

**The Port Authority of New York and New Jersey
Committee on Construction Meeting Transcripts
November 18, 2010**

[Comm. R. Pocino] We've been kind of cut in half in terms of the time we have to deliver our presentation, so if we can move it along as quickly as we can it would be beneficial. I also want to say congratulations to Peter Zipf, who is our new Chief Engineer of the Port Authority. Peter, congratulations.

[Applause] The first portion of today's meeting of the Committee on Construction is being held in public session, after which the committee will meet in executive session to discuss matters involving ongoing negotiations or reviews of contracts or proposals. In addition, the public portion of this meeting is being broadcast live on the Port Authority's website for those interested in viewing today's proceedings via the internet. For discussion today in this session is the Teterboro Airport rehabilitation of Runway 1-19 project authorization. William Radinson.

[W. Radinson] Than you, Commissioner. Commissioners, I'm here to request your approval for a project to rehabilitate Runway 1-19 and a portion of Taxiway G at Teterboro Airport. The project will maintain Teterboro's aeronautical infrastructure in a state of good repair, minimize maintenance cost, and improve the runway lighting system to comply with FAA lighting system standards and enhance safety. Teterboro Airport is our system's corporate reliever airport, serving general aviation customers from Northern New Jersey and the New York metropolitan area. By accommodating general aviation flights, Teterboro provides capacity for the agency's major airports to serve commercial aviation. Runway 1-19 is the longer of the two runways at Teterboro. It is 7000 feet long by 150 feet wide and receives about 84,000 aircraft movements per year, or about half of the airport's operations. Taxiway G, East of Runway 1-19, is approximately 475 feet long and 80 feet wide. This portion of the runway is used for aircraft engine run-ups, to test engine performance, aircraft holding, and overnight or daily overflow parking. Both areas have been identified for rehabilitation work, and, in an effort to reduce cost and impact to airport operations, construction will be performed under one project. The other runway, Runway 6-24 was rehabilitated in late 2009. The last rehabilitation of Runway 1-19 was in 2000. The pavement is nearing the end of its expected service life and is due for rehabilitation. Work on Runway 1-19 will include milling and asphalt overlay of the runway, as shown in yellow. The scope will also include pavement markings, drainage improvements, and regrading of the grass area. The electrical work includes replacement of runway edge lights, new guidance signs, and the installation of new runway end lights. The lighting improvements will enhance safety and meet FAA lighting system standards. This portion of Taxiway G has not undergone a major rehabilitation. Although several interim repairs have been performed, the airport closed this portion of the runway last March due to poor pavement conditions. Work on Taxiway G will be full-depth asphalt rehabilitation from Runway 1-19 to the eastern end of Taxiway G. At a length of 474 feet, this is shown in green. The project represents significant economic benefits for the region. The total economic impact of the project is estimated to include 150 jobs, \$10 million in wages, and nearly \$36 million in economic activity over the life of the project, including indirect effects, such as construction employment and materials purchased. The total project cost is estimated at \$23 million. The cost associated with this project are eligible for Federal Airport Improvement Program Funding, which would be pursued separately. Staffers are working carefully to develop a schedule that would minimize the impact to airport operations. The electrical

work at the intersection of the two runways will require four, twelve-hour airport closures during nonpeak activity periods. All other work that requires runway closure will be performed at times when Runway 6-24 can handle the overflow to allow for minimal disruptions. Construction is expected to commence in spring 2011 with project completion by the end of 2012. I ask that you recommend this item for approval by the full Board. Thank you.

[Comm. R. Pocino] William, I have a question. The eligibility for FAI funding, would that be 100 percent or a portion?

[W. Radinson] Seventy-five percent.

[Comm. R. Pocino] Seventy-five. Thank you. Any other commissioners have any questions?

[Comm. A. Sartor] Has design started? Is that why you can finalize it by 2012?

[W. Radinson] Yes.

[Comm. A. Sartor] It has started already? Ok.

[W. Radinson] The finalized design document is December 2010.

[Comm. R. Pocino] Can I have a motion to move it to the board?

[Comm. A. Sartor] So moved.

[Comm. R. Pocino] All in favor?

[Comms. A. Sartor & J. Moerdler] Aye.

[Comm. R. Pocino] Okay, the ayes have it. Next item is quarterly construction update on major projects. Ernesto?

[E. Butcher] Thank you, Commissioner. As is our practice, Commissioners, I'd like to share with you today the progress on some of our significant projects in our capital plan. Among those projects would be the All-Electronic Tolling Program, the rehabilitation of the Lincoln Tunnel Helix, the rehabilitation of the steel deck of the George Washington Bridge, a roadway project at Port Commerce, a PATH signal system, as well as the final stages of the JFK Bay Runway Reconstruction Program. The first item is the All-Electronic Tolling System. As you know, you authorized back in February 2010, \$175 million for the replacement of the existing toll system with a new toll system that would provide us, also, the capability for video tolls. That project is well underway. We issued a request for prequalifications back in March, and we finalized the list of seven vendors in May and issued requests for proposals. The proposals were due in November. We received them, and we are in the process now of going through that so that we can come to you with a contract award in the second quarter of 2011. We anticipate completion of this project in 2014. As you know, in addition to working on the physical aspects of replacing the toll system, in order for us to go live on the video system, there are a number of legislative and public affairs issues that we need to deal with. And we hope that bill's concluded by 2012

so that we will be able to, in fact, be video toll ready by 2012. This project is on schedule. Next project. The rehabilitation of the Lincoln Tunnel Helix, which is the approach roadway to the Lincoln Tunnel off of 495. You authorized, back in October 2008, the first phase of the rehabilitation of this helix. We've spent \$3.8 million to date. I should state that while we would be rehabilitating this helix, we will need to come to you at some much later date for phase two, which would be the complete replacement of this helix. But that's probably a decade away. What we are working on right now is doing the interim pavement replacements so that we can at least continue working on the design for the rehabilitation of the helix. We've completed that design, actually, in September, and we are looking at the comments that we've received on that design. We will be coming to you next month to authorize the project for the rehabilitation of this helix. At the George Washington Bridge, we received authorization from you in June for \$199 million dollars to rehabilitate the deck of the upper level of the George Washington Bridge--that's the steel deck. We need to have that deck rehabilitated. It's been decades now of use. And, in fact, since 9/11, the wear and tear on that deck has increased because all trucks are now using the upper-level deck. We have spent, so far, over \$5 million dollars moving towards preparing the contract documents. We have received bids, and we will also be coming to you with this project in December so that we can move forward to begin construction, which we hope to have completed by 2015, as well. The next project is a roadway project that was approved back in 2008 for \$31.5 million to deal with McLester Street in Port Newark. It's a curve realignment of-- the realignment of that curve of McLester Street. Heretofore, McLester Street and the severity of that curve has been a problem from the standpoint of accidents and the like, and it was important for us to begin to reshape that curve as a precursor to widening of the entire McLester Street, which is a project that you'll be hearing of subsequently. You authorized \$31.5 million for that project. We have spent close to \$22 million of the project so far. Sixty-five percent of the project is complete. It's on schedule. We hope to have much of that done by August 2011. Next project, please. The PATH Signal System Replacement. You will recall that we came to you late last year to authorize this \$580 million project for the replacement of the entire PATH signal system. And one of the things that we said to you when we brought this project forward was that we would come back to you frequently because of the size and the nature of this project to let you know how we're doing. So far, we remain on schedule. We've completed the conceptual design reviews. We've received approval from the Federal Railroad Administration on our rail safety program plan, which is an essential part of completing this project. We have also began the construction of the automatic train control wayside base equipment. When we've got this new PATH signal system in, one of the things that it would allow us to do with the new cars that we are acquiring is to provide for automatic trains, so this is a piece of what we're doing here now in terms of the preliminary construction. As shown here, we have finalized preliminary designs, and we have completed the compliance review of the quality assurance plan, among other systems. This project continues to be on schedule with no problems thus far, but we will continue to bring this project to you. As we noted when we first brought it, again, there are a number of risks associated with this project, including the nature of the technology, so we will be keeping you abreast of what happens there. Next, please. Finally, we've spoken to you about Runway 31L/13R at Kennedy Airport, and it was significant because earlier in the year we had closed down a significant part of the runway to be reopened in June. We met that schedule, and what we'd like to tell you now is that the complete runway is now fully paved. The full length of the runway is completely paved. We are only missing Taxiways M and B, which are the small portions--if you can see in the light yellow portion of the diagram in the center. But for all intents and purposes, this \$370 million authorized project is going extraordinarily well, and we will certainly be on track for completion on time and within budget.

[Comm. A. Sartor] I'd like to extend my congratulations on this project, in particular. If you could conclude the other five that you mentioned in the same fashion, kudos. This has been a great project, a most difficult one, and it's been managed well. Your contractors performed. I can't say enough good things about this.

[E. Butcher] Thank you, sir. Hopefully we will be able to come back to you with good news on all of the projects, not only the five that we showed, but others that we're working on in the portfolio, as well.

[Comm. R. Pocino] Thank you, Ernesto. I want to say I think these updates are very useful. They help us avoid some of the meetings that we had to go back recently in the past year or so, going over some of the problems. This keeps us aware of the progress, it keeps us aware that things are on schedule or if there are problems, we talk about them on a current basis. It's good that they're on budget, as well. Thank you again. This concludes the public portion of today's meeting. The committee will now adjourn to executive session to discuss matters involving ongoing negotiations or reviews of contracts or proposals. Thank you.