

PORT AUTHORITY TRANS-HUDSON CORPORATION

MINUTES

Thursday, February 18, 2016

Action on Minutes	4
Documents Filed with the Board	4
Report of Committee on Capital Planning, Execution and Asset Management	4
PATH – Exchange Place Station – Replacement of Escalators – Project Authorization	5
PATH – Extension of Maintenance and Storage Yard – Project Authorization	7

**MINUTES of the Meeting of Port Authority Trans-Hudson Corporation held Thursday,
February 18, 2016 at 150 Greenwich Street, City, County and State of New York**

PRESENT:

NEW JERSEY

Hon. John J. Degnan, Chairman
Hon. George R. Laufenberg
Hon. Raymond M. Pocino
Hon. William P. Schuber

Patrick J. Foye, President
Richard Holwell, Counsel
Timothy G. Stickelman, Assistant Counsel

Charles L. Agro
Thomas E. Belfiore
Thomas L. Bosco
Salvatore Cardella
Steven J. Coleman
Janet Cox
Nicole Crifo
Stephanie E. Dawson
Clarelle DeGraffe
Gerard A. Del Tufo
John C. Denise
Karen E. Eastman
Heather L. Enos
Zhivko Evtimov
John Farrell
Michael Frazier
Cedrick T. Fulton
Michael Gobbo
Frank H. Gallo
Robert E. Galvin
David P. Garten
Obed Gonzalez
Linda C. Handel
Mary Lee Hannell
Portia L. Henry
Patricia Hurley
Amanda Iocca
Brian Jacob
Kevin Janiak
Howard G. Kadin
David A. Kagan
Sherien N. Khella

NEW YORK

Hon. Scott H. Rechler, Vice-Chairman
Hon. Steven M. Cohen
Hon. Michael D. Fascitelli
Hon. Jeffrey H. Lynford

James Kleeman
Cristina M. Lado
William Laventhal
Huntley A. Lawrence
Andrew G. Levine
John H. Ma
Richard Magnum
Stephen Marinko
Ronald Marsico
Michael G. Massiah
Hugh P. McCann
Daniel G. McCarron
Elizabeth M. McCarthy
Gerard McCarty
James E. McCoy
Carlene V. McIntyre
Katie Bergen McLagen
Emily Miuccio
Gregg Nimmo
Shant Ohannessian
Matthew Pedersen
Joseph Polo
Michael Principe
Robert Quinn
Alan L. Reiss
Justin Resnick
Jerry Samaniego
Andrew Saporito
John Sisak
James A. Starace
Lillian D. Valenti
Sheree R. Van Duyne
Ian R. Van Praagh
Joseph Vendola
John Wargo
Kathryn Winfree
Cheryl A. Yetka

Guests:

Amy Herbold
Adam Spence
Michael Wojnar

Speakers:

Christine Berthet

Murray Bodin

Janna Chernetz

Margaret Donovan

Rona Dowden

Franciso Espinal

Yvonne D. Garrett Moore

Rev. Johnnie M. Green

Richard Hughes

Eduardo Lopez

Aqueel Mateen

Shawn Powell

Stephen Sigmund

Rev. Ronald Slaughter

Mitchell Taylor

Rev. Ronald Tuff

Rev. Carl Washington, Jr.

Neile Weissman

Rev. Patrick Young

The public meeting was called to order by Chairman Degnan at 11:33 a.m. and ended at 12:57 p.m. The Board also met in executive session prior to the public session.

Action on Minutes

Assistant Counsel submitted for approval Minutes of the meeting of December 10, 2015. He reported that copies of these Minutes were delivered to the Governors of New York (in electronic form) and New Jersey (in paper form) on December 11, 2015. Assistant Counsel reported further that the time for action by the Governors of New York and New Jersey expired at midnight on December 28, 2015.

Whereupon, the Board unanimously approved the Minutes of the meeting of December 10, 2015.

Documents Filed with the Board

It was reported that the comment period for the revisions to Port Authority Trans-Hudson (PATH) Rail System Rules and Regulations, which were filed with the Board on November 13, 2015, had expired.

Report of Committee on Capital Planning, Execution and Asset Management

The Committee on Capital Planning, Execution and Asset Management reported, for information, on matters discussed in public session at its meeting on February 18, 2016, which included discussion of items that authorize a project for the replacement of three escalators at the Exchange Place PATH Station and a project for the extension of rail track at the PATH Maintenance and Storage Yard, and the report was received.

PATH – EXCHANGE PLACE STATION – REPLACEMENT OF ESCALATORS – PROJECT AUTHORIZATION

It was recommended that the Board authorize: (1) a project to replace three escalators at Port Authority Trans-Hudson Corporation (PATH) rail system's Exchange Place Station in Jersey City, New Jersey, at an estimated total project cost of \$62 million; and (2) the President of PATH to retain engineering design services, program management services and integrity monitoring services necessary to effectuate the project, from existing federally compliant consultant programs.

PATH facilities and equipment were severely impacted by Hurricane Sandy. The storm resulted in significant flooding throughout the PATH rail system. The Exchange Place Station served as the staging area for emergency response operations to pump water from Tunnels E and F immediately after the storm. The escalators supported the hoses and pipes that carried the water from the tunnels to street level. Major components of the escalators, including trusses and controls, sustained structural damage and latent damage due to the corrosive residual effects of exposure to salt water.

The Exchange Place Station escalators travel between the station entrance and the platform levels. They have a rise of 77 feet and are the primary means of access and egress to and from the trains. While PATH repaired or replaced the damaged escalator components to restore service following the storm, salt residue from the flooding penetrated throughout the escalator infrastructure and could not be cleaned by flushing or power washing. This latent salt damage has resulted in accelerated corrosion to metal, electrical, and electronic components of the escalators.

The escalators are approximately 25 years old and near the end of their useful life. When completed, this project would enhance service levels by improving the reliability of Exchange Place Station's vertical transportation infrastructure between the head house and platforms. The replacement of the escalators would be sequenced in a manner that minimizes disruptions to passengers. There would be no impact to PATH train service.

The Federal Transit Administration has awarded a grant that would provide for reimbursement of approximately 50 percent of the currently forecast project cost. Staff plans to pursue an amendment to its grant application to increase the grant recovery amount to 90 percent of eligible project costs.

Pursuant to the foregoing report, the following resolution was adopted with Directors Cohen, Degan, Fascitelli, Laufenberg, Lynford, Pocino, Rechler, and Schuber voting in favor. Assistant Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project for the replacement of three escalators at Port Authority Trans-Hudson Corporation (PATH) rail system's Exchange Place Station in Jersey City, New Jersey, at an estimated total project cost of \$62 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, to: (1) take action with respect to construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be

necessary to effectuate the foregoing project, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and (2) retain engineering design services, program management and integrity monitoring services necessary to effectuate the foregoing project, from existing federally compliant consultant programs; and it is further

RESOLVED, that the form of all contracts and agreements in connection with the foregoing project shall be subject to the approval of Counsel or his authorized representative.

PATH – EXTENSION OF MAINTENANCE AND STORAGE YARD – PROJECT AUTHORIZATION

It was recommended that the Board authorize a project to extend the rail track at Port Authority Trans-Hudson Corporation (PATH) rail system's Maintenance and Storage Yard (C-Yard) in Jersey City, New Jersey, in order to provide permanent protection of PATH railcars against future flooding events, at an estimated total project cost of \$25.2 million.

During Hurricane Sandy, extensive flooding occurred in both of PATH's Hudson River tunnel crossings and related track, as well as at the Harrison Car Maintenance Facility's Rail Yard in Harrison, New Jersey, which is PATH's primary location to store rail cars. Despite efforts made prior to the storm to protect rolling stock, Hurricane Sandy floodwaters damaged 85 PATH railcars located at the Harrison Rail Yard. Since that time, staff has advanced efforts to mitigate the potential damage from future storms, by making facilities more resilient. The extension of the C-Yard has been identified as a flood mitigation/resiliency measure for the storage of PATH railcars during flood events, because this location is situated above the design flood elevation.

PATH would implement this project in two phases, to accelerate construction prior to the 2016 hurricane season. The scope of work for the initial phase would include performance of soil analysis, removal and disposal of fencing, removal and installation of ballast and grading, and removal and installation of track, in order to accommodate 29 rail cars. The scope of work for the second phase would include the construction of a new rail bridge over the Conrail National Dock branch line, a new entrance to the C-Yard, a new guard booth enclosure and a grade crossing. Once the new bridge is in place, additional second phase work would include removal and disposal of fencing, removal and installation of ballast and grading, and removal and installation of track, in order to accommodate an additional eight rail cars.

The Federal Transit Administration has awarded a grant that would provide for reimbursement of 75 percent of eligible costs to implement the project.

Pursuant to the foregoing report, the following resolution was adopted with Directors Cohen, Degnan, Fascitelli, Laufenberg, Lynford, Pocino, Rechler, and Schuber voting in favor. Assistant Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that a project to extend the rail track at Port Authority Trans-Hudson Corporation (PATH) rail system's Maintenance and Storage Yard, in order to provide permanent protection of PATH railcars against future flooding events, at an estimated total project cost of \$25.2 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, to take action with respect to construction contracts, contracts for professional and advisory services and such other contracts and agreements as may be necessary to effectuate the foregoing project, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all contracts, agreements, and other documents in connection with the foregoing project shall be subject to the approval of Counsel or his authorized representative.

Whereupon, the meeting was adjourned.

Assistant Counsel