

**The Port Authority of New York and New Jersey  
Committee on Capital Planning, Execution & Asset Management Transcript  
September 22, 2016**

[Chair S. Rechler] Thanks, John. So today's meeting of the Committee on Capital Planning, Execution and Asset Management is being held in public session in its entirety. At this point, I'd like ask the Board Secretary to advise those present of the composition of the Committee and any commissioner recusals that exist.

[K. Eastman] Thank you. The Committee is composed of yourself as Chair, Chairman Degnan as Vice Chair, and Commissioners Fascitelli, Pocino, and Steiner as members. All Committee members are present at today's meeting with the exception of Commissioner Pocino. With regard to the item on PATH tunnels E and F infrastructure repairs, there are no recusals on this matter.

[Chair S. Rechler] Thank you. So we have one item on the agenda which is the PATH infrastructure repairs and Clarelle is going to provide an update for that. Thank you.

[C. DeGraffe] Thank you. Good afternoon, Commissioners. The item in front of you today requests project authorization for the PATH tunnels E and F between Exchange Place and World Trade Center infrastructure repairs. This is a project to replace track, third rail, electrical,

[PATH - Tunnels E and F Between Exchange Place and World Trade Center - Infrastructure Repairs] signal, and communications infrastructure

[Committee on Capital Panning, Execution & Asset Management September 22, 2016] in the under river portions

[THE PORT AUTHORITY OF NY&NJ] of PATH tunnels E and F at an estimated total project cost of \$400 million.

[Location/Background] On October 29th 2012, Hurricane Sandy resulted in the unprecedented flooding of PATH tunnels E and F and approximately 6 million gallons of salt water was removed from those tunnels. Partial service to the World Trade Center did not return until a month later, November 26th, and full service was restored on March 2013. In October 2013 and May 2014, the Board authorized certain actions with respect to the latent damage repairs and design services in connection with replacement of infrastructure in the PATH tunnels at a total estimated cost of \$50 million. Work completed to date consists of power washing tunnels E and F to remove the excess salt residue, procurement of engineering design services to replace the infrastructure in tunnels E and F, the purchase of track and trackside equipment, and replacement of mechanical infrastructure such as fire standpipes, air discharge line, pump discharge lines in tunnels E and F utilizing PATH facility forces. Today, we are seeking authorization for a project for the infrastructure repairs in tunnels E and F at a total estimated cost of \$400 million. The picture that you're looking at on the screen basically depicts some of the areas of serious concern to us in tunnels E and F. And the upper portions to your left, or to my left depicts the third rail,

the rusted third rail immediately after Sandy. And to the right of that, also on the top, it reflects the running rails and the fasteners that attach those rails, and the rusted, degraded conditions that occurred after Sandy. The bottom picture is an electrical room at Exchange Place that houses traction power equipment, communications equipment, low voltage equipment, in that entire section. That area, if you can see the red dashed line to the left of that picture, that indicates the approximate level of where the waters had inundated that room. And in that room, you're talking about 6 feet of water had infiltrated that room in that area which is just about track level because that room basically sits below track level, a couple of feet below track level. So as the water is poured in from the tunnels itself, it just inundated that room. If you can see the left on that picture, you'll see electrical panels that power the traction power or the third rails for the system. And the water had reached approximately mid height of those panels, some higher. So those panels of course are part of this work that will be replaced and raised at a higher level to provide some level of resiliency. So we provided these pictures to just give you just some level of indication of the damage that PATH in tunnels E and F, was sustained. This picture, it's a typical cross-section of the PATH tunnels.

[Scope of Work- Tunnel Cross Section] And it shows various items that will be replaced under this project. We have the signal cable and equipment in the top portion of the cross-section. We've also got radio communication cables. We have traction power cables, blue light stations, and low voltage or 480V power distribution cables will also be replaced. Tunnel lighting within the tunnels will be replaced. And what happened in those areas basically and some said the under river portions of the tunnels E and F where the water reached the crown of the tunnel. So that's how it impacted the tunnel lighting. You've also got auxiliary power that is at Exchange Place electrical room and also the corrosion of protection system for the track and the third rails and its appurtenances.

[Impacts] This project is expected to result in 280 direct job-years both onsite and offsite and a direct payroll of \$25 million in wages, including indirect effects, purchases by both workers and suppliers to the project, the total economic activity impact amounts to 630 total job-years with \$43 million in wages and \$476 million in economic activity over the life of the project. Currently, the plan is for the work to occur on weekends with the closure of one of the two PATH tunnels into Lower Manhattan, this will allow PATH to maintain its normal weekend service to World Trade Center to accommodate holidays and the need to perform essential tunnel maintenance, contract work is limited to only 35 weekends in the year. Because of the volume of work, its complexity, the physical constraints of the tunnel, this staging plan results in an overall duration of about seven to eight years of construction. PATH will continue to explore and assess opportunities to accelerate construction in conjunction with maintaining service where possible. This project does not start until ATC is complete in tunnels E and F and the 35 weekends for single-track closure for this project provides flexibility should the ATC project need to overlap with this project. The total cost of this project, as I stated before, is \$400 million,

[Project Cost & Schedule] and it's anticipated to start in the third quarter of 2017 with completion in 2026. Ninety percent of eligible project costs would be recoverable through the FTA grant, pursuant to the 2013 Disaster Recovery Act. I request that you advance this item today to the full Board for approval. Thank you. And I'm open for any questions.

(Public CPEAM Meeting Transcripts 9/22/16)

[Chair S. Rechler] Does anyone have any questions for Clarelle? If not, can I have a Committee member make a motion to move this to the full Board Meeting? >> I move the motion. >> I second.

[Chair S. Rechler] Okay, any objections? Hearing none, the motion is passed. Thank you very much. >> I appreciate it.

[C. DeGraffe] Thank you.

[Chair S. Rechler] That concludes the today's meeting on the Committee on Capital Planning, Execution and Asset Management.