

PORT AUTHORITY TRANS-HUDSON CORPORATION

MINUTES

Thursday, February 16, 2017

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MINUTES of the Meeting of Port Authority Trans-Hudson Corporation held Thursday, February 16, 2017 at 150 Greenwich Street, City, County and State of New York

PRESENT:

NEW JERSEY

Hon. John J. Degnan, Chairman
 Hon. Richard H. Bagger
 Hon. William P. Schuber
 Hon. David S. Steiner

Patrick J. Foye, President
 Michael E. Farbiarz, Counsel

Luke S. Bassis
 Justin E. Bernbach
 John Bilich
 Molly C. Campbell
 Ana M. Carvajalino
 Steven J. Coleman
 Janet D. Cox
 Nicole Crifo
 Stephanie E. Dawson
 Michael B. DeGidio
 Clarelle D. DeGraffe
 Gerard A. Del Tufo
 John C. Denise
 Michael P. Dombrowski
 Karen E. Eastman
 Benjamin S. Engle
 Jose B. Febrillet
 Michael A. Fedorko
 Cedrick T. Fulton
 Frank H. Gallo
 Robert E. Galvin
 David P. Garten
 Glenn P. Guzi
 Linda C. Handel
 Patricia A. Hurley
 Howard G. Kadin
 Sherien N. Khella
 Cristina M. Lado
 William Laventhal
 Huntley A. Lawrence
 John H. Ma
 Stephen Marinko
 Ronald Marsico
 Michael G. Massiah

NEW YORK

Hon. Michael D. Fascitelli
 Hon. Hamilton E. James
 Hon. Kenneth Lipper
 Hon. Jeffrey H. Lynford

Hugh P. McCann
 Daniel G. McCarron
 Elizabeth M. McCarthy
 James E. McCoy
 David J. McGrath
 Mark F. Muriello
 Maria Oliveri
 Matthew Pedersen
 Steven P. Plate
 Alan L. Reiss
 Michael Shannon
 James A. Starace
 Timothy G. Stickelman
 Lillian D. Valenti
 Sheree R. Van Duyne
 Samantha Weston
 Cheryl A. Yetka
 William J. Young
 Anni Zhu

Guests:

Mary Maples
 Matthew Trapasso
 Michael Wojnar

Speakers:

Vanessa Agudelo, Office of New York State
 Senator Marisol Acantara
 Shirley Aldebol, Local 32 BJ
 Leslie Azzouni, Unite Here, Local 100
 Christine Berthet, Community Board 4
 Michael Blaustein, Partnership for NYC
 Janna Chernetz, Tri-State Transportation
 Campaign
 Maritza Collado, Local 32BJ
 Michael DeFreitas, Local 32 BJ
 Margaret Donovan, The Twin Towers Alliance
 Cesar Flores, Unite Here, Local 100
 Dustin Fry, Columbia Mailman School of
 Public Health
 Tiffanie Fisher, Councilwoman,
 City of Hoboken, NJ
 Hon. Robert M. Gordon, New Jersey State Senator
 Louis Heimbach, Stewart Airport Commission
 Andrew Hollweck, New York Building Congress
 Richard Hughes, The Twin Towers Alliance
 Charles Komanoff, Right of Way
 Gary LaBarbera, Building and Construction
 Trades Council of Greater New York
 Steven Leone, Local 32 BJ

Topic:

GWB Bicycle Access

 Capital Plan and Airport Worker Wages
 Airport Worker Protection
 2017-2026 Capital Plan
 2017-2026 Capital Plan
 2017-2026 Capital Plan

 Capital Plan and Airport Worker Wages
 Capital Plan and Airport Worker Wages
 Transparency
 Airport Worker Protection
 GWB Bicycle Access

 Port Authority Bus Terminal

 2017-2026 Capital Plan
 2017-2026 Capital Plan
 2017-2026 Capital Plan
 Port Authority Practices
 2017-2026 Capital Plan
 2017-2026 Capital Plan

 Capital Plan and Airport Worker Wages

Jack May, Resident of Montclair	Extension of PATH to EWR
Reverend Kevin McCall, National Action Network New Jersey	Capital Plan and Airport Worker Wages
Gregory O'Brian, Unite Here, Local 100	Airport Worker Protection
Karl Olszewski, KJO Rapid-Rail Response & Emergency Preparedness, LLC	2017-2026 Capital Plan
Arthur Piccolo, Bowling Green Association, Inc.	WTC Transit Hub
Susan Rodetis	2017-2026 Capital Plan
Stephen Sigmund, Global Gateway Alliance	2017-2026 Capital Plan
Brad Taylor, 5 Borough Bike Club	2017-2026 Capital Plan
Hon. John Wisniewski, New Jersey State Assemblyman	2017-2026 Capital Plan

The public meeting was called to order by Chairman Degnan at 12:53 p.m. and ended at 3:10 p.m. The Board also met in executive session prior to the public session. Director Pocino was present for the executive session.

Action on Minutes

Counsel submitted for approval Minutes of the meeting of December 8, 2016. He reported that copies of these Minutes were delivered to the Governors of New York (in electronic form) and New Jersey (in paper form) on December 9, 2016. He reported further that the time for action by the Governors of New York and New Jersey expired at midnight on December 23, 2016.

Whereupon, the Board of Directors unanimously approved the Minutes of the meeting of December 8, 2016.

Report of Committee on Capital Planning, Execution and Asset Management

The Committee on Capital Planning, Execution and Asset Management reported, for information, on matters discussed in public session at its meeting on February 16, 2017, which included discussion of an item concerning storm resilience improvements at certain PATH stations in New Jersey, and the report was received.

PATH – FLOOD MITIGATION AND STORM RESILIENCE PROTECTION FOR STATIONS - PROJECT AUTHORIZATIONS

It was recommended that the Board authorize: (1) five projects to improve storm resilience at Port Authority Trans-Hudson Corporation (PATH) rail system stations in New Jersey, at an aggregate estimated total project cost of \$63.3 million, including: (a) construction of a permanent flood resiliency system to protect the Exchange Place Station head houses, at an estimated total project cost of \$26.7 million; (b) construction of a permanent flood resiliency system to protect the Newport Station head house, at an estimated total project cost of \$12.6 million; (c) construction of a permanent flood resiliency system to protect the Grove Street Station entrances, at an estimated total project cost of \$10.7 million; (d) construction of a permanent flood resiliency system to protect Hoboken Station at the six exterior stairs, at an estimated total project cost of \$7.6 million; and (e) construction of a permanent flood resiliency system to protect the Hoboken Station elevator that provides accessibility consistent with the Americans with Disabilities Act (ADA), at an estimated total project cost of \$5.7 million; and (2) the President of PATH to retain architectural and engineering design services: (a) from STV Incorporated (STV) to perform final design and post-award construction services for Exchange Place Station Head House Protection, Newport Station Head House Protection and Grove Street Station Head House Protection, the cost of which is included within the respective proposed project authorization amount(s); (b) from HDR Incorporated (HDR) to perform final design and post-award construction services for Hoboken Station Flood Resiliency, the cost of which is included within the proposed project authorization amount; and (c) from Parsons Corporation (Parsons) to perform final design and post-award construction services for Hoboken Station Elevator Flood Resiliency, the cost of which is included within the proposed project authorization amount.

During the week of October 28, 2012, Hurricane Sandy and its associated storm surge resulted in unprecedented flooding of PATH's stations, four tunnels and associated infrastructure, which resulted in extensive exposure to saltwater and residue. Specific areas of the system affected included: Tunnels E and F between Exchange Place Station and World Trade Center (WTC) Station; Tunnels, E, F, C and D at Caisson 3; and Tunnels A, B and F at Caisson 2. The water incursion occurred at Hoboken, Newport, Exchange Place, and Grove Street Stations and the WTC site.

Temporary flood mitigation measures were put in place at the four stations immediately following the post-storm recovery, including stop logs, water-filled barriers and sandbags. However, these measures, which would remain in place during construction of the proposed projects, do not meet the requirements of the latest Federal Emergency Management Agency flood maps issued in April 2013, or updated Port Authority Climate Resiliency Guidelines as of January 22, 2015.

It is vital that the infrastructure of these PATH facilities be protected, to improve their ability to withstand and recover from similar extreme weather-related events in the future. Therefore, to achieve better resiliency in future similar storm events, staff recommended the construction of various flood protection infrastructure projects at four PATH stations. Construction of the projects would be performed so as to minimize impact on PATH operations. Minimal passenger circulation impacts may occur, which would be temporary in nature and fully

mitigated. With respect to the project to implement a permanent flood resiliency system to protect the elevator at the Hoboken Station, limited closures of the elevator would be required. Staff would pursue alternate means to maintain ADA access during scheduled closures, including the potential for alternate service.

At its meeting of December 4, 2013, the Board of Commissioners of the Port Authority authorized preliminary program funding to define projects to be developed, executed, and delivered under a multi-year Storm Mitigation and Resilience Program, and the provision of \$108 million, of which \$81 million was allocated for PATH facilities excluding the World Trade Center site, to retain architectural and engineering design services and federally required integrity monitoring services to support the program. The amount of such services was limited to \$1.5 million per project. STV, HDR and Parsons were retained pursuant to that authorization of the Port Authority Board of Commissioners to support the above-mentioned projects.

In addition, integrity monitoring, construction management and inspection services, and program management services would be retained pursuant to existing federally compliant programs previously authorized by the President of PATH.

Pursuant to the foregoing report, the following resolution was adopted, with Directors Bagger, Degnan, Fascitelli, James, Lipper, Lynford, Schuber and Steiner voting in favor. Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that five projects to improve storm resilience at Port Authority Trans-Hudson Corporation (PATH) rail system stations in New Jersey, at an aggregate estimated amount of \$63.3 million, including: (1) construction of a permanent flood resiliency system to protect the Exchange Place Station head houses, at an estimated total project cost of \$26.7 million; (2) construction of a permanent flood resiliency system to protect the Newport Station head house, at an estimated total project cost of \$12.6 million; (3) construction of a permanent flood resiliency system to protect the Grove Street Station entrances, at an estimated total project cost of \$10.7 million; (4) construction of a permanent flood resiliency system to protect Hoboken Station at the six exterior stairs, at an estimated total project cost of \$7.6 million; and (5) construction of a permanent flood resiliency system to protect the Hoboken Station elevator that provides accessibility consistent with the Americans with Disabilities Act, at an estimated total project cost of \$5.7 million, be and they hereby are authorized; and it is further

RESOLVED, the President be and he hereby is authorized, for and on behalf of PATH, to retain architectural and engineering design services in connection with the foregoing projects, from: (1) STV Incorporated to perform final design and post-award construction services for Exchange Place Station Head House Protection, Newport Station Head House Protection and Grove Street Head House Protection, the cost of which is included within the respective proposed project authorization amounts; (2) HDR Incorporated to perform final design and post-award construction services for Hoboken Station Flood Resiliency, the cost of which is included within the proposed project authorization amount; and (3) Parsons Corporation to perform

final design and post-award construction services for Hoboken Elevator Flood Resiliency, the cost of which is included within the proposed project authorization amount; and it is further

RESOLVED, that the President be and he hereby is authorized, for and on behalf of PATH, to take action with respect to construction contracts, contracts for professional and advisory services, and such other contracts and agreements as may be necessary to effectuate the foregoing projects, pursuant to authority granted in the By-Laws or other resolution adopted by the Board; and it is further

RESOLVED, that the form of all agreements, contracts and other documents in connection with the foregoing projects shall be subject to the approval of Counsel or his authorized representative, and the terms of such contracts, agreements and other documents shall be subject to review by Counsel or his authorized representative.

Whereupon, the meeting was adjourned.

Counsel