

**The Port Authority of New York and New Jersey
Committee on Capital Programs/Agency Planning Meeting Transcripts
June 22, 2010**

[Chair A. Sartor] We have one item for discussion today. Vicki, you want to take us through it?

[Background] No sound

[Project-Scope of Work] No sound

[V. Cross-Kelly] ...qualifications-based selection process that considered staff and firm qualifications and experience, management and technical approach and cost as appropriate. After the initial evaluation, the six firms that received the highest technical scores were invited to make presentations and answer additional questions. These six firms were then re-evaluated and ranked based on their presentations, and the additional information they provided. The top four firms were deemed equally qualified to perform the contemplated services. In an effort to reduce project costs, negotiations were then conducted with the four firms. The selection team determined that Hardesty & Hanover, LLP was the most appropriate proposer based upon their technical score and their cost of \$2.4 million. Today, we are seeking your approval for \$1.7 million for planning and engineering services for a project to evaluate the need for the priority rehabilitation of the Bayonne Bridge's structural steel including evaluating the need to remove the existing paint and repaint the viaducts. We're also requesting your approval to enter into an agreement with Hardesty & Hanover up to an amount not to exceed \$2.6 million, and of that \$2.6 million, we're asking today for your approval to spend \$800,000 under the current planning authorization to perform Stage II preliminary engineering services. Authorization of additional work valued at approximately \$1.8 million to support further planning and construction would be subject to further authorization as part of future actions to implement these improvements. Commissioners, I request that you advance this item to the full board for approval today. Thank you.

[Chair A Sartor] Thank you, Vicki. Any questions? Vicki--just a point of clarification--is it \$1.7 plus \$2.6?

[V. Cross-Kelly] No, it's \$1.7 which includes \$800,000 of the \$2.6. We're asking for authority to enter--

[Chair A.Sartor] Okay, so it is \$1.7 plus \$2.6 plus additional costs later on.

[V. Cross-Kelly] No.

[Chair A.Sartor] No--I'm misunderstanding then.

[V. Cross-Kelly] Part of the \$2.6 is included in the \$1.7, and we're only asking for authority today to spend part of the \$2.6.

[Chair A. Sartor] \$800,000--okay.

[V. Cross-Kelly] The total we're asking for authority today to spend is \$1.7 anything more than the \$1.7 would require your further approval. And of that \$800,000, comes out of the \$2.6--

[Comm. Bauer] And the \$800,000, Vicki, is for the planning or for the engineering or for the painting?

[V. Cross-Kelly] It's for further evaluation of both the steel repairs as well as the condition of the paint. We're doing design work at this point basically--investigation and design. We're not doing any actual painting or construction work at this time.

[Chair A. Sartor] Okay. I guess we can't take a motion with just you. We'll just move it--we'll move it to the full board.

[V. Cross-Kelly] Okay. Thank you. That's it?

[Chair A. Sartor] That's it for business.