APPENDIX A

Exhibits used by the
New Jersey Legislative Select Committee on Investigation
At the June 3, 2014
Committee Meeting
Tab 1
September 19, 2013

Commissioner William Pat Schuber
The Port Authority of New York and New Jersey
225 Park Avenue South
New York, NY 10003

Dear Commissioner Schuber:

Again, I find myself at a loss for words in responding to the questions posed by my constituents in regards to the rationale behind decisions made by the Port Authority of New York and New Jersey. Last year I was at a loss in discussing the rationale behind the toll increases without meaningful public input and now I am at a loss for words regarding the Authority's sudden change in the traffic flow pattern to the George Washington Bridge from Fort Lee. Reducing the number of lanes during peak traffic times has caused a significant hardship for many in the area. This decision, made with no public comment, has created significant congestion in Bergen County.

I am disappointed in the Authority's response, but on a personal level I am disappointed in your lack of advocacy on behalf of the residents of Bergen County. When you were confirmed before the Senate you stated, both privately to me and publicly, that you were going to be the voice for Bergen County residents to the Authority. Sadly, at least based on your public actions, this does not appear to me to be the case.

It is my hope that this will change and you will ask for answers for the residents of Bergen County. I also hope that you will insist on greater transparency from the Authority.
In the next couple weeks, I would like you to meet with me and my colleagues from the District to discuss the change in traffic patterns as well as the greater issue of transparency with the Authority. Please let me know when you are available to meet.

Sincerely,

Loretta Weinberg
Senator, District 37

cc. The Honorable Governor Chris Christie
   Assemblywoman Valerie Vainieri Huttle
   Assemblyman Gordon M. Johnson
   The Honorable Mark Sokolich, Mayor of Fort Lee
   Chairman David Samson
Tab 4
Hi David, Hold the letter til you hear from me. I called her today, so I am not sure I need to follow that up. Will think about it. Best Wishes. Pat

Sent from my iPad

On Sep 25, 2013, at 9:57 AM, "Wildstein, David" <dwildstein@panynj.gov> wrote:

Draft

From: Pilosio, Jared
Sent: Wednesday, September 25, 2013 9:54 AM
To: Wildstein, David
Subject: Comm Schuber response

Dear Senator Weinberg:

Thank you for your letter regarding the recent traffic study performed at the George Washington Bridge. These studies are conducted by staff and not presented to the Board of Commissioners. However, I will ask that our law enforcement professionals notify their local counterparts when future studies occur at our Hudson River crossings.

Thank you again for your concern.

Sincerely,

Pat Schuber
Commissioner

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Tab 5
## Detail for William Schuber:

### Voice, continued

<table>
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<th>Date</th>
<th>Time</th>
<th>Number</th>
<th>Rate</th>
<th>Usage Type</th>
<th>Origin</th>
<th>Destination</th>
<th>Min.</th>
<th>Airtime Charges</th>
<th>Long Dist/ Other Chrgs</th>
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<td>201-920</td>
<td>Peak</td>
<td>PlanAilor</td>
<td>Hackensack</td>
<td>Teaneck</td>
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<tr>
<td>9/25</td>
<td>12:50P</td>
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<td>PlanAilor</td>
<td>Bergenfield</td>
<td>Inwood</td>
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<td></td>
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</tbody>
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PA - WS - 000135

PA - WS - 000004
Tab 6
RE: Re:

good for you--if anything further ensues on this (or anything else), I hope you know I am available to contribute whatever you may feel could have value

From: William Schuber
Sent: Thursday, September 26, 2013 9:53 AM
To: Samson, David
Subject: Re:

Hi David, That is kind of you, but no, it's ok. I decided to surprise her with a direct call and tell her I was disappointed she had made it personal. I don't think she expected that. I think she has never gotten over our 1998 Race!!! Best Wishes. Pat

Sent from my Ipad

On Sep 26, 2013, at 9:42 AM, "Samson, David" <dsamson@wolffsamson.com> wrote:

Pat: I received a copy of Loretta's 9/19 letter to you about her being "disappointed...on a personal level": what a jerk! do you want me to do anything? D.

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Thank you.

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Jersey City Port Authority Property Records
# EXHIBIT A

## JERSEY CITY PORT AUTHORITY PROPERTIES

### I. PROPERTIES THAT ARE COVERED BY AN EXISTING PILOT AGREEMENT.

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>DATE OF ACQUISITION</th>
<th>CURRENT ASSESSMENT AND TAX INFORMATION</th>
</tr>
</thead>
</table>
| 1. PATH Plaza                                 | 12/20/67            | Assessment: $128,556,300
| (Block 9501, Lot 1)                           |                     | Implied FMV: $411,511,843
|                                               |                     | Taxes: $9,598,013
|                                               |                     | Annual PILOT payments: $86,729.27                                           |
| 2. 20 Colony Road – Greenville Yard          | 12/30/81            | Assessment: $29,585,500
| (Block 30501, Lot 1)                          |                     | Implied FMV: $94,703,905
|                                               |                     | Taxes: $2,208,853
|                                               |                     | Annual PILOT payments: $736,304.79
|                                               |                     | (since at least FY1997; Agreement calls for $762,000)                        |
| (Block 30403, Lot 1 & Block 30501, Lots 8, 9, |                     | Implied FMV: $51,547,375
| 10 & 100)                                     |                     | Aggregate taxes: $1,202,280
|                                               |                     | Annual PILOT payments: $1,360,030                                           |

### II. PROPERTIES THAT ARE NEITHER COVERED BY AN EXISTING PILOT AGREEMENT NOR PAYING REGULAR REAL ESTATE TAXES.

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>DATE OF ACQUISITION</th>
<th>CURRENT ASSESSMENT AND TAX INFORMATION</th>
</tr>
</thead>
</table>
| 1. Port Jersey Blvd.                          | 1/15/82             | Assessment: $11,700,000
| (Block 30501, Lot 3)                          |                     | Implied FMV: $37,451,985
|                                               |                     | Taxes: $873,522                                                             |
| 2. 53-57 Port Jersey Blvd                     | 8/19/88             | Assessment: $5,338,300
| (Block 30501, Lot 6)                          |                     | Implied FMV: $17,088,028
|                                               |                     | Taxes: $398,557                                                             |
| 3. Port Jersey Blvd                           | 1/15/82             | Assessment: $237,100
| (Block 30501, Lot 7)                          |                     | Implied FMV: $790,973
|                                               |                     | Taxes: $18,448                                                              |
| 4. Port Jersey Blvd                           | 1/15/82             | Assessment: $4,440,500
| (Block 30501, Lot 13)                         |                     | Implied FMV: $14,214,149                                                   |
|                                               |                     | Taxes: $331,528                                                             |
| 5. Port Jersey Blvd                           | 1/15/82             | Assessment: $3,243,400
| (Block 30501, Lot 14)                         |                     | Implied FMV: $10,382,202                                                   |
|                                               |                     | Taxes: $242,152                                                             |
| 6. Port Jersey Blvd                           | 1/15/82             | Assessment: $4,685,700
| (Block 30404, Lot 4)                          |                     | Implied FMV: $14,999,040                                                   |
|                                               |                     | Taxes: $349,834                                                             |
| 7. Port Jersey Blvd                           | 1/15/82             | Assessment: $9,803,200
| (Block 30501, Lot 4)                          |                     | Implied FMV: $31,380,287                                                   |
|                                               |                     | Taxes: $731,907                                                             |
| 8. 403 Port Jersey Blvd                       | 1/15/82             | Assessment: $3,139,000
| (Block 30501, Lot 5)                          |                     | Implied FMV: $10,048,015                                                   |
|                                               |                     | Taxes: $234,358                                                             |
| 9. Port Jersey Blvd                           | 1/15/82             | Assessment: $3,173,800
| (Block 30501, Lot 12)                         |                     | Implied FMV: $10,159,411                                                   |
|                                               |                     | Taxes: $236,956                                                             |
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</thead>
</table>
| 10. 100 Academy St. (Block 10901, Lot 83) | 11/8/02 | Assessment: $3,375,000  
Implied FMV: $10,803,457  
Taxes: $251,978 |
| 11. Waldo Ave. Rear (Block 10901, Lot 90) | 1/1/89 | Assessment: $210,000  
Implied FMV: $672,215  
Taxes: $15,679 |
| 12. Inside Plot (Block 10901, Lot 113) | | Assessment: $31,200  
Implied FMV: $99,872  
Taxes: $2,329 |
| 13. 350 Washington St. (Block 11609, Lot 1) | 12/31/61 | Assessment: $1,261,200  
Implied FMV: $4,037,132  
Taxes: $94,161 |
| 14. Chestnut Ave. (Block 9702, Lot 3) | 1/1/89 | Assessment: $235,500  
Implied FMV: $753,841  
Taxes: $17,582 |
| 15. Chestnut Ave. (Block 9702, Lot 23) | 1/1/89 | Assessment: $20,000  
Implied FMV: $64,020  
Taxes: $1,493 |
| 16. 215 Baldwin Ave. (Block 10803, Lot 25) | | Assessment: $456,100  
Implied FMV: $1,459,987  
Taxes: $34,952 |
| 17. 246 Broadway (Block 9001, Lot 5) | | Assessment: $96,400  
Implied FMV: $368,579  
Taxes: $7,197 |
| 18. Columbus Dr. (Block 13101, Lot 3) | 2/28/85 | Assessment: $61,000  
Implied FMV: $195,262  
Taxes: $4,554 |
| 19. Inside Plot (Block 10901, Lot 110) | 6/30/87 | Assessment: $76,400  
Implied FMV: $244,558  
Taxes: $5,704 |
| 20. Inside Plot (Block 10901, Lot 112) | 6/30/87 | Assessment: $48,200  
Implied FMV: $154,289  
Taxes: $3,599 |
| 21. Mersedes St. (Block 10901, Lot 114) | 6/30/87 | Assessment: $95,000  
Implied FMV: $304,097  
Taxes: $7,093 |
| 22. 90 Columbus Dr. (Block 13003, Lot 2) | 11/2/05 | Assessment: $260,600  
Implied FMV: $834,187  
Taxes: $19,456 |
| 23. 234 Provost St. (Block 8902, Lot 1) | 1/6/88 | Assessment: $507,100  
Implied FMV: $1,623,239  
Taxes: $37,860 |
| 24. Fourteenth & Provost (Block 7203, Lot 4) | | Assessment: $52,100  
Implied FMV: $166,773  
Taxes: $3,890 |
| 25. 124 Thirteenth St. (Block 7203, Lot 5) | 1/29/54 | Assessment: $701,200  
Implied FMV: $2,244,558  
Taxes: $52,352 |
| 26. 80 River Dr. (Rear) (Block 7302, Lot 25) | 6/13/00 | Assessment: $4,044,600  
Implied FMV: $12,946,863  
Taxes: $301,970 |
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<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>DATE OF ACQUISITION</th>
<th>CURRENT ASSESSMENT AND TAX INFORMATION</th>
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<td>27. 80 River Dr.</td>
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<td>Assessment: $67,300</td>
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<td>(Block 7302, Lot 27)</td>
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<td>Implied FMV: $215,429</td>
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<td>Taxes: $5,025</td>
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<td>28. 88 River Dr.</td>
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<td>Assessment: $51,500</td>
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<td>(Block 7302, Lot 31)</td>
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<td>Implied FMV: $164,853</td>
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<td>Taxes: $3,845</td>
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<td>29. 86 River Dr.</td>
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<td>Assessment: $142,900</td>
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<td>(Block 7302, Lot 29)</td>
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<td>Implied FMV: $457,426</td>
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<td>Taxes: $10,669</td>
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<td>30. 236 Provost St.</td>
<td>6/30/10</td>
<td>Assessment: $30,500</td>
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<td>(Block 7203, Lot 1)</td>
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<td>Implied FMV: $97,631</td>
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<td>Taxes: $2,277</td>
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<td>31. 2 Montgomery St.</td>
<td>12/22/10</td>
<td>Assessment: $15,200,000</td>
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<td>(Block 11605, Lot 2)</td>
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<td>Implied FMV: $48,655,570</td>
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<td>Taxes: $1,134,832</td>
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<td>32. 20 Harbor Dr.</td>
<td>9/23/74</td>
<td>Assessment: $397,300</td>
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<tr>
<td>(Block 30306, Lot 1)</td>
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<td>Implied FMV: $1,271,767</td>
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<td>Taxes: $29,662</td>
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<tr>
<td>33. Route 169</td>
<td>12/30/81</td>
<td>Assessment: $2,422,400</td>
</tr>
<tr>
<td>(Block 30306, Lot 2)</td>
<td></td>
<td>Implied FMV: $7,754,161</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Taxes: $180,856</td>
</tr>
</tbody>
</table>
08-15-11 Weinberg-Baroni Letter
August 15, 2011

Bill Baroni, Deputy Executive Director
Port Authority of New Jersey
225 Park Avenue South, 15th Floor
New York, NY 10003

Dear Mr. Baroni,

Recently, the Port Authority has announced plans to increase the tolls on commuters at the bridge and tunnel crossings out of New Jersey by as much as $4 beginning next month, with an additional $2 increase coming in 2014. From media accounts on this toll increase, I understand the rationale is that funds are needed to complete planned projects, and will result in needed capital improvements in the infrastructure.

While I appreciate the need to invest in our transportation infrastructure, I believe hiking tolls to more than 150% of their current amount on already-beleaguered commuters is the wrong approach, and I believe that the Port Authority’s announced schedule of public hearings only pays lip service to the idea of open, transparent and accountable government.

The time and location of each Port Authority hearing on the toll increases seems designed specifically to discourage public input into the toll hike plan. All nine hearings are scheduled for the same day – tomorrow, August 16 – and all appear to be at Port Authority offices, under the pre-text of saving money. The end result will be little public input into a plan which will have a huge impact on hard-hit commuters.

In order to give voice to the public, I would gladly arrange for an additional hearing in my district, free of charge, so that the people of the 37th District who will shoulder an inordinate amount of the burden of this toll increase can be heard. I would hope that you would seriously consider the offer, and that we would be able to schedule a hearing at a time convenient to the working schedules of many of the affected drivers.

Mr. Baroni, during your time in the New Jersey Legislature, you developed a strong reputation of fighting for good government, and I hope that you would agree that the best type of government is an open government. I hope you will work with me to make sure that toll increases aren’t implemented without giving the public a fair opportunity to voice opposition.

Sincerely,

Loretta Weinberg
Senator, District 37
August 17, 2011

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

Dear Mr. Baroni,

As a follow up to my August 15th letter, (another is attached for your information), I have questions regarding yesterday’s nine hearings on the Port Authority’s proposed toll hikes.

According to today’s newspaper accounts these hearings were not held in a consumer-friendly atmosphere. For example, the 8AM Hearing at Newark Liberty International Airport, Building 157, in Bay 3, was so noisy that most of the testimony by residents was drowned out by airplane noise. And, at the 6PM meeting at the George Washington Bridge Administration Building in Fort Lee, the meeting was abruptly adjourned when a piece of a rusty ceiling pipe fell on the dais.

Also, did any Port Authority Commissioners preside over any of the 9 hearings that took place around the state yesterday? One of my staff attended the Fort Lee meeting and reported back that this hearing was held by one Port Authority Deputy staff person and no Commissioners attended to hear the sentiments of the public.

And, is it true that New Jersey Transit pays tolls to the Port Authority at a reduced rate, which will result in an increase with this new rate?

Mr. Baroni, I don’t have to explain to you of all people, a former public servant, what this toll hike will mean to our residents. It will adversely affect every aspect of their everyday lives by ultimately increasing the cost of food, goods, gas and services. Those hearings yesterday were mere window-dressing. If the Port Authority is really interested in public input, a series of hearings held by their Commissioners over a few days span of time would achieve this goal.

I ask that you please intervene and schedule more hearings for public comment in places where the ceiling isn’t falling, the airplanes aren’t droning and where Commissioners of the Port Authority are presiding. I anxiously await your reply.

Sincerely,

Loretta Weinberg
Senator, District 37
08-18-11 Weinberg-Schuber Letter
August 18, 2011

Port Authority Commissioner William Pat Schuber
C/O DeCotiis Fitzpatrick and Cole, LLP
500 Frank W Burr Boulevard, #31
Teanec, NJ 07666

Dear Commissioner Schuber,

I know you will recall our conversation when you appeared before the Judiciary Committee for your appointment as one of New Jersey’s Commissioners on the Port Authority of NY and NJ. I told you at the time that I was delighted to support someone as a Commissioner who was from Bergen County and who would represent our Bergen County voices and interests in the future. After your confirmation by the Senate Judiciary Committee and the New Jersey State Senate, I was secure in the knowledge that you would be looking out for Bergen County.

As I'm sure you know, this raise in tolls will have a direct disproportionate affect on Bergen County commuters who will carry the majority of this burden. And this hike will not only increase the commuter costs, but will also adversely affect the costs of all goods and services to Bergen residents.

To add to my further disappointment, I understand none of the Commissioners (including you) presided over any of the hearings that were held around the state. As our Commissioner, former Bergen County Executive and lifelong Bergen County resident, your presence at the one hearing that took place in Bergen County at the George Washington Administration Building in Fort Lee on August 16th would have been appreciated. Instead, a 2nd tier staffer came alone and paid lip service to the angry crowd, many of whom were disappointed you were not there to hear their concerns. And, to add to the public’s outrage, the one and only hearing in the largest County in the state, (Bergen) was abruptly adjourned when rusty debris fell from the ceiling on to the dais.

I understand the Port Authority will be making its final decision based upon public comment by tomorrow, Friday, 8/19. I find it incredible as well as unbelievable that transcripts from all these hearings from a few days ago could be made available and read by all the Commissioners in time for tomorrow’s vote.

continued
I will tell you, what I have told Bill Baroni in the two letters I have written to him this past week (copies attached for your information and guidance): These hearings were mere window dressing in an attempt to catch the public off guard. I am asking you to please intervene on Bergen's behalf to preserve the public's right to comment by organizing a series of hearings, over a period of days, with our Port Authority Commissioners presiding.

The Bergen County public expected more from you on this issue. I hope you will take this information to heart and use your voice as our representative to open the process for more public input on this important matter to our residents. Bergen County is counting on you. Please don't let us down.

Sincerely,

Loretta Weinberg
Senator, District 37

Enclosures
January 31, 2012

The Honorable Chris Christie
Governor
State of New Jersey
State House
Trenton, NJ 08625

The Honorable Andrew M. Cuomo
Governor
State of New York
State Capitol
Albany, NY 12224

Dear Governors,

In response to last year's toll and fare increase, on August 18, 2011, you charged the Board of Commissioners of the Port Authority of New York and New Jersey to undertake a comprehensive review and audit of the entire agency, covering its finances, operations, and ten-year Capital Plan. On September 19, 2011, a Special Committee of the Board was organized to oversee that directive, and thereafter it retained the international firms of Navigant Consulting, Inc. and Rothschild Inc. to assist in this effort.

We present herewith the Phase I Interim Report. It is the Special Committee's intent that this Report together with our subsequent final report will present a thorough assessment of the Port Authority's current business model, finances, and operations, as well as provide corrective recommendations and measures. The findings and recommendations of the Report will be presented to the Port Authority's Board for consideration and appropriate action.

We note that the Report finds an "organization at a crossroads" and indicates that the Port Authority needs a top-to-bottom overhaul of its management structure. Navigant's preliminary review revealed, in their assessment, "a challenged and dysfunctional organization suffering from a lack of consistent leadership, a siloed underlying bureaucracy, poorly coordinated capital planning processes, insufficient cost controls, and a lack of transparent and effective oversight of the World Trade Center program that has obscured full awareness of billions of dollars in exposure to the Port Authority."

As can be seen in the Report, the World Trade Center redevelopment costs grew from an estimate of approximately $11 billion in 2008 to a current estimate of approximately $14.8 billion, with the estimated net cost to the Port Authority after third-party reimbursements growing from approximately $6 billion to approximately $7.7 billion.

Given that enormous burden, we are committed to taking the steps necessary to mitigate the Port Authority's exposure at the World Trade Center site by:

- Establishing new financial and management controls, and value engineering all possible aspects of the World Trade Center project. This crucial step should help
limit or mitigate the approximately $1 billion of potential incremental cost exposure identified in the Report;

- Maximizing the recovery of costs spent on behalf of third-party stakeholders and strictly limiting any new financial commitments related to increased scope and third-party work. As noted in the Report, the Port Authority already needs to recover approximately $1.6 billion from public agencies and private entities, such as the National September 11 Memorial & Museum;

- Leveraging private sector expertise. The Port Authority has made advances in this direction by forming a joint venture with the Durst Organization on Tower 1 and actively negotiating a joint venture with Westfield on the retail components of the World Trade Center site. As suggested by the Report, the Port Authority underestimated approximately $1 billion of costs that were subsequently identified by the involvement of experienced, private partners. There may have been an opportunity to mitigate some of these costs had they been identified earlier; and

- Pursuing the feasibility of third-party capital sources to fund the commercial aspects of the site. Alternative methods of funding the infrastructure needs of the Port Authority may come from monetizing certain assets at the World Trade Center site.

The amount of debt at the end of 2001 ($9.1 billion) grew to $19.5 billion at year-end 2011, and is expected to increase further to approximately $20.8 billion by the end of 2012. This significant increase in the agency’s debt load will remain a burden for years to come.

Gross compensation at the Port Authority has grown in the last five years by approximately 19%, from $629 million to $749 million, primarily as the result of “add-on” compensation such as overtime, unused vacation exchange and “longevity” programs. During this same timeframe, the cost of benefits for employees increased by approximately 35%, from $341 million to more than $458 million.

These findings underscore the Special Committee’s objective of finding ways of lowering operating costs and increasing operational efficiencies across the agency. The Special Committee is strongly committed to bringing employee compensation and benefits in line with appropriate public employee benchmarks and has already asked our executive management team to examine the following measures:

- Requiring contributions to healthcare. If implemented for all employees, these contributions would result in expected savings of approximately $103.8 million over the course of the next four years;
• Eliminating "add-on" compensation programs, such as unused vacation exchange and "longevity." The estimated annual savings for eliminating these programs for non-represented employees is approximately $9.1 million;
• Implementing a merit driven compensation program;
• Imposing stronger controls on overtime; and
• Revising vacation and other compensated time policies.

Aside from these findings and recommendations, the Report includes preliminary observations on the Port Authority’s current $25.1 billion Capital Plan and underlying capital planning process. The majority of that capital, more than $18 billion, is planned for assets excluding the World Trade Center site, reflecting significant state-of-good-repair and other needs of our core transportation assets. Yet the Report observes that the capital planning process does not necessarily align with the agency’s overall priorities. Line functions promote projects to maintain their own asset base, while management roles and responsibility for oversight of the planning and project execution process are not clearly defined. Furthermore, senior management lacks key performance metrics to drive accountability for the execution of the Capital Plan.

The next phase of the Special Committee’s work will further the detailed review of the hundreds of projects in the Capital Plan. However, it is clear that the Port Authority must refocus its organization and processes to increase the speed of project delivery and reduce project costs. Already, our executive management team is focusing on various steps to achieve these goals, including:

• Streamlining pre-construction approval processes;
• Reducing "soft costs" associated with project development;
• Requiring financial department review of all transactions before they are brought to the Board; and
• Improving communications internally to foster better collaboration and decision-making for critical projects.

These important steps, together with other improvements such as greater use of electronic systems to improve management of our real estate and leasing contracts, and improving the timely collection of revenues owed to us, will improve the value to the agency, and to the public, of the capital dollars we spend.

The above findings, along with the others in the Report, make abundantly clear something that we already knew: we must now move to a new era for the Port Authority. In 2011, the Board had already begun this process by implementing significant changes to
reinvigorate the agency. For example, in the past months it has moved forward in a proactive way with positive changes in governance and transparency by:

- Posting online the compensation of all employees of the Port Authority and committing the agency to quarterly updates;
- Implementing the elimination of the non-revenue component of the Port Authority's E-ZPass program for certain employees and retirees;
- Hiring the first new independent auditor for the agency in 31 years;
- Strengthening the Port Authority's internal Enterprise Risk Management System to allow the Board to better anticipate and mitigate potential problems;
- Establishing an Insurance Working Group to examine the Port Authority's insurance practices and costs; and
- Approving Preliminary Operating and Capital Budgets for 2012 expressly subject to any measures adopted by the Board as a result of the Special Committee's review.

Beyond these recent steps and the aforementioned commitments, much more needs to be done. The Special Committee's continued review will serve as the vehicle for this change, and as we move into Phase II with the guidance of Navigant and Rothschild, the principal objectives will remain the same: to reduce costs, improve efficiencies, and fulfill the Port Authority's mission as the engine for economic growth and job creation in the New York/New Jersey region. We look forward to your continued support.

Respectfully,

THE SPECIAL COMMITTEE OF
THE BOARD OF COMMISSIONERS
OF THE PORT AUTHORITY OF
NEW YORK AND NEW JERSEY

David Samson
Chairman

Scott Rechler
Vice-Chairman

William "Pat" Schuber
Commissioner

Jeffrey Lynford
Commissioner
09-13-13 Foye E-Mail
From: Bove, Patrick
Sent: Friday, September 13, 2013 07:44 AM
To: Fulton, Codrick; Durando, Robert
Cc: Baron, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; Rechler, Scott
<Rechler@RXRRealty.com>; Buchbinder, Darrell
Subject: Fort Lee eastbound access to GWB

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

I am making this decision for the following reasons:

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

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

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

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

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

Pat
APPENDIX B

Submitted to the
New Jersey Legislative Select Committee on Investigation
from William “Pat” Schuber, Esq.
February 24, 2014

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

Re: New Jersey Legislative Select Committee on Investigation
Subpoena (Commissioner William Schuber)

Dear Mr. Buono:

This letter is in response to the subpoena duces tecum, dated February 10, 2014, issued to Commissioner William Schuber by the New Jersey Legislative Select Committee on Investigation (the “Committee”). The documents, Bates stamped PA – WS – 000001 to PA – WS - 000100, which resulted from a search of Mr. Schuber’s personal accounts and/or devices, are responsive to the Committee’s request for all communications of any kind between September 1, 2012 and February 10, 2014 concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013, as well as all of Mr. Schuber’s calendars between September 1, 2012 and February 10, 2014. As the subpoena instructs, this response also includes a privilege log for Mr. Schuber describing documents that include redactions of personal information unrelated to the lane closures.

Please contact me if you have any questions or concerns.

Very truly yours,

David R. Kromm
Litigation & Corporate Security
(212) 435-3483

DRK/pg
Encl.

225 Park Avenue South
New York, NY 10003
**WILLIAM SCHUBER'S PRIVACY LOG**

William Schuber hereby asserts the following log of redactions of personal information due to privacy concerns in response to the New Jersey Legislative Select Committee on Investigation's subpoena dated February 10, 2014.

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Need-to-Know Information

Limiting Notations On Payments
Written notations included on or on your payment cannot be reviewed when bills are processed and will not be honored. Please send such noted payment and any accompanying correspondence to the Correspondence Address on Page 2 of your bill.

Electronic Fund Transfer (EFT)
Your check authorizes us either to make a one-time electronic funds transfer (EFT) from your account or process as a check. An EFT may be withdrawn from your account the same day you make your payment and your check is not returned to you. If you want to be excluded from EFT, please call 1-866-544-0401. If payment is returned unpaid, you authorized us to collect an additional $25 fee through EFT from your account.

Experiencing A Problem With Your Verizon Wireless Device?
Just contact us toll-free at 1-866-406-5154 from a landline phone. If we can’t resolve the problem and the problem is caused by a manufacturing defect within the first year you own the device, we’ll send you a Certified Like-New Replacement (either a like unit or one of comparable quality) right to your door.

Returned Payments
In the event your check for payment of your wireless bill is returned by your bank for insufficient or uncollected funds, Verizon Wireless may reissue your check electronically to your bank for payment from your checking account.

Get Coverage Of Every NFL Game With NFL Mobile
Only NFL Mobile from Verizon delivers live NFL games right to your phone, on Thursday, Sunday and Monday nights. Watch every touchdown from every game on Sunday afternoons with NFL RedZone. Also, get NFL all the time with NFL Network 24/7. To learn more or to download NFL Mobile, visit www.verizon.com/nfl. Capable device required. Monthly subscription, message and data rates may apply to download and use.
### Voice, continued

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**PA - WS - 000005**
### Detail for William Schuber: Voice, continued

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From: Pilosio, Jared  
Sent: Wednesday, September 25, 2013 9:54 AM  
To: Wildstein, David  
Subject: Comm Schuber response

Dear Senator Weinberg:

Thank you for your letter regarding the recent traffic study performed at the George Washington Bridge. These studies are conducted by staff and not presented to the Board of Commissioners. However, I will ask that our law enforcement professionals notify their local counterparts when future studies occur at our Hudson River crossings.

Thank you again for your concern.

Sincerely,

Pat Schuber  
Commissioner
Hi David, Hold the letter till you hear from me. I called her today, so I am not sure I need to follow that up. Will think about it. Best Wishes. Pat

Sent from my iPad

On Sep 25, 2013, at 9:57 AM, “Wildstein, David” <dwildstein@panynj.gov> wrote:

Draft

From: Pilosio, Jared
Sent: Wednesday, September 25, 2013 9:54 AM
To: Wildstein, David
Subject: Comm Schuber response

Dear Senator Weinberg:

Thank you for your letter regarding the recent traffic study performed at the George Washington Bridge. These studies are conducted by staff and not presented to the Board of Commissioners. However, I will ask that our law enforcement professionals notify their local counterparts when future studies occur at our Hudson River crossings.

Thank you again for your concern.

Sincerely,

Pat Schuber
Commissioner

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On hold

From: William Schuber
Sent: Wednesday, September 25, 2013 11:27 AM
To: Wildstein, David
Subject: Re: Comm Schuber response

Hi David, Hold the letter til you hear from me. I called her today, so I am not sure I need to follow that up. Will think about it. Best Wishes. Pat

Sent from my iPad

On Sep 25, 2013, at 9:57 AM, "Wildstein, David" <dwildstein@panynj.gov> wrote:

Draft

From: Pilosio, Jared
Sent: Wednesday, September 25, 2013 9:54 AM
To: Wildstein, David
Subject: Comm Schuber response

Dear Senator Weinberg:

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Commissioner

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From: "Wildstein, David" <dwildstein@panynj.gov>
To: "William Schuber"
Date: 10/04/2013 02:24:54 PM
Subject: FW: G&E
Attachments: Governance & Ethics-FINAL-PUBLIC.pdf (1019KB), G&E public - Update.pdf (974KB)

Commissioner: In 2011 and 2012, these presentations were made in public session.

From: Eastman, Karen
Sent: Friday, October 04, 2013 2:22 PM
To: Wildstein, David
Subject: G&E

Attached are the presentations for 2012 and 2011.

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.
good for you—if anything further ensues on this (or anything else), I hope you know I am available to contribute whatever you may feel could have value

---

From: William Schuber [mailto:...]
Sent: Thursday, September 26, 2013 9:53 AM
To: Samson, David
Subject: Re:

Hi David, That is kind of you, but no, it's ok. I decided to surprise her with a direct call and tell her I was disappointed she had made it personal. I don't think she expected that. I think she has never gotten over our 1998 Race!! Best Wishes. Pat

Sent from my iPad

On Sep 26, 2013, at 9:42 AM, "Samson, David" <dsamson@wolffsamson.com> wrote:

Pat: I received a copy of Loretta's 9/18 letter to you about her being "disappointed...on a personal level": what a jerk! do you want me to do anything? D.
good for you--if anything further ensues on this (or anything else), I hope you know I am available to contribute whatever you may feel could have value

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From: William Schuber [mailto:]
Sent: Thursday, September 26, 2013 9:53 AM
To: Samson, David
Subject: Re:

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Sent from my iPad

On Sep 26, 2013, at 9:42 AM, "Samson, David" <dsamson@wolffsamson.com> wrote:

Pat: I received a copy of Loretta's 9/19 letter to you about her being "disappointed...on a personal level": what a jerk! do you want me to do anything? D.

DAVID SAMSON
Chairman of the Firm
(973) 530-2000
Fax. (973) 530-2200
dsamson@wolffsamson.com

WOLFF & SAMSON PC
One Boland Drive | West Orange, NJ 07052

WOLFF•SAMSON
West Orange, NJ | New York, NY | Trenton, NJ

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Thank you.

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. federal tax advice contained in this document (including any attachments) is not intended or written to be used, and cannot be used by the recipient or any other taxpayer, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.
THURSDAY 6
ETHICS MONTY PA
10:30 AM
PR Contribution - Jim Howard
PR Security Committee 11:30 AM
SEPTEMBER 2012

MONDAY 10

TUESDAY 11

WEDNESDAY 12
3 PM = Performance, court (Confide 808)
NYC/CA End child?

THURSDAY 13

FRIDAY 14

SATURDAY 15

SUNDAY 16

NOTES

SEPTEMBER

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MONDAY
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TUESDAY
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THURSDAY
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NOTES

SEPTEMBER

2012

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29 30
OCTOBER

MONDAY
8 C

TUESDAY
9
2:14 PM - Security check - Call in

WEDNESDAY
10
NYCU

THURSDAY
11

FRIDAY
12

SATURDAY
13

SUNDAY
14

NOTES
WEEK 42

OCTOBER

MONDAY 15

TUESDAY 16
3PM- PR Conference Call
3PM-Site Meeting 1st
Conference Call

WEDNESDAY 17

THURSDAY 18
PA PD Meeting

2012

FRIDAY 19

SATURDAY 20

SUNDAY 21

NOTES

OCTOBER

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NOTES:
**NOVEMBER–DECEMBER**

**MONDAY**  
26

**TUESDAY**  
27

**WEDNESDAY**  
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**THURSDAY**  
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**FRIDAY**  
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**SATURDAY**  
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**SUNDAY**  
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**NOTES**

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**2012**

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**NOVEMBER**

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DECEMBER

MONDAY
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TUESDAY
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WEDNESDAY
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PA: Training Camp Meeting
6:30 PM

PM: PA Meeting
4:30 PM

FRIDAY
7

SATURDAY
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SUNDAY
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NOTES
DECEMBER
MONDAY 17
TUESDAY 18
WEDNESDAY 19
THURSDAY 20
FRIDAY 21
SATURDAY 22
SUNDAY 23

NOTES

DECEMBER
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WEEK 5

MONDAY 28

TUESDAY 29

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THURSDAY 31

FRIDAY 1

SATURDAY 2

SUNDAY 3

NOTES

JANUARY

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FEBRUARY

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TUESDAY
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PA Meeting

WEDNESDAY
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THURSDAY
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FRIDAY
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SATURDAY
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SUNDAY
10
CHINESE NEW YEAR

NOTES
MONDAY 18

TUESDAY 19  PA - Finance Comm 9:00 AM

WEDNESDAY 20

THURSDAY 21

FRIDAY 22

SATURDAY 23

SUNDAY 24

NOTES
WEEK 12

MARCH

MONDAY
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NOTES

2013

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SUNDAY
24
Palm Sunday

MARCH

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PA - WS - 000062
MARCH

MONDAY
25

TUESDAY
26
PASSOVER

WEDNESDAY
27 0

THURSDAY
28

FRIDAY
29
GOOD FRIDAY (US)

SATURDAY
30

SUNDAY
31 0
EASTER

NOTES

2013
April 8:00am - Save

Monday
1
Easter Monday (except Scot)
April Fool's Day

Tuesday
2
8:18 - Write up

Wednesday
3

Thursday
4

Friday
5

Saturday
6

Sunday
7

Notes

April

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WEEK 16

APRIL

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2013

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NOTES
MAY-JUNE

MONDAY  
27 Memorial Bank Holiday (UK) Day

TUESDAY  
28 PA Finance Comm 9.00am

WEDNESDAY  
29 PA Meeting

THURSDAY  
30

NOTES

FRIDAY  
31  

SATURDAY  
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SUNDAY  
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2013
WEEK 29
MONDAY
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ST SWITHIN'S DAY

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NOTES

JULY

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NOTES

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WEEK 32

AUGUST

MONDAY
5
BANK HOLIDAY (IE, SCOT.)

TUESDAY
6

WEDNESDAY
7
Cole P. melcoln

THURSDAY
8
Rid Al-fitr

FRIDAY
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SATURDAY
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SUNDAY
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NOTES

2013

JULY

W H T S S

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**AUGUST 2013**

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MONDAY
16
PA Conference 9:30 AM
PA 2:45 PM

TUESDAY
17
PA - Finance Meeting 9:00 AM
PA - TWC 8:00 AM

WEDNESDAY
18
PA Meeting

THURSDAY
19

FRIDAY
20

SATURDAY
21

SUNDAY
22
20:43 UTC

NOTES

SEPTEMBER

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6 7 8 9 10 11 12
13 14 15 16 17 18 19
20 21 22 23 24 25 26
27 28 29
SEPTEMBER

MONDAY 23

TUESDAY 24

WEDNESDAY 25

THURSDAY 26

FRIDAY 27

SATURDAY 28

SUNDAY 29

NOTES

SEPTEMBER

1 2 3 4 5 6 7
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22 23 24 25 26 27 28 29
OCTOBER

MONDAY
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TUESDAY
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THURSDAY
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FRIDAY
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NOTES

OCTOBER

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42 14 15 16 17 18 19 20
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**NOTES**

**OCTOBER**

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Monday 11/11 9:20
Chemistry lab 10:30
PA Meeting

Tuesday 11/12

Wednesday 11/13
10:30 PA Meeting
2:00 Conference Call

Thursday 11/14

Friday 11/15

Saturday 11/16

Sunday 11/17

Notes: BLY
December

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NOTES

12.1.13

FRIDAY

SATURDAY

SUNDAY

2013

THURSDAY

FRIDAYS: 6:30 - Terrace

F: 4 - Mendenhall

WEDNESDAY

TUESDAY

MONDAY

3M - FA 109

4:00 PM

8:00 PM - French House