

PORT AUTHORITY TRANS-HUDSON CORPORATION

MINUTES

Thursday, July 28, 2011

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**MINUTES of the Meeting of Port Authority Trans-Hudson Corporation held Thursday,
July 28, 2011 at 225 Park Avenue South, City, County and State of New York**

PRESENT:

NEW JERSEY

Hon. David Samson, Chairman
Hon. Virginia S. Bauer
Hon. Raymond M. Pocino
Hon. Anthony J. Sartor
Hon. William P. Schuber
Hon. David S. Steiner

Christopher O. Ward, President
Ernesto L. Butcher, Vice-President
Darrell B. Buchbinder, Counsel

Susan M. Baer
William Baroni, Jr.
Ernesto L. Butcher
Steven J. Coleman
Michael P. DePallo
Gretchen P. DiMarco
John J. Drobny
Karen E. Eastman
Michael G. Fabiano
Michael A. Fedorko
Michael B. Francois
Richard Friedman
Glenn P. Guzi
Linda C. Handel
Andrew T. Hawthorne
Mark D. Hoffer
Kara E. Hughes
Howard G. Kadin
James A. Keane
Kirby King
Louis J. LaCapra
Cristina M. Lado
Conor Lanz
Richard M. Larrabee
Jamie E. Loftus
Stephen Marinko
Ronald Marsico
Daniel G. McCarron
James E. McCoy
Patrick O'Reilly
Paul A. Pietropaolo

NEW YORK

Hon. H. Sidney Holmes III
Hon. Jeffrey H. Lynford
Hon. Jeffrey A. Moerdler
Hon. Scott H. Rechler

Monika A. Radkowska
Desiree Ramos
Brian W. Simon
Timothy G. Stickelman
Gerald B. Stoughton
Robert A. Sudman
Ralph Tragale
David B. Tweedy
Lillian D. Valenti
Sheree Van Duyne
Philippe Visser
Andrew S. Warshaw
David M. Wildstein
William Young
Peter J. Zipf

Guest:

Johanna Jones

Speakers:

Murray Bodin
Margaret Donovan
Richard Hughes
John Francis McNeece, Jr.

The public meeting was called to order by Chairman Samson at 1:49 p.m. and ended at 2:14 p.m. The Board met in executive session prior to the public session, and on July 19, 2011.

Action on Minutes

The Vice-President submitted for approval Minutes of the meeting of February 24, 2011. 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 February 25, 2011. He reported further that the time for action by the Governors of New York and New Jersey expired at midnight on March 11, 2011.

Whereupon, the Board of Directors unanimously approved the Minutes of the meeting of February 24, 2011.

Report of Committee on Construction

The Committee on Construction reported, for information, on matters discussed in public session at its meeting on July 28, 2011, which included discussion of a project to provide flood mitigation for certain Port Authority Trans-Hudson system infrastructure located at low ground elevations, and the report was received.

PATH – FLOOD MITIGATION AT LOW GROUND ELEVATIONS – PROJECT AUTHORIZATION

It was recommended that the Board authorize: (1) a project to mitigate the potential of water infiltrating the Port Authority Trans-Hudson Corporation rail system (PATH), by increasing the elevation of certain PATH infrastructure that is situated at low ground elevations to an elevation above the Federal Emergency Management Agency's (FEMA) 100-year floodplain, at an estimated total project cost of \$3.3 million; and (2) the President to enter into any agreement(s) necessary to obtain an easement or easements to access and maintain the portion of the planned improvements to be located on private property.

In August 2008, a Stage 2 design was initiated to mitigate the potential of flooding of PATH infrastructure. PATH staff identified several tunnel access/egress locations as vulnerable to water infiltration in the event of a severe storm because they are located at an elevation of 308 feet, which is below FEMA's 100-year floodplain. The mitigation work would require the following measures: raising both the PATH tunnel emergency exit, located adjacent to the Washington Street Powerhouse, and the 15th Street access shaft exit, by 4.5 feet above the existing grade; installing a new watertight sump hatch cover on the sump adjacent to the Washington Street exit; and installing four new watertight manholes in the sidewalk/street in the Washington Street area to prevent water from entering the PATH tunnels.

The project would protect PATH tunnels from water entering the tunnels, and ensure reliable service for PATH customers in the event of a severe storm. The project also would assist in mitigating flooding impacts from projected climate change.

Newport Associated Development Company (Newport) owns the property that surrounds the 15th Street access shaft. Newport currently is constructing a park in this area, which is scheduled to be completed by the fourth quarter of 2011. The proposed project would be coordinated with the scope and schedule of Newport's park construction. As part of the project, PATH would require a Right-of-Entry Agreement and a permanent easement from Newport, in order to access the shaft during construction and access and maintain the infrastructure following construction.

Project construction would be conducted in phases, to ensure that the Washington Street emergency exit remains in service during construction. The 15th Street access shaft would be closed for one month during construction to expedite work. Both work locations would be secured on a 24-hours-per-day, 7-days-per-week basis.

Pursuant to the foregoing report, the Board adopted the following resolution, with Directors Bauer, Holmes, Lynford, Moerdler, Pocino, Rechler, Samson, Sartor, Schuber and Steiner voting in favor. 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 mitigate the potential of water infiltrating the Port Authority Trans-Hudson Corporation rail system (PATH), by increasing the elevation of certain PATH infrastructure that is situated at low ground elevations to an elevation above the Federal Emergency Management Agency's (FEMA) 100-year floodplain, at an estimated total project cost of \$3.3 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, inclusive of any agreement(s) necessary to obtain the necessary property interests to access and maintain the portion of the planned improvements to be located on private property, 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 documents in connection with the foregoing project shall be subject to the approval of Counsel or his authorized representative.

Whereupon, the meeting was adjourned.

Vice-President