

The Port Authority of New York and New Jersey
Committee on Capital Planning, Execution and Asset Management Meeting Transcripts
October 18, 2012

[Comm. S. Rechler] We would like to call this meeting to order Committee on Capital Planning, Execution and Asset Management. This is a public session. Today, we're going to hold this meeting in public session in its entirety; in addition, this meeting is being broadcast live on the Port Authority's web site for those interested in viewing today's proceedings via the Internet. Today I have one item on the agenda. Susan Baer is going to present to us Newark Liberty International Airport Rehabilitation of Taxiway P and implementation of Delay Reduction and Other Infrastructure Improvements to seek authorization, so Sue?

[S. Baer] Thank you, good morning. I'm here to--Commissioners as noted, I'm here to seek project authorization for the rehabilitation of a portion of Taxiway Papa at Newark Airport. We're doing this to maintain a state of good repair as well as to facilitate certain delay reduction initiatives. We're also finishing up the construction of 2 new taxiways and adding 2 new high-speed taxiway exits for the adjacent Runway of 4-Right 22-Left. This project will result in the creation 210 jobs, \$13 million in wages, and \$53 million in economic activity. Taxiway Papa is 10,500 feet long, is located between the 2 main runways at Newark 4-Right 22-Left and 4-Left 22-Right on the east side of the airport. It handles approximately 190,000 aircraft operations annually. Inspections of the taxiway have identified extensive payment cracking, surface cracking due to normal wear and tear and weathering, but these are only on the portions of the taxiway that have the most use, so as a result, about 6,500 feet of Taxiway P will be rehabilitated to extend the useful life and maintain the state of good repair. A portion of the remaining 4,000 feet was completed during the rehab of 4-Right 22-Left and the remaining portion is still in good condition and doesn't require any work at this time. It will be rehabilitated with asphalt; the life-cycle analysis indicates about a 45% cost savings when rehabilitating it with asphalt over concrete in this case. You can see Taxiway P is there; it's shown in blue. Because it's so close to runway--to both runways, to 4-Right 22-Left, completion of the 2 new partial length delay reduction high-speed taxiways are included in this scope. They're the portions that are shown in the pinkish color. The portions of the high-speed taxiways already completed were authorized under the Runway 4-Right 22-Left Project Authorization, which took place in December of 2011. That project is about 80-- probably 90% complete at this point. In addition, the realignment of sections of the 2 additional taxiways that intersect at Taxiway Papa shown on the far left in blue will be included. These will allow for more efficient operations, allowing pilots to have a better sight line of the runway while they're waiting to enter and to improve fillets to allow planes so the turns can be made more easily, which speeds up the traffic. The 2 new high-speeds and realignment taxiways are part of our delay reduction initiatives at Newark. The proposal would reduce runway occupancy time by about 8 seconds on an average arrival flight and the overall movements and improvements in the movement area are expected to result in delay reductions of about 30 seconds per flight, which equates to about \$9.4 million, using the FAA's formula for this, in both aircraft direct operating cost. The entire length of Taxiway Papa's guidance signs, pavement markings, and taxiway lights, as well as the electrical infrastructure is also being rehabilitated due to its age and obsolescence. Adjacent, which is shown in green near ponding and drainage issues at that end of the airport, which will also be addressed under the proposed authorization. The regional impact over the life of the project is currently estimated to

result in 210 jobs, \$13 million in wages, and \$53 million in economic activity. The total project cost for this is estimated at about \$31.5 million, of which \$1.8 million is in-house design costs, about \$600,000 was performed by consultants. The authorization will also include-- the overall authorization includes the delegated authorization for the Executive Director to award the associated construction contract at an estimated cost of \$20.6 million. Bids for this contract will be solicited from a publicly advertised Request for Qualifications, and the contract will be awarded to the lowest qualified bidder. The project's expected to be fully recoverable primarily through Passenger Facility Charges. The construction will commence in the second quarter of 2013 and be complete by the following second quarter of 2014, the following year. We will, of course, be staging this in the manner to minimize the impact on the overall operation. Commissioners, I request that you advance this to the full Board for approval; thank you.

[Comm. S. Rechler] Is there any questions for Sue?

[Comm. R. Pocino] This is a good repair.

[Comm. A. Sartor] It's obviously necessary. The reason for the concrete was the cost issue? [S. Baer] It's the cost issue and how frequently you have to replace taxiways as opposed to runways, so there is--we do this with our Engineering department. We do a life cycle cost analysis and for this work, it was deemed asphalt was the less-- [Comm. A. Sartor] When we replaced runways, we went with concrete. [S. Baer] With concrete, we'll be eventually coming to you with another concrete replacement at JFK, so there are times when that is the most cost effective, but in this case, asphalt is the better way to go. [Comm. A. Sartor] Okay.

[Comm. S. Rechler] Okay, can I have a motion to move this? [Comm.] Yes. [Comm.] Second. [Comm. S. Rechler] We'll move this to the full agenda; thank you, Sue. [S. Baer] Thank you. [Comm. S. Rechler] And I think that is the only item on our committee meeting, so this meeting is now adjourned; thank you. [S. Baer] Thank you.