

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

**MINUTES**

**Thursday, April 5, 2001**

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**MINUTES of the Meeting of the Port Authority Trans-Hudson Corporation held Thursday, April 5, 2001, at One World Trade Center, City, County and State of New York.**

**PRESENT:**

**NEW JERSEY**

Hon. Lewis M. Eisenberg, Chairman  
 Hon. William J. Martini  
 Hon. Alan G. Philibosian  
 Hon. Anthony J. Sartor  
 Hon. James Weinstein

Neil D. Levin, President  
 Ernesto L. Butcher, Vice-President  
 Jeffrey S. Green, Counsel

John W. Alexander, Jr.  
 Kayla M. Bergeron  
 Daniel D. Bergstein  
 A. Paul Blanco  
 Bruce D. Bohlen  
 Gregory G. Burnham  
 Wilfred Chabrier  
 Rosemary Chiricolo  
 Janet D. Cox  
 Anthony G. Cracchiolo  
 William R. DeCota  
 Michael P. DePallo  
 Karen E. Eastman  
 Lash L. Green  
 Marylee Hannell  
 Roger J. Hsu  
 Howard G. Kadin  
 Louis J. LaCapra  
 Richard M. Larrabee  
 Stephen Marinko  
 Charles F. McClafferty  
 James E. McCoy  
 Allen M. Morrison  
 Catherine F. Pavelec  
 Kenneth P. Philmus  
 Alan L. Reiss  
 Cruz C. Russell  
 Paul D. Segalini  
 Ronald H. Shiftan  
 Douglas L. Smith  
 John F. Spencer  
 Robert D. Williams  
 Peter Yerkes  
 Margaret R. Zoch

Guests

Devon Graf  
 Robert Zerrillo

**NEW YORK**

Hon. Michael J. Chasanoff  
 Hon. David S. Mack  
 Hon. Bradford J. Race, Jr.  
 Hon. Anastasia M. Song

The public meeting was called to order by Chairman Eisenberg at 2:30 p.m. and ended at 2:43 p.m. The Board met in executive session prior to the public meeting. Vice-Chairman Gargano and Director Kalikow were present during executive session.

#### **Action on Minutes**

The Vice-President submitted for approval Minutes of action taken at the Board meeting of February 22, 2001. He reported that copies of these Minutes were sent to all of the Directors and to the Governors of New York and New Jersey. He reported further that the time for action by the Governors of New York and New Jersey has expired.

#### **Report of Committee on Construction**

The Committee on Construction reported, for information, on matters discussed at its meeting on April 5, 2001, which included discussion of a planning authorization for a program for the replacement of the Port Authority Trans-Hudson railcar fleet and signal system, in addition to matters filed with the Committee pursuant to Board action or separately reported to the Board of Commissioners at this meeting of the Board, and the report was received and is included with these minutes.

**PORT AUTHORITY TRANS-HUDSON – RAILCAR AND SIGNAL SYSTEM  
REPLACEMENT PROGRAM – PLANNING AUTHORIZATION AND  
RETENTION OF CONSULTANT**

The Port Authority Trans-Hudson (PATH) system serves more than 254,000 customers on an average weekday and over 172,000 customers during an average weekend in providing rail transportation service between and within New York and New Jersey. A critical component of the service is the reliability of the railcar fleet. The majority of the PATH railcar fleet is in excess of 35 years old and its design life is 30 years. It is one of the oldest heavy rail rapid transit fleets in the country. Due to the age of the fleet, many subsystems are obsolete. Additionally, the existing design does not provide for electronic monitoring of vital components/subsystems or the collection of data for performance analysis.

The PATH signal system is approximately 32 years old, with some components being up to 90 years old. It is approaching the end of its economic life of approximately 35 to 40 years and requires replacement. A new signal system will improve system reliability and may allow for a reduction in spacing between trains, which will increase system capacity.

Staff will develop a program for the replacement of the majority of the PATH railcar fleet and signal system and rehabilitation of the remainder of the fleet with the assistance of a consultant, to be selected through a publicly advertised Request for Proposals process, who will evaluate various advanced technologies and recommend the best approach for the PATH system. The consultant will also prepare technical specifications for the purchase of state-of-the-art railcars and the design, furnishing and installation of a state-of-the-art signal system, and will assist staff in evaluating the proposals received for the cars and signal system. The consultant's work will include a system-wide computer-aided operational and capacity analysis and a feasibility study and alternatives analysis to determine optimal railcar fleet size and optimal railcar and signal system technology.

Pursuant to the foregoing report presented by staff, the following resolution was adopted with Directors Chasanoff, Eisenberg, Mack, Martini, Philibosian, Race, Sartor, Song and Weinstein voting in favor; none against:

**RESOLVED**, that planning for a program for the replacement of Port Authority Trans-Hudson (PATH) railcars and signal system, including payments to professional service firms, staff costs, facility force work, administrative costs, and financing expense, at an estimated cost of \$17.8 million, be and it hereby is authorized; and it is further

**RESOLVED**, that the President be and he hereby is authorized, for and on behalf of PATH Corporation, to enter into an agreement with a consultant chosen after a publicly advertised Request for Proposals process, who, in the President's opinion, is qualified by reason of responsibility, experience and capacity to plan the railcar and signal system replacement work and to provide expert technical and administrative professional services for the replacement work and whose price the President deems reasonable, at an estimated compensation of \$7.9 million; the form of the agreement shall be subject to the approval of Counsel or his authorized representative.

(PATH Board - 4/5/01)

**FINAL CONTRACTS PAYMENTS**

The Comptroller's Department reported, for information only, that the contracts set forth hereafter have been completed satisfactorily by the contractors. Final Payments have been made in the period of January 1, 2001 to January 31, 2001.

<b>CONTRACT NUMBER</b>	<b>CONTRACT TITLE FACILITY AND CONTRACTOR</b>	<b>TOTAL AUTHORIZED</b>	<b>TOTAL PAYMENTS</b>
PAT521	REPAIR OF CAR MAINTENANCE FACILITY PORT AUTHORITY TRANS HUDSON CORP TEC-CON CONTRACTORS	434,206.00 (A) 50,000.00 (C) 26,052.00 (D) 510,258.00	434,206.00 (A) --0-- (C) 25,740.00 (D) 459,946.00
PAT539	SAFETY IMPROVEMENTS PORT AUTHORITY TRANS HUDSON CORP DAN MCCARRON & SONS	744,740.00 (A) 30,000.00 (C) 60,000.00 (D) 25,000.00 (E) 859,740.00	744,740.00 (A) 7,661.00 (C) 60,000.00 (D) 6,437.00 (E) 818,838.00

(A) Lump Sum

(B) Classified Work

(C) Net Cost - amount in the "Total Authorized" column represents the estimated net cost amount. However, the amount in the "Total Payments" column is the authorized net cost amount.

(D) Extra Work

(E) Increase in extra work in the amount of \$25,000 authorized on 2/5/99.

Whereupon, the meeting was adjourned.

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Vice-President