

**CITIZENS UNION  
LEAGUE OF WOMEN VOTERS OF NEW YORK STATE  
NEW JERSEY FOUNDATION FOR OPEN GOVERNMENT  
NYPIRG  
REINVENT ALBANY  
TRI-STATE TRANSPORTATION CAMPAIGN**

**MEMORANDUM OF SUPPORT  
A.812/S.1429 (Brennan/Lanza)  
January 27, 2014**

**Title:** An act to amend chapter 154 of the laws of 1921, relating to the Port Authority of New York and New Jersey and to amend the public officers law, in relation to enacting the "port authority of New York and New Jersey transparency and accountability act of 2015" and in relation to the functioning of the port authority as an open, transparent and accountable interstate public authority.

**Summary of Legislation:** This bill would require the Port Authority of New York and New Jersey (Port Authority) to adhere to accountability and transparency standards implemented for other state authorities through the 2005 Public Authorities Accountability Act and the 2009 Public Authorities Reform Act to the Port Authority. Specifically, the extension of these laws will provide that the Port Authority has sound governance policies; strong ethics and conflicts of interest regulations, including a whistleblower policy; that commissioners have a fiduciary duty to the authority and fully support its mission; and that it is subject to the same financial reporting and transparency requirements as other public authorities.

**Statement of Support:** Our groups support passage of A.812/S.1429 (Brennan/Lanza), which would extend changes implemented for other state authorities through the 2005 Public Authorities Accountability Act and the 2009 Public Authorities Reform Act to the Port Authority.

The Port Authority of NY and NJ (Port Authority) touches the lives of many New Yorkers, as it controls billions of dollars in transit fees and bridge tolls, and owns and manages the major airports, bridges and ports surrounding New York City, as well as the World Trade Center site. Both New York and New Jersey residents—as well as the myriad businesses that are impacted by its functioning—have a vested interest in it operating in an open and accountable manner, as well as utilizing sound governance and professional management practices.

The Port Authority was created in 1921 via interstate compact to achieve better bi-state coordination of the port of New York and its facilities to ensure the future economic success of the port. The recent scandal around the closing of the traffic lanes on the George Washington Bridge has demonstrated the need to return to the roots of this compact, and to ensure greater accountability and transparency for the Port Authority as well as a renewed focus on regional interests.

Our groups continue to support this legislation, which received unanimous, bi-state support from the legislatures of New York and New Jersey in 2014, notwithstanding the recommendations of the Bi-State Commission formed by Governors Andrew Cuomo and Chris Christie and their subsequent vetoes in December 2014.