

**The Port Authority of New York and New Jersey  
Committee on Capital Planning, Execution & Asset Management Transcript  
February 16, 2017**

[Board Chair J. Degnan] We're now gonna convene the Committee on Capital Planning, Execution, and Asset Management which is also being held in public session in its entirety. Are there any recusals on any of the matters before this Committee today?

[K. Eastman] No, they are no recusals and all Committee members are present with the exception of Commissioner Pocino.

[Board Chair J. Degnan] Okay. Commissioner Pocino was here all morning, had to leave to catch a flight this afternoon, was unable to stay beyond noon time. So the first presentation by Clarelle is about the flood resiliency and mitigation projects at PATH.

[C. DeGraffe] Okay. Good afternoon, Commissioners. Today, I'm requesting authorization of five projects to provide permanent flood protection at PATH's Hoboken, Exchange Place, Grove Street, and Newport stations at an estimated aggregate cost of \$63.3 million. All five projects I will be discussing either are or will be beneficiaries of FTA Sandy grant funds. Superstorm Sandy and its associated storm surge caused significant flooding and damage to PATH facilities.

[Background Hoboken Station, Grove Street Station] The severe flooding from the Hudson River caused salt water to enter the PATH tunnels, damaging and shutting down the entire transit system for approximately two weeks before partial service could be restored. Complete service was then restored three months later. Areas of the system that were affected by the storm surge included Hoboken, Newport, Exchange Place, and Grove Street stations. Based on FEMA flood map, flood hazard maps, Hoboken, Exchange Place, Newport, and Grove Street stations continue to be vulnerable to Hudson River's surge flooding, which would cause significant service outages and equipment damage. Temporary flood mitigation measures were put in place for the four stations immediately following the post-storm recovery including stop logs, and water-filled barriers, and sand bags. These measures will remain in inventory and ready for deployment during construction. However, they do not meet the latest flood elevation guidelines as indicated by FEMA which was issued in April 2013 or with our updated Port Authority Climate Resiliency Guidelines from the Engineering Department as of January 22, 2015.

[Scope of Work and Project Goals] The scope and goal of these projects, these five projects, the purpose of them is to increase the flood resiliency from 12 feet above mean sea level to an elevation of 17 feet above mean sea level in accordance with FEMA and Port Authority Climate Resiliency Guidelines. There are two resiliency projects in Hoboken. The first project, the Hoboken Flood Resiliency provides flood protection by installing steel floodgate doors at the top or the bottom of the exterior stairs at the Hoboken Station. The second project in Hoboken Flood Resiliency includes replacing the current glass around an elevator with flood-rated glass. The original elevator sustained significant damage during Superstorm Sandy. It was replaced with a new elevator and protected from future flooding with the temporary measures of stop log flood

barrier systems. However, that system was designed for the 12 feet elevation which is not consistent with the FEMA guidelines. Under this project, the elevator will have a new flood glass-rated structure that will meet that 17 feet above mean sea level. The next three projects are Head House Resiliency Projects and they occur at three of our PATH stations. The first one will be at Exchange Place head house flood protection where the scope of these projects is to provide flood protection by installing flood-rated storefront glass, flexible fabric walls, and vertical sliding gates at both elevator and escalator head houses. The second project, Grove Street Head House. The scope this project is to provide flood protection by installing again flood-rated storefront glass, swing gates, and flexible fabric walls. The third project, flood resiliency project, will be at Newport Station where this project will again provide flood protection by installing flood-rated storefront glass, and a flexible wall system as a secondary level of protection for our turnstiles. The flexible wall system will be anchored to new columns that will also be constructed at the station.

[Impacts] Construction will not adversely impact, affect PATH operations. Access and egress to the stations will be maintained during construction. And PATH is seeking ways to maintain ADA access during construction while the elevators are out of service. There may be potential for alternative service during this time. The total economic impact over the life of the project is currently estimated to be 460 job years, \$39.4 million in wages, and \$110 million in economic activity.

[Project Cost/Schedule Hoboken Resiliency Projects] Cost and schedule. The estimated total project cost for the Hoboken Flood Resiliency and for the Hoboken Elevator is estimated at \$13.3 million which is included in the Proposed Capital Plan. The Hoboken Resiliency Projects are FTA funded from the locally prioritized resiliency program at 90% of the total eligible project cost which totals to \$12 million for these 2 projects. Construction for the Hoboken Flood Resiliency is expected to begin in the first quarter of 2018 and be completed by second quarter of 2019. The Hoboken Elevator Flood Resiliency is expected to begin second quarter of 2019 and completed by third quarter of 2020. We are working with Engineering to accelerate this particular schedule.

[Head House Protection Projects] The next three projects, the estimated cost is \$26.7 million for the Exchange Place which includes protection for the two head houses, \$12.6 million for the Newport, and \$10.7 million for Grove Street. Funds for these projects are included in the 2017 Budget and the proposed 2017-2026 Capital Plan. The FTA will reimburse up to 75% of eligible costs under the Competitive Resiliency Program for these 3 stations with the reimbursement capped at \$37 million. Anticipated total reimbursement from the FTA for all 5 projects will be \$49 million or an average of 77% of the total cost of all these projects. Construction for Exchange Place is expected to begin second quarter of 2018 and run through fourth quarter of 2021. Newport is expected to begin second quarter of 2018 and run through third quarter of 2019, and Grove Street is expected to begin second quarter of 2018 and completed by third quarter of 2021. Commissioners, I request that you advance this item to the full Board for approval today. Any questions please?

[Board Chair J. Degnan] Clarelle, I have a question. Will there be any imposition or

inconvenience on the commuters as a result of the construction schedule or implementation at either of these three stations?

[C. DeGraffe] No, we're staging logistics, working with Engineering and their team to make sure that it's minimal, the operational impact will be minimal. There will be some level of impact for ADA passengers but we're looking at that, that's all part of that, and looking for alternative strategies where we would continue to be able to assist them.

[Board Chair J. Degnan] And the only other question I have is the second quarter of 2018 seems an awfully long way away for these projects to start. What's going on between now and then?

[C. DeGraffe] Well, the request is for project authorization, so at this point we're getting into final design. So it's gonna take anywhere between 8 to 12 months for final design to be completed, including with the procurement process to actually before you see shovel in the ground. So we've included all of that in our schedule.

[Board Chair J. Degnan] Commissioner Fascitelli?

[Comm. M. Fascitelli] I also just not sure of the timing. Is there any way we can condense the 3.5 years of this project given... Is it on? Is there any way we can condense the 3.5 years' time for the project because it seems like a long time to do these modifications. It's not a huge budget, we can build buildings in this time.

[C. DeGraffe] Right, yeah, I mean, some of them are no-brainers like the elevators but the thing that we have to look at is the logistics and its impact on the passengers because with some of these, when the elevator goes out, we may need to phase some of the work. So that's why sometimes you see a long construction schedule. But we're continuing, especially during the final design, we're continuing to work with Engineering to see how we can consolidate that schedule and approve that. So we can get back to you on that.

[Comm. M. Fascitelli] Okay.

[Board Chair J. Degnan] Are there any other questions or comments? If not, can I have a motion by a committee member to move the matter forward?

[Comm. D. Steiner] Sure.

[Board Chair J. Degnan] It's Commissioner Steiner and I'll second the motion. Any objections? Now the motion is passed to move forward to the Board. That concludes today's Committee meeting on the Capital Planning, Execution, and Asset Management.