

**The Port Authority of New York and New Jersey  
Committee on Capital Planning, Execution & Asset Management Transcript  
September 27, 2018**

[THE PORT AUTHORITY OF NEW YORK & NEW JERSEY]

[Board Chair K. O'Toole] The Board Meeting of the Port Authority of New York and New Jersey and its component units is now called to order. On September 20, the Audit Committee, Committee on Finance, and Committee on Governance and Ethics met in Executive session. Earlier today, the Committee on Capital Planning, Execution and Asset Management met.

[J. McCoy] We're starting out with.

[Board Chair K. O'Toole] First one. Got it. I apologize. Thanks, Jim. We call the meeting to order, we're now convening our public session meeting starting with the Committee on Capital Planning, Execution and Asset Management and which would be chaired by the Vice Chair Lynford will conclude the public portion of today's meeting with the Public Board Meeting. Today's public meetings are also being broadcast live on the Port Authority's website, for those interested in viewing today's proceedings via the Internet. Vice Chair Lynford.

[Chair J.H. Lynford] Thank you, Mr. Chairman.

[Board Chair K. O'Toole] Thank you.

[Chair J.H. Lynford] I will now call upon our Director of Aviation, Huntley Lawrence to present an item that would reauthorize a project at John F. Kennedy International Airport to reconstruct and widen Runway 13L-31R and its associated taxiways. Huntley, good morning. Good afternoon actually.

[H. Lawrence] Good afternoon, Commissioners. Today, I'm here to request project re-authorization to reconstruct and widen Runway 13L-31R along with rehabilitation of associated taxiways

[John F. Kennedy International Airport - Reconstruction of Runway 13L-31R] of John F. Kennedy International Airport.

[and Associated Taxiways Project Reauthorization] I'm also requesting delegation to the Executive Director

[Committee on Capital Planning,] to award a construction contract

[Execution & Asset Management, September 27, 2018] for this work later this year. As it will be explained the state of good repair portion of the project has necessitated scope changes that require project reauthorization. At the September 28, 2017 Board Meeting,

[Background] the Board authorized \$215 million project for the mill-and-pave overlay of the runway with asphalt and several system enhancing components such as new high-speed taxiway and a realignment of certain taxiways. Today's project reauthorization applies only to the state of good repair portion of the project, the actual runway pavement and not to the system enhancing components. The high-speed taxiway and taxiway realignment remain in the project's scope. The proposal for the concrete reconstruction is recommended as a result of technical challenges

[Concrete Reconstruction and Widening] faced during the asphalt rehabilitation on an adjacent runway,

[- Selected Alternative] Runway 4R-22L, specifically, the asphalt surface heaved at four locations on the runway due to the original layer of concrete slabs expanding during heat waves and pushing up the asphalt. The proposed concrete reconstruction option would not only avoid these issues but would also provide several benefits when compared to the original asphalt rehabilitation option. As shown above the concrete reconstruction alternative will be provided for a 40-year asset life and as such will eliminate the need for us to undertake costly projects every 8 to 12 years otherwise rehabilitate the runway itself. An added benefit of the concrete reconstruction alternative is it allows for the widening of the runway from 150 feet to 200 feet to meet FAA group 6 aircraft standards, for example, aircraft like the A380. Additional delay reduction benefits are anticipated as a result of this widening.

[Revised Project Cost & Schedule] The total cost of this project is now \$355 million, including an estimated \$262 million for construction which also includes pre-purchasing of long-lead items such as light fixtures, light bases, guidance signs, sign foundations, and airfield lighting cables. The remaining costs for this project are for planning, engineering, support, contingency, and agency allocations. Offsets and incremental revenues have been identified to cover the \$140 million cost increase within the Capital Plan. In order to recover the cost for this project, we will submit an application to the FAA for the use of Airport Improvement Program funds for eligible costs. Any costs not reimbursable by the AIP program would be recovered through flight fees. Upon your approval of this project planning and design, we'll continue with contract award estimated in December of 2018. Construction is expected to begin by April, 2019 and finish by 2019, November. This schedule is subject to FAA environmental approvals, of course.

[Impacts] The total economic activity for this project is estimated to be at 3,340 job-years or 1,950 direct and 1,390 indirect jobs and \$251.8 million in payroll wages. Commissioners, pending your questions, I accept this project reauthorization be advanced to the Board for consideration.

[Chair J.H. Lynford] Any questions? May I please have a motion from the Committee member who's not recused on the matter?

[Commissioner] So moved.

[Commissioner] Second.

[Chair J.H. Lynford] Thank you. Hearing none, the motion is passed. Thank you, Huntley. Next, our Director of Tunnels, Bridges, and Terminals, Diannae Ehler will present an item that would reauthorize the project at the George Washington Bridge in support of "Restoring the George" program.

[Chair J.H. Lynford] Diannae.

[D. Ehler] Thank you. Thanks. And good afternoon, Commissioners. I'm here today requesting project reauthorization to advance

[George Washington Bridge Trans-Manhattan Expressway Median Barrier] the Trans-Manhattan Expressway Median Barrier

[& Water System Rehabilitation Reauthorization] and Water System C replacement project.

[GWB Restoring the George Projects] The Trans-Manhattan Expressway Median Barrier and Water C Rehabilitation project is part of "Restoring the George" program. I would like to take a minute to recap the program for you and to provide some updates. We are pleased to report that the \$1.92 billion program is progressing within budget and on schedule. This slide shows the status of the 11 "Restoring the George" projects. As previously stated, I'm here today to seek reauthorization for the Trans-Manhattan Expressway Median Barrier project. We have already completed two projects as shown on the slide. There are three projects that are currently in construction, and I'll be returning to seek authorization for the remaining five projects for this program.

[TME Median Barrier/Water System Overview] In June of 2015, the Board authorized \$28.4 million project to replace the concrete medium barrier, rehabilitate columns associated with these barriers, and perform certain traffic safety enhancements at the Trans-Manhattan Expressway. These barriers were installed as part of the George Washington Bridge Lower Level expansion project during the 1960s which extended from Cabrini Boulevard to Amsterdam Avenue separating the traffic flow between the east and westbound upper and lower expressways. The barriers exhibited age-related distress and deterioration and required replacement in order to maintain the Trans-Manhattan Expressway in the state of good repair and to comply with current American Association of State Highway and Transportation Officials design standards. Along with the Median Barriers, concrete and case columns that provided support for six bridges as well as for four air rights buildings located above the Trans-Manhattan Expressway and the George Washington Bridge bus station. Additional authorization is necessary due to the new American Association of State Highways and Transportation Officials requirements which increased the height of the median barriers from 42 inches to 54 inches. The rehabilitation of additional columns and the increased repairs to those columns and the addition of a sign structure at the New York tower to accommodate a new manual and uniformed traffic control devices requirement. Extra work an increase in extra work and an increase in of course due to additional scope, code requirements, and schedule coordination with the numerous projects at the George Washington Bridge. The existing water system which is also installed in the 1960s used for fire

protection in the Trans-Manhattan Expressway, except for various emergency repairs and selected upgrades most of the system is the original construction. Based on recent extensive leaks and the identification of some crushed pipes, it is recommended that the water system located in the Trans-Manhattan Expressway be replaced as part of this project.

[Project Cost / Schedule] The project was previously authorized at \$28.4 million, this reauthorization addresses the increase work I just described. The total combined project is now forecasted at \$70.3 million. An offset and the amount of \$18.2 million is required and has been identified. The contract to construct the project was procured via a publicly authorized low-bid process. As part of today's request, we are also requesting authorization to award the contract to the lowest bidder, a joint venture of El Sol Contracting and ES II Enterprises Joint Venture. We anticipate awarding the contract in October, 2018 with the substantial completion of the project December, 2023 and overall completion March, 2024. The duration is based on the staging of the work in conjunction with the other Restore the George projects. This permit was not an option due to the critical safety nature of the work.

[Economic Benefits] Commissioners, shown here on this slide is the economic benefits for the project. I request that you advance the project to the full Board for authorization today.

[Chair J.H. Lynford] Thank you, Diannae. May I please have a motion from the Committee member who's not recused on the matter?

[Commissioner] So moved.

[Chair J.H. Lynford] Can I have a second?

[Commissioner] Second.

[Chair J.H. Lynford] Thank you.

[Chair J.H. Lynford] Any objections hearing none, the motion is passed.

[Chair J.H. Lynford] Thank you.

[Chair J.H. Lynford] Any objections hearing none, the motion is passed. Thank you. Our next order of business is a presentation by our Deputy Director of Rail Transit Clarelle DeGraffe. On a project to restore infrastructure that was damaged by Superstorm Sandy at Paths Hoboken, Newport, Exchange Place, and Grove Street stations. Clarelle.

[C. DeGraffe] Thank you, Commissioner Lynford. Good afternoon, Commissioners. Today, I am requesting project authorization for the restoration of critical infrastructure at the path Hoboken, Newport, Exchange Place, and Grove Street stations at a total estimated cost of \$150 million. These stations were greatly affected by salt during Superstorm Sandy and have experienced damage to various elements in the stations that have not been replaced or repaired

[PATH - Restoration of Infrastructure] and are increasingly showing signs of failure at each station.

[at Hoboken, Newport, Exchange Place,] The FTA has obligated project funding

[and Grove St. Stations Project Authorization] at 90% of eligible cost.

[Background] By way of background, the salt water affected different elements of the station's infrastructure, impacting power, lighting, airlines, vent lines, structural supports, platform slabs, columns, claddings, stairs, and dramatic deterioration to fencing, railings, stair treads, platform tiles, wall tiles, acoustical and metal ceiling tiles. The project will replace these station elements to current safety standards and codes. The specific scope of work at each station which will vary on need will restore infrastructure impacted by salt water exposure to a state of good repair.

[Impacts] Our goal is to minimize service disruptions during construction, so the work will be performed during off peak hours. We will develop a robust outreach plan to appraise customers and local communities of any required station closures to accommodate the restoration work. Finally, PATH will also coordinate the project with other projects in the area and continue to explore opportunities to accelerate construction where possible. The capital spending will serve to create new jobs as well as support existing jobs. The total economic impact for this project is expected to be 1,395 total job-years, \$103 million in wages, and \$250 million in economic activity over the life of the project.

[Project Cost/ Schedule] The total estimated cost of the project is \$150 million. The FTA has obligated 90% of that cost which is \$135 million in federal grant funding with the Port Authority providing a share of \$15 million. The Port Authority share is fully funded in the 2017, 26 Capital Plan. We would anticipate completing the final design by 2019 and construction is expected to commence in 2020 with project completion anticipated for 2023. Commissioners, I request that you advance this item to the full Board for approval today.

[Chair J.H. Lynford] Are there any other questions that any of my colleagues would like to ask? May I please have a motion then a second?

[Commissioner] Motion then second.

[Chair J.H. Lynford] Good work. Who's not recused on this matter to move the item forward for consideration by the full Board? May I have a second? I have one. Any objections? Hearing none, the motion is passed. Mr. Chairman, this concludes today's meeting of the Committee on Planning, Execution and Asset Management. And I turn it back to you.

[Board Chair K. O'Toole] Thank you very much, Vice Chair.