was developed at Mayor Zimmer’s request by an engineering firm working in conjunction with the Rockefeller Group. At this same meeting, Mayor Zimmer makes two requests of the administration.

- First, she requests that the DEP and its engineering team review and provide guidance regarding the feasibility of this comprehensive flood mitigation plan.

- Second, she asks the administration to help assist in funding this approximately $90 million plan, assuming the DEP finds it feasible.

- As part of the presentation, Mayor Zimmer provides the administration a document generated by the Rockefeller Group entitled, “Hoboken Flood Mitigation – February 8, 2013.” (see attached). She also provides as part of her pitch a Rockefeller Group-produced map of the project (see attached).

3/12/2013: A meeting is held at Mayor Zimmer’s request between the Mayor, Christie Administration officials, which includes NJ Transit Executive Director Jim Weinstein, Turnpike authorities, and various transportation stakeholders. This was a larger meeting designed to discuss the same flood mitigation plan first pitched to the administration on March 5th, just a week earlier.

4/23/2013: Mayor Zimmer writes a letter to Governor Christie (see attached), thanking the administration for meeting with her and asking for further assistance.

4/25/2013: Commissioner Martin responds to Mayor Zimmer on behalf of Governor Christie in a letter (see attached) explaining next steps regarding her request for additional pumps and following up on her earlier request for DEP review of the comprehensive flood mitigation plan developed by the Rockefeller Group. The letter states that on May 8th the, “DEP office of engineering and construction will meet with the Rockefeller Group to discuss Hoboken’s proposed long-term flood risk reduction project.”

5/3/2013: Christie Administration sends letter (see attached) to Army Corps of Engineers requesting that Hoboken receive priority status for flood mitigation analysis.

5/9/2013: As a follow-up to the initial March 5th meeting held at Mayor Zimmer’s request, the Mayor has another meeting with senior representatives from DEP to discuss technical aspects of the approximately $90 million comprehensive flood mitigation plan developed by the Rockefeller Group. (This meeting was originally scheduled for May 8th, as reflected in Commissioner Martin’s 4/25 letter, but was later rescheduled for May 9th.)
12/2013: After the Obama Administration selects Hoboken as a pilot city for their "Rebuild By Design" competition on November 15, 2013, a meeting is initially scheduled with Mayor Zimmer, Marc Ferzan and Michelle Brown, CEO of the Economic Development Authority for December to discuss technical assistance being provided by state teams and next steps. This meeting is subsequently being rescheduled to accommodate participation from HUD officials from the Obama Administration and their ability to travel from Washington.

1/16/2014: Mayor Zimmer meets with Jim Weinstein and representatives from NJ Transit, Governor’s Office of Rebuilding and Recovery, a private developer (LCOR) and the design team from Rebuild By Design to discuss Rebuild By Design.
From: Michael Drewniak <Michael.Drewniak@gov.state.nj.us>
Sent: Saturday, February 01, 2014 6:45 PM
To: mpdrew42@gmail.com
Subject: Fw: email about Wildstein

From: Colin Reed
Sent: Saturday, February 01, 2014 05:35 PM
To: Isikoff, Michael (NBCUniversal) <Michael.Isikoff@nbcuni.com>
Cc: Michael Drewniak
Subject: RE: email about Wildstein

Looks like Politico linked to it: http://images.politico.com/global/2014/02/01/christie.html

From: Isikoff, Michael (NBCUniversal) [mailto:Michael.Isikoff@nbcuni.com]
Sent: Saturday, February 01, 2014 5:34 PM
To: Colin Reed
Cc: Michael Drewniak
Subject: email about Wildstein

Colin, Mike -- can you send?
From: Colen Reed
Sent: Tuesday, February 11, 2014 12:11 PM
To: Colen Reed
Subject: Setting The Record Straight (Again) On The New York Times

Good Afternoon—

In the event you didn’t catch Morning Joe today, you missed another interview with Kate Zernike – the same reporter whose coverage of the David Wildstein letter a few Fridays ago came under criticism (including from her own newspaper).

During her three-minute appearance this morning, Zernike uttered no fewer than five misleading statements that we felt were worth correcting and setting the record straight:

1. NYT MYTH: Christie Administration Efforts To Gather All The Facts Are Actually An Attempt To "Threaten People." NEW YORK TIMES’ KATE ZERNIKE: "I think for the same reason he wants a private meeting with Dawn Zimmer. I think what their message is – is, you know, they're trying to sort of threaten people and not explicitly, but saying, you know, we're going to go back after you if you come after us. And so, you know, look I think this is their strategy. We knew about Randy Mastro coming in that he was going to try to block people who were coming after Chris Christie, that's probably why Christie hired him. And I think this is part of that strategy." (MSNBC's "Morning Joe," 2/11/14)

ACTUAL FACT: Governor Christie Has Promised A Thorough And Complete Review So Something Like This Never Happens Again, And Hiring A Third-Party To Assist With Fact Gathering And Meeting With Those Involved Are First Steps In That Process. CHRISTIE ADMINISTRATION STATEMENT, 1/16/14:

"Governor Christie made clear last week that he will conduct an internal review to uncover the facts surrounding the lane closures in Fort Lee. His Administration is fully cooperating with the U.S. Attorney Inquiry and other appropriate inquiries and requests for information. To assist in conducting that internal review and furthering that cooperation, the Christie Administration is announcing today that Gibson, Dunn & Crutcher LLP has been retained as outside counsel. Their presence will bring an outside, third-party perspective to the situation, and they will be a valuable asset as we move forward. This Administration is committed to ensuring that what happened here never happens again. That's what the people of New Jersey deserve."

• LETTER FROM RANDY MASTRO TO DAWN ZIMMER: "The Governor's Office takes the allegations recently made by Hoboken Mayor Zimmer very seriously. For that reason, we have assembled a team here that includes five former federal prosecutors and are conducting a thorough review of the facts pertinent to Mayor Zimmer's allegations. Toward that end, we request assistance from Mayor Zimmer."

2. NYT MYTH: The Christie Administration Has Not Released The Retainer Agreement For Randy Mastro. NYT KATE ZERNIKE: "They have not released the retainer agreement." (MSNBC's "Morning Joe," 2/11/14)
ACTUAL FACT: The Retainer Agreement Has Been Released To Media Outlets That Have Requested It, And Has Been Widely Reported On, Including:

- Associated Press: "Christie’s Lawyer To Be Paid $650 Per Hour"
- Star-Ledger: "Chris Christie Agrees To Pays Law Firm $650 An Hour For GWB Investigations"
- Bergen Record: "Chris Christie Agrees To Pays Law Firm $650 An Hour For GWB Investigations"

3. NYT MYTH: Zernike Insinuates The Public Shouldn’t Be Paying For Mastro’s Review, And The Administration Has Refused To Provide Any Details About The Agreement. NYT KATE ZERNIKE: “The taxpayers of New Jersey ... We know very little about this investigation.” (MSNBC’s “Morning Joe,” 2/11/14)

ACTUAL FACT: Zernike Falls To Mention That The Taxpayers Are Also Paying For The Legislative Democrats’ Lawyer. “The new panel, which will also be chaired by Wisniewski, has already retained Reid Schar, the former federal prosecutor who put Illinois Gov. Rod Blagojevich behind bars. Schar will advise the panel as special counsel. According to his agreement with the Assembly, his firm will charge $350 an hour for partners, $300 non-partners, $125 for paralegal/assistant work.” (Christopher Baxter, “Chris Christie bridge scandal: 20 subpoenas issued, governor hires attorney,” Star-Ledger, 1/17/14)


ACTUAL FACT: In Keeping His Word About Not Letting Anything Get In The Way Of Doing His Job, The Governor Has Kept A Robust Public Schedule The Last Few Weeks, Including his 110th Town Hall Meeting Scheduled For Thursday.

- January 14: State of the State Address
- January 16: Sandy Housing Recovery Milestone Announcement with Homeowners – Manahawkin, NJ
- January 17: Ceremonial Swearing-In for Supreme Court Justice Faustino J. Fernandez-Vina - Camden, NJ
- January 21: Inauguration Morning Service – Newark, NJ
- January 21: Swearing-In Ceremony and Inaugural Address – Trenton, NJ
- January 23: Education Announcement – Camden, NJ
- January 27: Boys & Girls Club of Newark Clubhouse Renovation Celebration – Newark, NJ
- January 27: Super Bowl Host Committee Leadership Celebration – Jersey City, NJ
- January 30: CBS Philadelphia Radio Interview
- January 30: New York Friars Club Celebrity Luncheon and Roast of Boomer Esiason
- January 31: Remarks at The 19th Annual Rebuilding Together “Kickoff to Rebuild” – Moonachie, NJ
- January 31: WFAN’s Boomer and Carton Show Interview
- January 31: The SiriusXM Blitz with Bruce Murray and Rich Gannon Interview
- February 1: Super Bowl Hand-Off Ceremony – New York, NY
- February 3: Meeting with Senate President Steve Sweeney and Speaker Vincent Prieto
- February 3: NJ 101.5’s Monthly “Ask The Governor” Interview
- February 4: Remarks on Second Round of Federal Superstorm Sandy Recovery Funds – Oceanburg, NJ
- February 11: A Discussion At The Economic Club of Chicago – Chicago, Ill
- February 13: 110th Town Hall Meeting – Middleton, NJ
5. NYT MYTH: Finally In The “You Can’t Make This Stuff Up Category”, Zernike Suggests That The 110th Town Hall Meeting Was “Conveniently” Scheduled To Coincide With A Snow Storm. NYT KATE ZERNIKE: “You know, I was very surprised that the Governor said that he was going to do a town hall on Thursday, which of course may be cancelled due to snow conveniently ...” (MSNBC’s “Morning Joe”, 2/11/14)

ACTUAL FACT: The Town Hall Meeting Was Scheduled Last Week, Well In Advance Of News About The Weather. “Governor Christie will hold his first town hall-style event since June, this one planned for Middleton Township on Thursday and to focus on the administration’s plan for distributing the second round of federal Sandy recovery funds, his office announced Friday.” (Michael Phillips, “Gov. Christie To Hold First Town Hall-Style Event Since June,” Bergen Record, 2/8/14)

This wasn't the first time Zernike has come under fire in recent weeks for her reporting. After her story on January 31st about the David Wildstein lawyer letter, she did a media tour to defend her coverage, which ultimately resulted in both she and the NYT public editor admitting error.