

PUBLIC HEARING

before

SENATE TRANSPORTATION AND COMMUNICATIONS SUBCOMMITTEE

on

PATH FARES AND SAFETY

Held:
February 15, 1985
Freeholders Chambers
Hudson County
Administration Building
Jersey City, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Senator Thomas F. Cowan, Chairman
Senator Walter Rand
Senator S. Thomas Gagliano

ALSO PRESENT:

Assemblyman Nicholas LaRocca
Assemblyman Anthony P. Vainieri
Assemblyman Robert A. Ranieri

Laurence A. Gurman, Research Associate
Peter R. Manoojian, Research Associate
Office of Legislative Services

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SENATOR THOMAS F. COWAN, (Chairman): Good morning, ladies and gentlemen. I want to welcome you to this public hearing, which is being conducted by the Senate Transportation and Communications Subcommittee on PATH Safety and Facilities Improvements. I am Senator Thomas Cowan, and I have been appointed by the President of the Senate to serve as Chairman of the Subcommittee.

I am pleased to introduce to you this morning two gentlemen with whom I have the privilege of serving on the Senate Transportation and Communications Committee. They are probably the most knowledgeable people in our Legislature, as well as in the State of New Jersey, and on a regional level, too. On my left is Senator Walter Rand, the Chairman of the Senate Transportation and Communications Committee, who came all the way from Camden this morning; on my right is Senator Tom Gagliano from Monmouth County, our Minority Representative, who has done an excellent job in Transportation for a number of years. Also to my right is Assemblyman Nicholas LaRocca from the 33rd Legislative District and, to his right, is Assemblyman Tony Vainieri, with whom I have the privilege of serving in the 32nd Legislative District. Also with us this morning is Edward Clark, the Hudson County Executive.

The issues of assuring the safety of PATH riders and providing them with a comfortable traveling experience while utilizing the PATH system have been a concern of the Legislature for a number of years. As many of you know, I conducted public hearings during the last legislative session while serving as Chairman of the Assembly Transportation and Communications Committee. I invited officials of the Port Authority of New York and New Jersey, as well as members of the interested public, to participate in the hearing process in order to meet our common objective of securing a quality PATH system.

Much has transpired during the past few months regarding PATH following the bi-state agreement between New Jersey and New York to make capital improvements in Port Authority facilities. It now appears appropriate for this Subcommittee to begin its task by holding this public hearing. It will give us an opportunity to get an update on PATH's 10-year Capital Improvement Program, which was designed to provide additional safety for PATH riders, and look into various areas where further inquiry may be helpful.

Some of the areas we will address today are PATH fire safety, security, the possibility of making the system more accessible to the disabled and elderly, and Port Authority plans to update and improve PATH's fare-collection system. We hope to have a good hearing, and we project to segmentize the various topics we will discuss.

PATH has a slide-projection program they will show during the hearing. I would like to ask any interested parties who wish to testify to please try to slot themselves in as we categorize the groupings. First, we will deal with capital improvements; second, we will discuss fire safety; third, we will touch upon accessibility for the disabled and elderly; fourth, we will deal with security on the PATH; and fifth, we will discuss the improvement of the PATH fare-collection system. I invite any interested parties here today who wish to testify, including those who have submitted their names, to do so. Your cooperation during this hearing will certainly be appreciated by all of us.

At this time, I would like to call upon the Deputy Director of Rail Transportation for the Port Authority of New York and New Jersey, Jim Kirk:

JAMES KIRK: Thank you, Senator Cowan and other members of the Subcommittee on PATH Fares and Safety. I want to thank you for the opportunity this morning to review the scope and status of the extensive Capital Program to improve the PATH system. In addition to the Capital Improvement Program, I will comment on the status of several operating improvements to enhance rider safety, security, and convenience.

PATH has provided good stewardship of the railroad since the Port Authority took over the Hudson and Manhattan Railroad in 1962. In that year, the Port Authority acquired and began the rehabilitation of a bankrupt railroad that was suffering from years of neglect and deferred maintenance. Over the past 23 years the Port Authority has made significant investments in rehabilitating and maintaining the railroad to ensure its position as a first-class, rapid-transit system. These substantial investments have included the purchase of 252 rail cars, major station improvements, and the upgrading of the

power, track, signal, and control systems. The cost of these improvements was borne by the Port Authority, largely without benefit of Federal, State, or local funding assistance.

In the early 1980s, dramatic passenger growth occurred on PATH. From 1981 to 1984, traffic grew by an average of 4-6% per year to 55-million annual passengers in 1984, nearly twice the number of passengers PATH carried in 1963, its first year of operation.

Today, PATH regularly carries nearly 200,000 passengers each weekday. Projections for 1990 indicate traffic will increase to 65-million annual passengers, with nearly 233,000 passengers on the average weekday. This growth, plus the normal, gradual wearing-out of system components, brought about the need for a major, new capital initiative.

In their June, 1983, statement to the Port Authority Board of Commissioners, the Governors of New York and New Jersey jointly endorsed a major PATH Capital Improvement Program to rehabilitate the PATH system and provide needed safety improvements. At that time, the Governors also recommended a two-step fare increase: from \$.30 to \$.50 in 1983, then to \$.75 which became effective in June, 1984. The revenue from the increase is dedicated entirely to financing the Capital Program.

The major elements of the program include:

(1) Safety Improvements. Ensuring the safe operation of the PATH system is our highest priority. The Capital Improvement Program includes a number of projects to improve the level of safety on PATH. Safety projects include the construction of new tunnel emergency ventilation and evacuation shafts, and the installation of standpipe systems. Construction is underway on the ventilation shaft at Pavonia Avenue in Jersey City, while the remaining five shaft structures are in engineering design. Tunnel and station standpipe systems are now being installed, with a substantial portion of these systems now ready for use. The standpipe systems will provide firefighters with a readily accessible water supply in the tunnels and stations. These improvements enhance the level of safety on PATH in the event of a fire or major emergency.

Here in the Capital Program segment we will deal with capital items in the safety program. Later in the presentation we will deal with operational improvements that have been made to enhance fire safety in the system.

(2) Car Program. This program includes the purchase of 95 new PA-4 cars; 90 will be assembled in the 4th District; 57 will be built here. Under the terms of our contract with Nissho Iwai, Kawasaki Heavy Industries will build the cars and is presently developing detailed design proposals. In addition, a major overhaul of the 248 cars presently in our fleet will be undertaken in Brooklyn, by the New York Rail Car Corporation as a subcontractor to Kawasaki and Nissho Iwai. The first six PA class cars are now undergoing renovation at the New York Rail Car Corporation. The new and rehabilitated cars will have numerous features to enhance passenger convenience: exterior car speakers, door-opening chimes, and passenger-aid indicators. These features are in addition to the major components of the cars that will be rehabilitated under this program.

Also, three major components of our oldest group of cars, the K cars, are being replaced to ensure reliable service for the next three to four years, as the new and rehabilitated PA car fleets are phased in to service. The first three K cars are now awaiting shipment to the contractor's plant.

(3) Shops and Yards. This is timely, in light of yesterday's PATH Board of Directors meeting. A Satellite Car Repair Facility is presently being constructed at Waldo Yard, adjacent to the PATH tracks near Journal Square in Jersey City. Additionally, a new Car Repair Shop and Yard with sufficient capacity for the maintenance of a 370-car fleet is now in design. This new shop will replace the existing 77-year-old Henderson Street Shop and Yard, which is inadequate to handle even the present 288 car fleet.

(4) Electrical Power Program. This includes construction of several substations and switching stations, replacement of the old DC power cable system with a system using shorter lengths of more fire- and smoke-resistant cable, development of emergency auxiliary power and safety systems, replacement of transformers, installation of a new

control system for the power and safety systems, and rehabilitation of tunnel duct banks to upgrade PATH's power distribution and enhance fire safety. Some equipment has been ordered as the design of the total system progresses.

(5) Station Improvements. The PATH Board has authorized the reconstruction of the Exchange Place station entrance and improvements at the Pavonia Avenue station, both in Jersey City. At Exchange Place, a new station entrance to accommodate growing passenger demands will be constructed and integrated with a new tunnel emergency ventilation structure and electrical substation. The new station entrance, located on the riverfront and connected to the existing platform by escalators, will be able to handle four times the present capacity of the station. At Pavonia Avenue, a new station structure is planned and will be developed in coordination with the redevelopment of the area. Implementation of the plans for Exchange Place and Pavonia Avenue will commence upon final agreement and approval of funding sources by the Board.

Major refurbishing at the platform level is planned for the Exchange Place and Grove Street stations in Jersey City, and for the Christopher, 9th, 14th, and 23rd Streets stations in New York. Improvements, some of which have already been completed, include resurfaced platforms, new wall surfaces, better lighting, and signing. Tactile strips will be installed on platform edges to assist visually impaired riders. The remaining improvements are in the final design stage.

(6) Other Major Work Programs. This is a miscellaneous category that includes the rehabilitation of Conrail's Hackensack River Lift Bridge, which PATH will acquire from Conrail this year. Improvements are also being made to signals and communications and to track and drainage systems. Most of this work is now under construction.

During the past year and a half, PATH has moved expeditiously in all areas of the Capital Improvement Program to initiate preliminary engineering and design studies, prepare specifications and contracts, and advertise and award several construction contracts.

Standpipe-system construction has been completed in the two downtown, under-river tunnels, and is virtually complete in the two uptown, under-river tunnels and at all stations. Standpipe construction is underway in all other tunnel sections. Construction is also underway at the Satellite Car Repair Facility, the ventilation shaft at the Pavonia Avenue station, and the Washington Street substation in Jersey City.

Contracts totaling \$202 million have been signed for the new-car purchase, the rehabilitation of the existing PA cars, and the component-replacement program for the K cars. The first set of PA cars to be rehabilitated has been delivered to the contractor. The construction work, to date, has been performed with little interruption to regular peak-period PATH service. Future work with the potential for service disruption will generally be scheduled for nights and weekends to minimize the impact on our riders. In unavoidable instances where service must be suspended, alternate plans for serving PATH riders will be implemented, including a provision for substitute bus service, where appropriate. Whenever possible, PATH riders will be notified well in advance of construction-related service interruptions.

I believe it is important to emphasize that, while essential improvements are being made to the PATH system over the next several years, PATH and its riders will go through a trying period. Traffic demand has increased to a point where, during peak hours, it exceeds the present capacity of the system on several of our services. PATH cars and PATH infrastructure will continue to age during the rehabilitation period. Cars must be removed from service and sent to the contractor's facilities for service, leaving fewer cars available for daily service.

Construction will take place in and around portions of the system used for passenger services. The PATH staff will work hard to overcome these difficulties and minimize possible impacts on passenger services. We seek the understanding and cooperation of everyone concerned: passengers, government officials, and our employees. We have begun a vigorous program to keep the public informed about the progress of the PATH Capital Improvement Program, and we are giving our

utmost attention to ways to maintain the good service level our passengers have come to expect from PATH.

I would now like to show some slides that will illustrate some of the things that are in progress on the Capital Improvement Program I have just described to you. The series of slides I am about to show will identify the major elements of the PATH Capital Program and will show some of the things we are planning to do and some of the things we currently have underway.

(begins slide presentation)

This is the PATH system; it needs no elaboration. It is a connecting link to some of the railroads supplying passengers who live in the various areas along the system. Basically, the four services we run during the day are Newark to World Trade Center, Journal Square to 33rd Street, Hoboken to World Trade Center, and Hoboken to 33rd Street. As I indicated earlier, we currently carry approximately 200,000 passengers on the average weekday.

This is a projection of anticipated passenger growth. We see, in blue, traffic in 1980; in green, traffic in 1983; in red, traffic in 1990. You can see the substantial growth that has taken place on the Newark to World Trade Center and Journal Square to 33rd Street services, and the heavy, projected increases that will take place on those services, as well as on the Hoboken to World Trade Center service. The Hoboken to 33rd Street service is not projected to increase at this time, on the assumption that the Kearny connection will be completed by New Jersey Transit. This will take some of our uptown riders directly into Penn Station without going through Hoboken.

These are the elements of the PATH Capital Improvement Program, which is a response to two factors: the aging of certain elements of our system and increased ridership. The program consists of six major segments: Shops and Yards, the Safety, Car, Station Improvement, and Electrical Power Programs, and Other Miscellaneous Capital Projects.

The Safety Program has the highest priority within the entire program and consists of three major elements: standpipes throughout the tunnel sections, a total-ventilation system to provide fresh air

and remove smoke in emergencies, and a station-ventilation program to supplement the basic tunnel-ventilation program to provide fresh air and remove smoke in emergencies.

This picture shows standpipes that are installed and operational in the downtown, under-river tunnels. It shows the pipe which normally carries water at city water pressure. It shows two valves on the standpipe system; one is for use with one-and-a-half-inch hoses that can be used by our employees before the fire department arrives; the other valve is larger, and the fire department can attach it to the larger hoses they bring to the fire scene. When the fire department comes, they also attach pumpers to siamese at our stations, to boost the pressure in this standpipe system so it will supply good hose streams with the larger-size hoses.

As I indicated, the standpipes are operational in the downtown, under-river tunnels; they are largely installed in the uptown, under-river tunnels and in most of our stations. We would expect, well before the end of this year, to have all under-river tunnels and stations fully operational while we proceed with the land-tunnel sections in New York and New Jersey.

This is a diagrammatic slide which shows the tunnel emergency-ventilation system, as well as the access/egress shafts. It is a busy slide with a lot on it, but it is an integrated system. Starting here, we would have new ventilation buildings at these locations that would work as a unit to supply fresh air and remove smoke in emergencies: One building will be located at Railroad Avenue, or Christopher Columbus Drive and Warren Street; there will be vent buildings at Exchange Place, Pavonia Avenue, Caisson One, Morton Street, and on the New York side at 19th Street. These fan systems will be controlled locally from the control center of PATH at Journal Square, and they will operate in concert to handle smoke and provide fresh air in emergencies.

Here, we show the need for new access/egress shafts for the uptown, under-river tunnels that would serve both tunnels at Caisson One and Morton Street, to provide egress here. In addition, we have terminal fans which will remove smoke from under the platform level at

certain terminal stations where that is required at this time: 33rd Street, Hoboken, and the World Trade Center.

This is a shot of the tunnel-ventilation system. This shows Railroad Avenue and the Gregory Park Apartments. There, we have an existing fan system that serves a local area, restricted to a portion of the PATH tunnels in the vicinity. This will be replaced. We will construct a new building to the right of the building in the parking lot of Gregory Park, based on property transfers that we have developed with the cooperative association, and on the approval of local officials.

This is a model of the building that will be placed on that site at the corner of Warren Street and Christopher Columbus Drive.

This is the first view you will see of the Exchange Place area. We are now looking at it from the water side to show the new ventilation building that will be located closest to the water, the substation right behind it, and the new station entrance on the other side. We will see the station entrance from a better angle when I deal with Station Improvements, in a few minutes. This building will be an integrated structure serving the general purposes of safety and improved access to the Exchange Place station.

This is a model of the Morton Street building in New York near the Hudson River.

This building at Pavonia Avenue is in the early stages of construction, as are all of the buildings we are describing. We expect it to be operational by the end of the year, so it will be able to provide improved ventilation, at least in the environs of Pavonia Avenue, before all the systems are complete.

This is the excavation for the foundation structure of the ventilation building, and for the connections into the PATH station at that location.

The next major phase of the program is the Car Program, which has three components. The first is improvement of the K cars; essentially we will place major components on the cars so they will provide more reliable service for the next three years. Second, we have the PA car rehabilitation; this is a major rehabilitation at the

New York Rail Car Company plant; and finally, we have the construction of 95 new cars.

Next, we see K cars and a PA car, with which you are all familiar. The K cars are now 28 years old; some of the new PA cars are as old as 19 years; the average age of the PA car fleet is 17 years. Most of them were bought in a period that makes them either 17 or 19 years old. These cars need a major overhaul. We studied these cars to see if it is more economical to rehabilitate or replace them. The conclusion reached by our staff consultant was that it is much better to replace them; so, that is what we are doing.

This is the interior of a rehabilitated PA car. When we send it out for rehabilitation we are going to provide for better passenger-handling capacity and other improvements. There is a great deal of work being done under, and in the guts of, the car, the areas that make the cars run, as well as in the air-conditioning system and in other equipment located in the ceiling. The passengers will see a somewhat modified interior with certain beneficial features. There will be longitudinal seating in the car, from which we will get better, more comfortable passenger distribution within the vehicle. Door chimes will let passengers know when the doors open and close; and exterior speaker systems will be installed to enable passengers to hear announcements made by the conductors.

There will be a number of other features. The floors of the PA cars will be greatly fire-hardened over those which exist today. That is a key feature. We are replacing the floors with new, more fire-resistant material to comply with the latest, more stringent UMTA guidelines for floor fire-hardening, and separation of the technical, operational components of the car from the passenger-carrying compartments. There will also be more handholds, grips, and so forth, within the cars.

This is a model of new PA-4 car. It will be a stainless-steel car, as contrasted to the PA series, which is aluminum. Again, we are going with longitudinal seating in the car. One of the elements of the car will be a new compartment behind the operating cab that will contain a staircase we have designed with the

aid of various fire departments on our liaison committee. This staircase is placed, in emergencies, on the end doors of the car. It is a sturdy staircase that will enable passengers to descend to track level under the guidance of our staff, should an emergency occur that would require an evacuation. This is much improved over the relatively flimsy staircase that was formerly employed. I know several Committee members experienced using the old one during our drills. These are on order, and will be placed in our existing fleet, as well as in the new cars, where they will be used to provide a much safer egress, should we have to have a passenger evacuation. They are light enough to be handled and set in place by one of our conductors.

The next major phase of the program is Shops and Yards, which has two major elements. The first is a building now under construction called the Satellite Car Repair Facility; this is a building in which light repair and diagnostics will be done. The second major element is a completely new maintenance shop and yard. I will describe those in a minute.

Both of those new sets of facilities are reflections of the present operational and maintenance inadequacy of the existing Henderson Street car shop. It has been, in my view, one of the miracles of the railroad that the staff of PATH has been able to maintain the car fleet in that facility which is, by any standard, totally inadequate. It is on a three-and-one-half acre site in the Henderson Street area and has all kinds of operational limitations. The car shop is not adequate for the present fleet of vehicles, and when we increase the new car order to 95 cars, we will have 48 additional cars plus some additional work trains on the system, so it will be totally overwhelmed. It must be replaced. Our consultant and our staff agree that it must be replaced and a new car maintenance facility must be set up. In the interim, until the New Car Shop and Yard is in operation, we need to supplement the capacity of the Henderson Street Yard.

To that end, we now have under construction a Satellite Car Repair Facility. Here we see a model of that facility, which is for light repair. It will be at the Waldo area, right off

PATH's mainline, with access in several locations to the mainline. We will run cars in as a car set without breaking them down for repair, put them in this building which can take up to eight car lengths, and perform repairs in a couple of hours on any one of the cars. This will, in effect, do two things: It will expedite the repair of non-safety-related defects and accelerate the diagnosis of other types of problems that require longer periods. Right now, we have to run cars with non-safety-related defects because we cannot get them into the Henderson Street Yard due to its limited access. With this new arrangement, we can run the cars in after the rush hour, put them there in sets, make the small repairs that are needed, then take them out, and have them in business for the next rush hour.

Right now, cars have to wait a couple of days if there are non-safety-related defects -- two or three days -- before they can get into the yard to be repaired. With this program, we will be able to repair them between rush hours and have completely functional cars working by the next rush hour.

We do not run any cars with a safety-related defect. They are taken out of service, even if our supply of available cars depletes severely. When we have non-safety-related defects -- heating, air conditioning, minor door problems, or that sort of thing -- we have to run them that day, but we should be able to get them repaired quickly in this new shop. As a supplement to Henderson Street, we hope this will enable us to keep up the car maintenance for the next several years, while we finish the design and construction of a new car-maintenance facility.

This is another photograph of the interior of the running-repair -- or satellite-repair -- facility.

Here we see the building under construction. We expect to have it operational by late spring. Our major car-maintenance requirement for the future, based on a study by Raymond Kaiser Engineers and our staff, is that it should be located on a site at Waldo -- the same site, in part, on which the Satellite Car Repair Facility is being constructed. This is a 30-acre site at the Waldo area. PATH now occupies part of it for a maintenance/storage building

and signal shop, as well as for storage of weigh and structures equipment in this area.

This piece of property would enable us to build the new car shop; when that new car shop is completely operational and functional, it will be able to handle the maintenance needs of PATH's entire fleet of up to 370 vehicles. The storage yard, which will be in this general area, will also be able to handle up to 10-car train lengths, and the entire fleet we expect to have at that time.

To accomplish that, we must move this weigh and structures operation out of this area, because we will need that area for good-car storage; we will have to move that to a site at Harrison. That site will accommodate this operation, plus the storage of the work trains that will become the K cars when the new cars arrive.

This is a lay-out of that same site showing how the maintenance shop will look. There will be a large shop in this general area (indicating on chart). You will see the yard and support tracks here, access to PATH's mainline this way, actually out here, and also in this direction. So, we will have three means of access into the shop and yard. When this is completed, we will take the satellite-repair building that will be used for light maintenance in the interim, and when it is completed and everything is functional in the maintenance shop, we will convert the satellite-repair building into a carwash.

The Electrical Power Program is another major segment of the PATH Capital Program. It involves additional substations and switching stations, transformer replacement, and -- of probably the greatest importance -- a great reduction in the amount of linear feet of cable running through our tunnels and the replacement of all existing cable with the latest and best fire- and smoke-resistant cable that can be found. This will enable us to get rid of the cable that now runs in a system that has been there for 50 or more years, supplying power to our third rail system.

This is a heavy diagram, but it shows the location, in green, of new substations and switching stations that will provide us with a more reliable source of power and will enable us to cut down the runs

of cable that are in our tunnels. We will have a new substation around 19th Street, a switching station at Morton Street, and a substation in the Caisson One area at Jersey City. This is a slightly old photograph. We need substations at Grove Street and at the portal near the Waldo area, and switching stations in the open areas between Journal Square and Newark.

Another major program element is the Station Improvements Program to improve the appearance of the facilities and provide more pleasing appearances of the stations: floor and wall tiles, tactile-edge stripping, improved ceiling lay-outs, and the like.

Here we see a shot into a model for the improvement at the Exchange Place station platform. It will be a lot brighter, because the lighting fixtures shown here are not producing any illumination, but they will greatly light up this particular station. We have wall tiles, quarry floor tiles, tactile-edge stripping, and a metal slat ceiling going over to the track wall.

Major components of our Station Improvements Program are two new station entrances. This is the one at Exchange Place. Previously, I showed you the vent building and substation from the river side; we are now looking at it from the land side. This is the present parking lot, which is owned by First Jersey. The entrance will be here, near the river; you will go down through the fare-control area. Three large high-speed motor stairs will take passengers down to the area in the general vicinity of the present cross-corridor at Exchange Place. It will probably make for a much wider cross-corridor, but we are working on its engineering design at this time. This will increase the capacity of the station fourfold. That should be comfortably sufficient to meet all of the new development planned for the Exchange Place area. This program is currently in the design stage. We have retained the firm of De Lew Cather, which developed the station design. They are now working on, in our parlance, the stage-two design: preliminary engineering, functional detail, and cost estimates. They will then proceed on to the stage-three design: contract drawings and specifications.

Before we get to the miscellaneous projects at Pavonia Avenue where we are working for improved station modification in conjunction with the Newport City developers, as well as with the states, the full funding sources for both of these projects must be worked out. We are looking for participation from other parties who are interested in improvement at those locations.

There will always be an array of miscellaneous projects that come on stream, but those that were identified at the time of the Governors' agreement were repairs to the Hackensack Bridge and some signal and track rehabilitation.

The Hackensack Bridge has been a bane of PATH's existence for a long time. The bridge is owned by Conrail; that is true to this point in time. PATH operates over this bridge; it is not used by Conrail for any purpose, but it is maintained and operated by Conrail in conjunction with the operation of their freight bridge to the north. Again, you see the roadway bridge -- I guess it is Route 7 -- there, in Jersey City.

We have a Capital Program for repairs going on there. The first major phase of that work is underway and nearly completed. It deals with certain imminent structural repairs that are needed, and with the lift portion of the bridge. When the work is completed, and finally accepted, we hope there will be substantial improvements in the lift capabilities of that bridge, so that it will recede, and we will be able to resume service as quickly as possible.

We have, through a series of intensive operational programs, actually cut down the percentage of times we have problems with the lift bridge. We have supported the Conrail people who are responsible for maintaining the bridge up to this time. It was running about 20% of the time several years ago, but through the operational attention we have given it, we have been able to cut in half the percentage of times the lift bridge has caused problems. When the major repairs, now underway, are completed, we hope it will further reduce that problem almost to the nonexistent. That is our goal. We will be assuming ownership of the bridge under an agreement with Conrail, of which we are finishing the last stages, whereby we will be responsible for the

ownership, operation, and maintenance of the bridge. Furthermore, we are certainly going to give it a strong shot to make sure neither the lift mechanism nor any other aspect of the bridge interferes with PATH traffic.

This is a financial summary showing where we are in the program. The original program, as authorized in June, 1983, was a \$586-million program. We stated clearly at the time that we were in the preliminary stages of study and analysis of that program, and that the numbers originally quoted were our best shot with, in some cases, partial information, because detailed studies were then underway. As those studies were completed and, in some cases, as bids were taken, we kept revising our estimates. The way it shapes up today is that a program of the same scope as the one announced in June, 1983, will now cost \$598 million.

In addition to the change in the amount of money, and based on the same scope, we have authorized \$334 million of the \$598 million to go toward projects that have been authorized to proceed by the Board of the Port Authority. There have been additional authorized commitments, totaling \$116 million, for programs that were not in the scope of the June, 1983, program.

The additions are threefold. First, \$59 million has been authorized for 48 additional cars. When we originally set up the program, our plan was to replace the K cars with the same number of cars; our estimate was based on that premise. At the time we completed the order with Nissho Iwai, and based on traffic increases which had taken place during that period, as well as those projected for 1990, our Board considered it prudent to order 48 additional cars. The expectation is that we will increase the length of the train consists [a series of train cars] on the Newark to World Trade Center service to eight-car trains; we now run seven-car trains. We will increase the Journal Square to 33rd Street service from the present five cars to seven cars. The increases in the number of cars utilized in these services, now our two heaviest -- they have shown the heaviest rate of increase, anyway -- should be sufficient to handle the traffic on those lines into 1990.

So, that is \$59 million additional over the originally authorized program, a reflection of the need to increase service based upon expanded traffic on certain lines. The other \$57 million involves the two station improvements I mentioned earlier: \$23 million for Exchange Place, and \$34 million for the new station at Pavonia Avenue. Those two programs are contingent on participation by others, but the full amount is shown here to indicate the scope of the program. We have \$116 million in new commitments, and our current estimate for the original scope of the program is \$598 million.

How are we progressing and how do we plan to progress with the program? I would call this more than a schedule: I would call it a goal of our program. We are taking a position; we are making an all-out effort to accomplish the scope of work that I have just described to you at the earliest possible time. The safety improvements are, obviously, a high priority. The other areas that provide service improvements, from the viewpoint of improving service to our passengers, are needed at the earliest possible time. So, we have constructed a hard, difficult schedule in terms of engineering and construction. That is the schedule you see here.

We are striving our utmost to meet this schedule, which would largely accomplish most of the goals of the program within a five-year period. By setting difficult goals and striving as hard as we can to achieve them, even with some small amount of slippage, we are much better off than we would be if we stayed with the original 10-year program. We are moving as rapidly and as hard as we can. We have two -- or several -- contingencies. From an engineering or construction viewpoint, as I said, the implementation factor is hard, but we are working on it. We must acquire property to carry out some of these programs, and we need the agreement of parties outside our own sphere and organization.

Our assumption in developing these optimistic, hard schedules is that we will gain these agreements for property, and other approvals that are necessary, at the earliest possible time -- and in time so not to impede the engineering and construction of the new structures. We are pushing hard to get this work done, because we think it is important for the safety and service levels of our passengers.

That concludes the presentation of the Capital Improvement Program. I will be happy to entertain any questions on any of these elements before we proceed to some of the other areas the Committee has asked us to cover.

SENATOR COWAN: All right, at this time, are there any witnesses who wish to give a statement on capital improvements? (Affirmative response from audience) Mr. Duffy:

JOSEPH DUFFY: Thank you, Mr. Chairman, members of the Committee, and County Executive Clark. I also want to recognize Mr. Harrison, the Director of Fire and Police in Jersey City.

FROM AUDIENCE: (interrupting) It's Chief Mullins, Joe. You're close.

MR. DUFFY: What did I say?

FROM AUDIENCE: You said "Mr. Harrison." That's all right, Joe.

MR. DUFFY: My name is Joseph Duffy. I am a lifelong resident of Jersey City. I reside at 108 Grant Street in downtown Jersey City; I am President of the Historic Paulus Hook Association.

My major concern, members of the Committee and ladies and gentlemen, is the Exchange Place problem. I worked for Texaco for many, many years, and a big problem for most companies is the employee who arrives late for work in the mornings. Obviously, when an employee arrives late, the question is, "What caused your delay?". If the employee was held up on the subway, bus, or train, it is usually acceptable.

Now, many people use the Exchange Place station -- residents of Paulus Hook, as well as out-of-town commuters. During the morning rush hour there is a big problem. My question to Mr. Kirk is this: Is it possible to get additional trains to service Exchange Place only, by running them from Henderson Yard into Exchange Place, during the morning rush hour, to alleviate the problem of people reporting late for work because of the conditions on the platform?

Sometimes you just cannot get anymore people on the platform early in the mornings. You wait for a train to go by. The train from Hoboken is full; the train from Newark is full; so you wait for another

train. And you wait, and you wait, and you wait for another train. Then you can't get on that train. This causes a terrific problem, and it has been going on for years. PATH has received a lot of money from fare increases -- increases from \$.30 to \$.75 --but I don't want to go into that problem, because I think it was illegal for PATH to increase the fares to \$.75 -- or even to \$.50.

The State Legislature, which created PATH in 1962, stated that the surplus of the World Trade Center and the deficit of PATH, which was then the Hudson tubes, are similar. In other words, if you have a deficit in one place and a surplus in the other -- and the World Trade Center has been operating with a surplus all these years -- the Legislature said the fares should be frozen at \$.30 whenever the surplus of the World Trade Center exceeds the deficit of PATH.

Let me, however, get back to the problems at Exchange Place. Mr. Kirk, is it possible to get a train coming in from Henderson Yard to service Exchange Place only during the morning rush hour? I realize there would be a union problem; I also realize there would be a problem hiring people who would be used for only four or five hours, but that is a management problem. The big problem is servicing the commuters -- the people who use the station. Is that possible?

MR. KIRK: Well, let me say this. We cannot do so, for a number of reasons. First, as you know, we have only the number of cars available today. Until we get the new car orders, we won't have additional cars. We are trying to provide cars in the services which are most responsive to the needs and traffic demands of the people throughout the entire system. That is the way we now have the car equipment allocated. The number of cars and trains, and the number of consists, that are run on the service is the best response we can make, given the amount of equipment we have and the number of passengers who arrive at the different areas of the system. We are doing that to the degree we can.

Once we get into, or begin to approach the rush hour, you cannot bring cars into or out of it. This is because of the way the yard is built. To do so, you would have to run a car westbound into Grove Street station, then stop everything, back that car up several

hundred feet, then back it further up a Y track into Henderson Street Yard. That would disrupt service for everyone. That would be the only way to get it out of Henderson Yard -- and you would be taking it out westbound. So, we cannot really provide a service out of Henderson Yard.

We certainly recognize that, at the intermediate stations, it is increasingly difficult for passengers to get on our trains. One of the things we did, and you may recall it, was this: For a long time we ran every other train out of Hoboken as an express train. We found, in the Hoboken service, passenger loads were not increasing as much as the Newark loads; we stopped the express service out of Hoboken, so that every train out of Hoboken would stop at Exchange Place. We have tried to deal with that problem within the confines of our signal system and equipment availability. We really see no way, at this time, to add any service at Exchange Place, until such time that we have the additional cars and can run an eight-car service out of Newark.

MR. DUFFY: Couldn't you provide the same cars I am talking about from Waldo Avenue? In other words, couldn't you run a special train from Waldo Avenue to Exchange Place during the rush hour in the mornings? I am concerned about the mornings; they are a problem.

MR. KIRK: I understand that; and I understand your concern. To do that, however, we would have to take the cars away from other services where the passenger loads are even greater.

MR. DUFFY: In effect, you are saying you have no surplus cars?

MR KIRK: We have no surplus cars.

MR. DUFFY: Well, that's unbelievable! With all the money you spend, Mr. Kirk, are you going to sit there and tell this audience -- the people of Jersey City and the people who use Exchange Place -- you haven't provided any surplus cars for emergencies like this?

MR. KIRK: We are--

MR. DUFFY: (interrupting) I can't believe that, Mr. Kirk! I honestly cannot! That is bad planning.

SENATOR COWAN: Mr. Kirk, would you mind, at this time, moving over to the desk at the end? We are having a little trouble

seeing. Please. We can then keep the microphones on one table. It will make it easier for our hearing reporters.

MR. KIRK: Yes, certainly. Senator, if we are going into operational questions, I had intended, as we went through the remaining questions, to introduce our General Superintendent, Mr. Richard Kelly, who will assist me in answering some of those questions.

SENATOR COWAN: Yes. What we are talking about now, Mr. Duffy, as I indicated, are capital improvements. Now, of course, the cars are something that will be discussed later. If you have anything further, regarding capital improvements, it would be most appreciated.

MR. DUFFY: That is the problem. I calculated very roughly, Mr. Chairman and ladies and gentlemen, how much money they have received since the increased fare in 1983. Assuming that the increased fares were only in existence for a year-and-a-half, I calculate they collected \$23 million during that time -- using a \$.45 increase for a year-and-a-half. Yet, they have made no provision to buy extra cars to serve emergencies? Thank you for listening. I cannot believe that, members of the Committee.

SENATOR COWAN: All right, thank you. Yes, Senator?

SENATOR GAGLIANO: I would like to address a couple of questions to Mr. Kirk.

SENATOR COWAN: All right.

SENATOR GAGLIANO: I represent the central area of Monmouth County. As you know, Mr. Kirk, many of the people who live in my area are commuters. Many of them commute from the North Jersey coastline, then, at Newark, they take the PATH into downtown Manhattan. I have received complaints about service, and the complaints seem to be increasing. In fact, a telephone complaint came in two days ago. I do not know if anything in particular happened; I have not had a chance to get back to this constituent. Following up on the comments that were just made, however, would it be possible for you to lease trains that would work on your system -- cars, rather -- so that you could increase the number of cars leaving Newark, and maybe arrange for those cars to be unavailable until they get further down the line, say, to Jersey City?

I believe the system is substantially overtaxed, and I just wondered if there is a possibility of leasing. I realize this deals with operations, but I can't stay here all day.

MR. KIRK: No, we have looked into the possibility of getting cars elsewhere and have found no cars that would be able to function in our system. They wouldn't be compatible with our cars. This would, in effect -- we call them captive fleets -- increase the utility. So, there aren't cars available.

We are continually assessing traffic and, taking the equipment we have, using everything that is able to roll each day during our peak hours -- everything we have. That is why we need new and rehabilitated cars, and that is why I indicated we will have a very difficult time during the three-year period while this major capital improvement is going on. We are constantly relating the distribution of cars on the different services to the traffic needs and doing our utmost to match that, as well as we can. And, I think, through creative work by our trainmasters and operating staff, when we have difficulties, or when a car or train goes out from a location, we try, through really ingenious efforts, to provide the best service, under those conditions, at any point in time.

It is, I think, very difficult. We are always striving to do better, but we make small, incremental gains.

SENATOR GAGLIANO: What caused this? Do you think this came about because of the years of negotiations for the fare increase? The Port Authority is now going full-steam-ahead to create a better system for PATH, but it seems like nothing, or at least very little, was done over a substantial period of time. I am sure that is one of the reasons the Chairman was involved in earlier hearings -- because things were not happening.

Now, you have the increase, and a lot of things seem to be happening. You speak of a difficult period; however, I think it will be more than difficult for the next two or three years. Because, as I said, if I am now getting complaints of overcrowding, stoppages, and that type of thing, I imagine the complaint level will substantially increase.

The other thing I want to talk about briefly is the fare-collection system. Are you looking at the possibility of using fare cards, such as the Metro in Washington, D.C.?

MR. KIRK: That will be part of a study for the longer-term fare-collection system, which I will be covering in a few minutes. We will be looking at varieties of systems like Washington's Metro, the new station in Baltimore, and so on. In addition, we hope to begin to test, within a couple of months, a multi-trip ticket. Now the Washington system is a computational system that involves entry and exit turnstiles. Ours on the PATH system have become very complicated; we don't have a lot of capacity in our entrances and exits. The Washington system, for example, requires you to go through turnstiles exiting as well as entering. We are looking at that for the longer-term PATH system, but we are looking for some early gains to improve service for our riders. This would consist of a multi-trip ticket purchase that would, through a wipe-through device, take away one trip as you make each passage; it would reduce the need for people to have \$.75 in coins; it would also guarantee a faster turnstile operation and would reduce queues at the turnstiles.

SENATOR GAGLIANO: Why would you need exit turnstiles if you were to charge everyone the same rate? If you charge a flat \$.75, and you bought a fare card once a week, it would be five times \$.75 or whatever the fare is.

MR. KIRK: Oh, well, if you charge a single fare, yes, right. We were talking about the systems. You happened to mention Washington.

SENATOR GAGLIANO: Yes, but you wouldn't need the exit; you would need the entry. Right?

MR. KIRK: Right. If we charge a single fare over the system, right.

SENATOR GAGLIANO: It seems to me that would be substantially faster. I know some of these people are professionals at putting three quarters in; they do it quickly. It seems to me that a card would be much better.

MR. KIRK: We are going to try the card system for multi-trip tickets; it can be put into effect quickly, at least on a test basis; if it proves out, we will expand it. In addition, we are taking a look at systems such as those you mentioned, Senator, as well as others, for longer-term PATH utilization. The system you described is one that will be carefully considered as part of the study.

SENATOR COWAN: Senator, do you have any questions?

SENATOR RAND: Yes, thank you very much, Senator Cowan. Mr. Kirk, I must admit that I have not had a single complaint from any of my constituents. (laughter) But, let me just ask one question. Capital improvements mean, to me, something over the long-term. I want an answer, and the question is the same one Mr. Duffy asked: Where do you get the new cars that will be coming on-line in two or three years, or whatever the time frame you anticipate?

MR. KIRK: They should all be in service by the end of 1987.

SENATOR RAND: You are not ruling out a direct line, or putting it in service at that time at that station -- Henderson station, was it?

SENATOR COWAN: Exchange Place.

SENATOR RAND: Exchange Place. Do you anticipate that you will be able to handle that problem by putting in extra cars at that particular time? I certainly hope you would not rule that out.

MR. KIRK: Well, we have to look at it operationally. It is not easy to insert cars into the system at that station. Really, it is just five minutes--

SENATOR RAND: (interrupting) Well, couldn't you run them from some place further up the line, as an express, to alleviate the pressure that evidently builds up at that station?

MR. KIRK: When we have the additional cars, we will be looking at how to best utilize those cars, in light of the service demands at each station.

SENATOR RAND: Now, I want to pinpoint this a little more. If there is a jam-up at Exchange Place, wouldn't it be logical that, when you get the new cars, you address the problem with the addition of cars at that particularly troublesome moment -- the morning rush hour -- to alleviate that pressure?

MR. KIRK: If the traffic there is such that it requires it, and if that becomes the best way to handle the traffic that is arriving at other stations -- because they are building up as well -- we will design a system that is compatible with the physical constraints of PATH, and that will deal with passenger requirements, as best we can, with what we have.

Now if you run an express from Journal Square into Exchange Place -- and skip Grove Street and Journal Square itself -- you will have other problems. You must look at the number of people we are talking about at that station, and the number of people at other stations, and then provide the best service for all the passengers. That is what we will be doing.

SENATOR RAND: Well, evidently, from what I have heard this morning -- and I haven't heard from any of the other stations -- that is where the pressure builds up, and trains go by once, twice, or three times before anyone can get on.

MR. KIRK: Right now there is some pressure at that station. There will probably be increased pressure; that is why we are building an increased station. There are other stations that have the same problems. You cannot just have a response at one station.

SENATOR COWAN: Isn't it a matter, Mr. Kirk, of, shall we say, correlating both with station improvements that have to come, in order to allow for a larger car? You are talking about a larger train, I should say, with a larger number of cars.

MR. KIRK: A longer train, that's right.

SENATOR COWAN: Is your headway factor considered in this, too?

MR. KIRK: In headway between the trains, yes. We can only run at 90-second headways through the downtown, under-river tunnels. We can only run so many train sets through the downtown, under-river tunnels, so we take--

SENATOR RAND: (interrupting) Have you reached peak during the morning hours?

MR. KIRK: Yes, we have long been at peak. That is why we are going to longer, rather than more, trains. We cannot send more trains through those tunnels.

SENATOR RAND: So you have a problem with the number of trains you can put on the line?

SENATOR COWAN: It's the neck of the bottle.

MR. KIRK: Yes. So, we are making longer trains. That seems to be the only way to increase capacity. And we will be addressing that problem.

SENATOR RAND: Thank you very much, Senator Cowan.

SENATOR COWAN: Is there anything else now on capital improvements? Does anyone else wish to address that? (affirmative response) Would you identify yourself, please?

SIDNEY PALIUS: My name is Sidney Palius. I am Chairman of the Lackawanna Coalition, a commuter group on New Jersey Transit's Morris and Essex Line. PATH doesn't exist in a vacuum; it is an extension of a rail service which makes up a complete package. I would like to make some remarks.

Thank you, Senator Cowan, for giving me the opportunity to present testimony. I didn't expect to be able to be here until about four o'clock yesterday, when things cleared up at the office. I work in downtown Manhattan, and have been working there for about 10 years. I am a daily user of the PATH system, from Hoboken to the World Trade Center. I am generally familiar with the rest of the system; however, I am most intimately familiar with the Hoboken to World Trade Center run.

By implication, in your presentation, the Hoboken-World Trade Center line will not be increased from its present seven-car length, is that correct?

MR. KIRK: In terms of the plan we showed you this morning, and the Capital Program, that is true. It will not be done in a short time. A study is being conducted by the Port Authority, in conjunction with other agencies, in which a ferry alternative to Hoboken is being considered in order to provide the service needed to take the increased number of passengers projected for 1990.

That study looks at how those passengers can be accommodated. At this time the ferry option looks as though it has a lot of promise, and the assumption in the program I showed you is that

we will not run any PATH service out of Hoboken. However, the ferry operation is an alternative at this point. To carry the passengers we have to carry if there is no ferry service out of Hoboken, we would have to go to an eight-car PATH, and that would add to the Capital Program.

MR. PALIUS: I feel this problem is being studied and studied to death. I read in this morning's newspaper that at a Port Authority meeting yesterday some \$200 thousand was appropriated, for a consulting firm, to decide the exact costs and benefits of implementing the ferry service. Well, by golly, we have the problem, and we have it now. It has been known for some time.

Marty Robbins indicated that the only short-term relief to over-capacity on the Hoboken to World Trade Center route is the implementation of the ferry service. I simply cannot fathom why a consultant has to be hired at this stage of the game, delaying the start-up of this program for some additional months, when the problem is here and now. I would strongly recommend that the ferry service, the engineering, and the decision-making process, be implemented immediately. When it is implemented, ideally it should be initially set up to serve both the World Trade Center area and the Battery. If there are cost constraints, then the initial service should be to the Battery, because a substantial number of people who now go to the World Trade Center actually work at the tip of Manhattan.

If trade service can be initiated, or restored, to the World Trade Center area, then some kind of people mover should be used. Because of the landfill operation, you can no longer bring a ferry directly into the West Side Highway at West Street.

Could you perhaps respond? Oh, there is one other thing. I recommend against lengthening the platform at Hoboken because it would unquestionably cause service delays and disruptions that would be quite intolerable. After a ferry service is provided to serve the increased capacity, perhaps -- and only then -- you could consider going ahead with lengthening the Hoboken platform. Having gone through the delays and disruptions in service on the Morris and Essex line during the re-electrification program, I strongly recommend against the kind of

service construction in Hoboken that would bring about those kinds of delays.

MR. KIRK: I will convey your comments to Martin Robbins and the Trans-Hudson study group.

In terms of clarifying some things for you, we have, in our new car order, an option to buy 25 additional cars. That option is there for the purpose of increasing service on the Hoboken line, should the final determination be that PATH would have to provide increased service rather than having a ferry service. But, right now we are working on the assumption that a ferry service will be viable.

That is why studies are going on and will be completed, because there are very substantial construction and cost elements involved in a ferry service, such as the availability of sites in New York. We have the ferry slips in Hoboken, and they would have to be looked at: What would be involved in building them? What kind of ferries would we use? What kind of loading would take place? What kind of berthing would be needed? The ferries we are thinking of are side-loading ferries, as contrasted with the end-loading ferries which have been used historically.

So, those are elements that are being looked at. It is quite involved, and it is being done very rapidly by the Port Authority. The decision and the conclusion of the study are figured for early summer.

I might mention one other thing. If the lengthening of the platform in Hoboken were to take place, it would be done by relocating the fare control area upstairs. There would be no fare control at the station level; the fare control area would be taken away and the station would be extended toward the sea wall. That is how this would be accomplished.

I just wanted to give you those points of information, and I will convey your sentiments to Marty Robbins.

MR. PALIUS: Thank you. I have one final question. Could you estimate from a Port Authority decision to go ahead with ferry service, how long it would take from the date of decision to the actual implementation of service?

MR. KIRK: I really am not in a position to answer that. I think part of the study, which is to continue between now and June, will address such issues as: What is required, physically, for installation? In terms of ferries, what types? How available are they? How quickly can we get them? That is one element of the study that is being addressed.

MR. PALIUS: Senator Cowan, thank you very much for this opportunity. On behalf of the rail riders on the Morris and Essex line, I would like to ask you to put all possible pressure on the Port Authority to stop studying and begin taking some action. I hope I am not retired by the time the new ferry service is finally implemented.

SENATOR COWAN: How is the service right now on the Morris and Essex line -- just to digress for a moment?

MR. PALIUS: It has unquestionably improved. There is a learning period for the maintenance people who had been maintaining the old MU cars and are now learning to service the Arrow Three fleet. There was no opportunity to apprentice them on an interim basis prior to the implementation of the new service in September. So, we see problems.

I will say one thing on the positive side: When there are no problems, by golly, they are running on time. Overall, they haven't hit the high 90s in on-time performance, because when there is a problem, it affects the overall percentage. But, it is a great improvement and I am glad it is here.

SENATOR COWAN: That's for sure. I think you can now see out of the windows too.

MR. PALIUS: No, we can't see out of the windows, because they can't run the car washer in below freezing weather; they built a "bloody" outside car wash. I hope PATH builds an enclosed car wash also.

SENATOR COWAN: Thank you for coming, Sid. We appreciate having you here.

MR. PALIUS: Thank you.

SENATOR COWAN: Assemblyman Ranieri, do you have any questions?

ASSEMBLYMAN RANIERI: Yes, Mr. Chairman. Mr. Kirk, you realize, of course, that the Hoboken station is the cornerstone, or the keystone, of the PATH system. It is operating at over-capacity right now. We have some 30,000 commuters in and out of Hoboken each day. With the development on the Hoboken waterfront, which is being planned with the assistance of the Port Authority, that volume could very well double.

You mentioned capital improvements for Exchange Place and Pavonia Avenue, but you were rather vague about capital improvements for the Hoboken station. Would you elaborate on that point?

MR. KIRK: Yes, Assemblyman. I guess that ties into what I just mentioned to Mr. Palius. There are two elements to the further development of the Hoboken station. In conjunction with our waterfront people, we are looking at them from the viewpoint of: Given the operation the way it is, what plans will there be for improvement at Hoboken? That is a separate item. It is not part of the original Capital Program, but it is an item that is being addressed, in conjunction with our waterfront people.

Then there is the question of the increased traffic, which you also brought up. The increased traffic is being addressed as part of the Trans-Hudson study, which is trying to determine whether the option of ferry boats out of Hoboken will be the appropriate alternative to supplement the PATH service. It would be considered a load-shedder for PATH when used in combination with PATH service. It would be aimed at handling increased traffic generated by the development of the Port Authority waterfront, in conjunction with the city of Hoboken, and any other activities that go on there.

One of the pluses, when looking to ferries, is that ferries can be expanded reasonably readily; whereas, once we go to an eight-car PATH, we have probably had it, in terms of PATH's capacity. Eight cars would provide for an additional load, but that would be our maximum.

So, I would say yes to both of your questions. We are looking at the total traffic, and we are also looking at station improvements that would be outside of the existing program. We are not, however, looking at something which is not being considered.

ASSEMBLYMAN RANIERI: What you are saying is that capital improvements for the Hoboken station are not within the realm of your authority. Apparently, there are two Capital Improvement Programs.

MR. KIRK: Well, it is not within the realm of my authority to say they will be done or they will not be done. They are being looked at and developed, in conjunction with how well the waterfront development project goes, and how New Jersey Transit improves the area.

We are working with our own Department of Economic Development -- which has the waterfront project -- and New Jersey Transit, to develop a scheme that would show a new station, or station improvements at Hoboken. But, that has not been fully defined, and it has not been included as part of the program at this time. This does not mean it will not be, but it isn't being looked at right now.

ASSEMBLYMAN RANIERI: I am somewhat confused. It seems as though we are dealing in two realms, one of fact and one of fantasy. Fact is the capital improvements you have on the table: Exchange Place will cost \$23 million, and Pavonia Avenue will cost \$34 million. That is fact.

When we talk about capital improvements for Hoboken, you move from the table of fact and you get into a cloudy area, where you say, "There are possibilities."

I would presume -- correct me if I am wrong -- that if there were secure investments to be made in the Hoboken area in the immediate future, you would present them at this time.

MR. KIRK: The projects I have presented are projects that have been reviewed with the Board and approved. We have not reviewed the details of any of the improvements at Hoboken that are up for approval with the Board as yet. So, therefore, I am not in the position to make a commitment myself, beyond that which our Board has--

ASSEMBLYMAN RANIERI: (interrupting) PATH and the Port Authority must make the commitment, obviously. I am a member of the Waterfront Commission; I am a member of the City Council of Hoboken; I am also a member of the Legislature. I worked very closely with the Port Authority on the proposed Hoboken development, and it was my impression that there were capital improvements planned for the Hoboken

station, with or without the Hoboken development. In particular, through the Hoboken development, those stations are to be expanded for larger trains and more cars. It is a multi-million dollar investment, and it confuses me to hear you talk about a Capital Program from now until 1990, and not include that.

As I see it, it is within the realm of possibility that the ferry boat could happen within two years, and the Hoboken station within 10 years; it has to be completely rebuilt. You can't build it out into the river because of the switching problems. You have to build it back under the New Jersey Transit properties.

The investment there would be more than the investment in Pavonia Avenue and Exchange Place put together. I can't understand your making a presentation this morning and not including, for example, \$150, \$200, or \$300 million for the total revamping of the Hoboken station. This means it is not on your drawing board.

MR. KIRK: No, it means it has not been specifically approved by our Board of Commissioners as yet. It is definitely on our drawing board, and it is definitely being reviewed with our waterfront people, in terms of putting a coherent scheme together that will work.

The estimates for the station portion are not of the magnitude you are suggesting. To extend the platforms back and build a new station entrance upstairs -- a modern station entrance -- would be in the range of \$25 to \$30 million.

ASSEMBLYMAN RANIERI: Not the work that is presently being contemplated; that is right underneath the tracks of N.J. Transit.

MR. KIRK: Well, no; it is adjacent. As I indicated, we have moved back the fare-control turnstiles that are there now. We have moved them out, extended the platforms back into that area, and put a station upstairs in the New Jersey Transit plaza area, in the bus area. At that location, one would go down by staircase to the centers of our platform. It would be that type of plan. I don't want to lock in on a plan right here, but it would be in that vein.

ASSEMBLYMAN RANIERI: Were I to pursue the development of these plans, as I shall, should I to pursue them with you in your office, or with the people who are responsible for the waterfront development? That is a cloudy area.

MR. KIRK: You should pursue them directly with your principal contact, the people involved in the waterfront development; we will be participating in discussions with our waterfront development people, with whom we work very closely. So, I will convey your comments to these people, and I will be in touch with the economic development people, with whom you are dealing on waterfront programs. We will certainly discuss this further with you.

ASSEMBLYMAN RANIERI: Thank you very much.

MR. KIRK: We are not ignoring that area at all.

ASSEMBLYMAN RANIERI: Thank you, Mr. Chairman.

SENATOR COWAN: Are there any other questions? Mr. Clark?

COUNTY EXECUTIVE EDWARD CLARK: Thank you, Senator. Mr. Kirk, let me ask you this: During your own peak hours, have you reached capacity of performance?

MR. KIRK: I would say we are running at peak capacity during the peak-hour periods, not for the entire time, just for that period.

MR. CLARK: So the only thing you can really add -- and I appreciate your capital improvements -- is another train or two?

MR. KIRK: Perhaps we can add one or two trains, because there is time lost in making a round trip. We could add cars to the trains, but we can't run closer than a 90-second headway through those downtown tunnels.

MR. CLARK: That's correct. But you can't put in another line, and you can't open up another tunnel?

MR. KIRK: No, those are single-bore tunnels.

MR. CLARK: So, you are really caught in a Catch-22 situation, no matter how much money you spend for capital improvements.

MR. KIRK: Well, except that we--

MR. CLARK: (interrupting) You have reached a point of capacity. You can't run any more trains any faster than you have and you are doing now.

MR. KIRK: Except that we are adding cars, so we will be able to run at greater capacity.

MR. CLARK: Yes. I understand.

MR. KIRK: We will then run out, yes; we will run out at some point.

MR. CLARK: At that point, or before that point, you have to look for an alternative?

MR. KIRK: Our projection of traffic now through 1990, and beyond that, looking toward 1995, if you really have the crystal ball out--

MR. CLARK: (interrupting) Right.

MR. KIRK: (continuing) --would indicate that with the additional cars we are now ordering, and with the decision to be made regarding the Hoboken services -- either through a ferry service, or by expanding PATH -- we would be able to handle, at a good service level, all the passengers that are anticipated, based on our projections.

MR. CLARK: During peak hours?

MR. KIRK: Yes, during peak hours. During off-peak hours, we can obviously do it.

MR. CLARK: Yes, that is no problem.

MR. KIRK: So, our projections say that right now we can; however, we do get to a point of limitation in the expansion of PATH.

MR. CLARK: Thank you.

SENATOR COWAN: You are handling 200,000 passengers daily now?

MR. KIRK: Just under. Some days it is 200,000.

SENATOR COWAN: What do you anticipate handling?

MR. KIRK: We could go up to about 233,000 daily in 1990. We have projected where those passengers would arrive on the system, and we have at least begun the development of schedules and requirements which would provide a good level of service, with the eight-car trains in Newark and the other improvements.

SENATOR GAGLIANO: Mr. Kirk, does that 233,000 take into account the probability, or even the possibility of a ferry service from Hoboken?

MR. KIRK: Well, the 233,000 is the total traffic. The ferry could divert some of that. Ferries would help to shed some of the load. If we continue to run seven-car PATH trains, supplemented by ferries, we would be able to handle all the Hoboken traffic that is projected.

Obviously, if we go back to the eight-car PATH and we do not have ferries -- if that were in the cards -- then we would also be able to handle the traffic that is projected. So, we could do it with an eight-car PATH, or we could do it with a combination of PATH and ferries.

SENATOR GAGLIANO: You know, it almost seems to me that the Port Authority waited about three years too long. I guess we are all to blame, or maybe nobody is to blame. But, given the activity in Manhattan, and certainly the activity along the waterfront -- where those gentlemen are representing hundreds of thousands of people and multi-millions of dollars worth of investment -- I see where you have a real problem.

If the railroad is already at capacity, that, I guess, should have been known several years ago. It is a shame, because I remember when the negotiations were going on, and I remember hearing from Peter Goldmark: "We need more fares." Yet, the Port Authority, in its consolidated statements, was making a clear surplus. There is nothing much we can do about it now, but it is a shame.

MR. KIRK: Can I make a couple of comments?

SENATOR GAGLIANO: You are playing catch-up ball.

MR. KIRK: Yes. We are the operating people you are speaking to here -- me, Dick Kelly, and the others. We are working hard every day, trying to do the very best we can with everything we have. That is a major effort. We are doing that, and we will be doing it. We have also been working to improve the system.

There are two things I might comment on. Trans-Hudson traffic, through 1980, was not increasing very rapidly, particularly in the '70s. It took off around 1980. I think, in terms of the Trans-Hudson traffic -- whether we are talking about PATH, the tunnels, etc. -- we went into a sharply rising period at that time which was not really anticipated.

The other thing is, the developments that have taken place were talked about for many, many years, but they were always, until 1980-81, something which really didn't appear to be able to take off either. However, in the last few years that has happened.

As you know, we are a creature of two states, New York and New Jersey. Agreement has to be reached between the two states before we can proceed with major capital initiatives. It was not until the Governors reached agreement on the initiative and wrote to the PATH Board saying, "Proceed with these programs as expeditiously as possible," that we got the go-ahead for the Capital Improvement Program. I wouldn't say that within staff it was not something which was being brought up. We need the two states to reach agreement before we can proceed.

SENATOR GAGLIANO: I know. That is why I said we are all to blame and, yet, nobody is to blame. It is a situation where you really have to tie things together for, say, another three years, on a day-to-day basis.

MR. KIRK: Right.

MR. KELLY: Jim, can I cover that?

MR. KIRK: Yes, I want you to come up.

SENATOR COWAN: Is this still on the subject of capital improvements?

RICHARD KELLY: It is on the Senator's comment regarding the day-to-day problems, and what we are going to do in the near term.

SENATOR COWAN: We have been on capital improvements for two hours now, and we do have four other categories to cover.

MR. KELLY: Okay.

SENATOR COWAN: I think, if we have something further on this we will probably come back again.

MR. KELLY: Fine. Okay.

SENATOR COWAN: What I would like to do is to at least touch on -- and I ask everyone to cooperate in this sense -- the five categories we are here to talk about today.

If we have further discussion on this -- and I am sure there are plenty of questions that have been raised on subject number one -- we will come back again and go into it in a little more detail. The probability is that capital improvements are something which will exist in the future, and we are going to be looking at them, insofar as another 30 million people -- or whatever it is -- coming on this PATH system are concerned.

However, right now, we should get into the category of the people who ride that PATH system, with a particular emphasis on fire safety. So, I would like to address that now.

MR. KIRK: I will pick up on that. As we indicated earlier, safety is PATH's highest concern. PATH has made, and is continuing to make, many other safety improvements, other than the capital improvements we described earlier, and which I just discussed.

For example, in the past several years, PATH has changed many components of its rail cars, making them more resistant to fire and less prone to producing smoke. More components will be changed to increase fire resistance during the car rehabilitation program.

PATH has completely replaced its tunnel lighting system, and it has provided a special radio channel for emergency use. These and other changes are detailed in the attachment to this statement. We have included a statement covering 50 to 75 specific, significant, items we have improved during this period.

In addition to equipment improvements, PATH has established training programs for its own personnel, as well as for local fire departments and emergency response units, to ensure effective handling of emergency situations.

PATH annually conducts emergency evacuation drills, with participation by local fire departments, hospitals, emergency medical technicians, and, I might add, Senator, with your participation and the participation of some of your Committee members.

Additional mini-drills, involving fire and emergency personnel from the individual municipalities and PATH, are now being instituted to provide these units with experience at handling emergencies in their respective areas.

PATH has also formed a liaison committee with representatives from all local fire departments. It meets at least quarterly. I can't speak highly enough about the benefits this has realized for the system and its riders, in terms of improved fire safety.

The committee which discusses emergency plans and procedures, as well as potential improvements, serves to promote mutual trust and cooperation between local municipal agencies and PATH personnel. The

suggestions and comments of municipal agencies and representatives have been of great importance in the development and implementation of PATH's fire safety program.

We can entertain any questions or comments you want to make.

SENATOR COWAN: Does anyone have any questions?

SENATOR GAGLIANO: I think Mr. Kelly wants to address us.

SENATOR COWAN: Do you have something to say on the fire safety issue?

MR. KELLY: Well, I can mention--

SENATOR GAGLIANO: I guess I prompted him to make some comments. Whatever you want to do is all right, Mr. Kelly.

MR. KELLY: We can touch on that later, Senator. My comments are on operation.

SENATOR COWAN: Okay. Let's get on to fire safety. We are into that category now. All right, Dick?

MR. KELLY: Sure.

SENATOR COWAN: We have the Chief of the Jersey City Fire Department with us today. He is here to give a statement and answer some questions.

JOHN MULLINS: Good afternoon, Senator, members of the Committee, and guests. I appeared before your Committee, Senator, in 1982 -- in the spring of '82 -- and at that time we were aware of several problems facing the public safety forces when dealing with problems on the PATH system. There was lack of a water supply and a ventilation system in the tunnels. During the course of the hearing, we became aware of something which was known by one of the public relations people from PATH: They fought over 100 fires in, I believe, 1981, and that didn't jibe with our numbers. So, there were some problems that we felt we would have to look into.

We have a safety liaison committee, composed of public safety people, medical people, PATH, and Port Authority people, which conducts quarterly meetings. At these meetings we do planning for the various drills, and we discuss strategy and what is happening within the PATH system. We have an exchange of ideas and become familiar with the key people in PATH. We have established a liaison, and a good working relationship.

Through this safety liaison committee, we are able to address problems. As of this time -- this was referred to by Mr. Kirk, and I agree with his report -- Mr. Kirk showed you, visually, what progress has been made with the installation of the standpipe system in the Exchange Place tunnel. I refer to it as the Exchange Place tunnel. That is in place. They are working on a steel standpipe system from 15th Street over to Christopher Street. That is being put in place.

Even before these engineering projects started, and as a result of a meeting, we impressed upon PATH people the need for water in the tunnels, and we were able to install a temporary system. It was composed of two-and-one-half inch hose. Through consultation between the New York City Fire Department and my Department in Jersey City, we were able to get that temporary system installed. Right from the beginning, we had the safety and protection of the people as our utmost objective. Cooperation from the PATH people was really wonderful in getting that on-line.

So now, we are working on a permanent system, and, as Mr. Kirk said, the ventilation system will be coming on line soon.

As far as the fires they had are concerned, we had a meeting and we discussed it. I have some numbers here. But, we are not fighting as many fires within the PATH system as we had been fighting in past years. We attribute that to more alertness on the part of the PATH people, and their following the advice of experts in fire safety, who are a part of our liaison committee.

Many of the fires were minor. They were things that could be handled through what we call "housekeeping procedures," improved housekeeping procedures. They have, through their safety office, a committee that circulates through their entire system. Because of their diligent work, the number of fire involvements by the Jersey City Fire Department in the year 1984, has, I believe, decreased to 17 incidents. Most of them were very minor things, such as smoke odors, carelessly discarded cigarettes, or maybe a problem with arcing and sparking setting some debris on fire.

They have an ongoing program of cleaning and constantly monitoring the roadway, but with so many people using the system, back

and forth, it is a constant ongoing thing. However, PATH people have indicated, by the decreased number of fire incidents, that they are cooperating one hundred percent.

I think your hearings -- the original ones -- occurred after the March 16th incident in New York City. As far as incidents on the Jersey City side are concerned, in 1982 -- June of '82 -- we had an incident with a parked train. This was the only major incident. There were three, which I will cite, where fire departments had to become involved. Most of our incidents with PATH were things of a very minor nature.

On June 2, 1982, a train was parked at the Exchange Place terminal, in a section they call the Penn Pocket. The train wasn't occupied; it was a vacant train. It was stored for future use during the rush hour. I believe that is their procedure. That train caught fire, and it pointed out to us that if we had the ventilation system on-line at that time, we would have done much better. It took us two hours to find the fire. Everything was happening underground, and this train was parked in a place we weren't familiar with. So, it took us quite a while to locate the fire, but it did not involve any passengers. We did have people go to the hospital: 13 firefighters and 13 members of the Port Authority force who were working on this incident.

To me, this pointed to the value of our liaison committee. We were able to get emergency equipment there. We had medical, police, and fire personnel. There was an exchange of equipment, and we were able to take care of the situation when we got a handle on it and discovered what the problem was. It took us several hours, but through our work with PATH, we were able to do quite well.

Everyone is probably quite familiar with the August 8th incident. That was at PATH Plaza. A ceiling collapsed. Once again, through our drills and work, and through being familiar with key people at PATH, we were able to respond with medical people, with PATH people, with Port Authority people, and with police and city emergency people. There were two deaths, but we were able to render assistance to several people who were injured. It was a very serious situation. If it had

happened during the rush hour, it would have been much, much more serious.

Just recently, we had a fire on the "Hack" bridge. You saw a picture of it during Mr. Kirk's presentation. There is work being done there. During the course of that work, a problem did occur and we had a very serious fire, on January 8th of this year.

The thing is, through our liaison committee meetings, making recommendations, and making PATH more aware of the problems, we could face the unexpected. We do constant drills, and we are prepared for the unexpected.

I would also like to mention that we were able to attend a conference two years ago with PATH people. It was sponsored by UMTA, which is the Urban Mass Transportation Administration, in Washington, D.C. It brought together all the urban transportation systems in the United States.

One of the things we found was that the PATH system was the best organized system, insofar as emergency procedures are concerned. Mr. Bardzilowski, the Safety Chairman of PATH, and Mr. Cancro made a presentation, and there was a lot of questioning. Throughout the country, no system is as well organized -- as far as concern for the protection of the passengers is concerned -- as PATH is. It is a matter of record.

I might mention one other thing. PATH brought out the fact that their fare was the cheapest in the United States at that time.

This is something we have had going since 1982, and I can't speak too highly about the cooperation we have received. I feel, from a fire standpoint, we have come a very long way in the few years since I last addressed you.

SENATOR COWAN: Thank you very much, Chief. Are there any questions?

MR. CLARK: I think, Senator, this is something that is obviously on the plus side. Seeing Mr. Kirk here today, I can't help wondering if, with \$558 million worth of capital improvements, they put anything in there for a bulletproof vest for him. We need a few of them around here, and, obviously, he is the guy in the "seat" today.

We are all very obviously concerned about a number of things here today. There seems to be the converging of a constant buildup. I think Senator Gagliano mentioned that catch-up was applied. I think that was the phrase he used. That seems to be the basic problem. We are going ahead with a \$558 million program that is already outdated, as far as the numbers are concerned.

I guess I am concerned because, feeling the impact on the whole area and realizing what we are trying to do in Jersey City, Hoboken, and the northern areas along the waterfront, I can't help but wonder if perhaps we are going to wind up with some mass confusion if all of these plans culminate together, unless the planning by the Trans-Hudson is going to provide us with a lot of already-developed research which can be applied with a little more acceleration than the projections we have heard so far.

I was over in New York the other day, and I got into one of those gridlock situations. I can't help thinking of the same type of thing eventually happening here, unless we figure out other alternatives. From what you said, I guess it takes us back to the ferry procedure. Many people have knocked the idea of the ferry. I am wondering if there are any other concepts that have been explored, or if there are any other possibilities at all?

We know it is more or less antiquated to use the idea of a tunnel today, particularly with the cost involved. I wonder if there is any way we can conceivably measure what the ferries would do for the load factor we are going to get from PATH over the next three or four years? I believe you said it could conceivably be 30,000 a day. If that were to take place, would we get any appreciable help from the ferries? Are they a myth, or are they something that, from a practical standpoint, can be effectively applied?

MR. KIRK: Mr. Clark, I am really not the one to speak in terms of the Trans-Hudson study and the ferries. But, having said that, I will say something else. The use of ferries as an alternative, which is being considered, is one element. There are other things being done in terms of Trans-Hudson traffic movement. Certainly, the PATH Capital Improvement Program is an initiative in that respect, but

PATH can't do it all alone. Ferries can't do it all alone. The Holland Tunnel and some of the other facilities can't do it all alone. So, Martin Robbins and Lou Gambaccini, who are heading up the Trans-Hudson study group, in which we participate, are looking at a whole range of alternatives. I know it will be the subject of a full presentation, for them to review all the things they are looking at in that area.

I am speaking here today of things that relate directly to PATH, and what we are doing within that framework to maximize the capacities and capabilities of the PATH system in order to serve as many people as we can. Other initiatives are being looked at and studied, and ferries are one of those initiatives.

MR. CLARK: You mentioned that you have five cars, going to seven, to 33rd Street.

MR. KIRK: Right.

MR. CLARK: There is tremendous concern about that. When will that finally be in place?

MR. KIRK: That will be in place when the new cars arrive, which will be sometime in 1987.

MR. CLARK: You know, the public is very aware today, as we all are, that there have been some problems -- to put it mildly -- particularly in New York, with Grumman buses and things of that nature. There were some complaints about different equipment, which had been purchased from other systems. I was just wondering if you zeroed in on the type of cars, the equipment you are going to buy, and who you are going to purchase it from?

MR. KIRK: Yes. We have a contract now with a Japanese firm. It is a trading company called Nissho Iwai, but the car builder will be Kawasaki Heavy Industries. Kawasaki will largely build the cars in a plant located in Yonkers, New York. They will build them to the functional specifications provided by the Port Authority, and their specific shop drawings and plans will be reviewed by the Port Authority and its consultants. We have employed several consulting firms, in addition to our own technical staff, to intensively review, both in the drawing stage and in the construction stage, the quality of their

product. We have taken advantage of the experience of all the other transit systems and new car purchases, prior to going into this program.

I can't say for sure, but we are going to do everything we can to make sure we get good cars. Kawasaki's reputation has been excellent on some of the other systems, such as SEPTA and the New York Transit Authority. They seem to be approaching the job in a very businesslike fashion, and we are putting all of the programs in place in order to see that they do.

SENATOR COWAN: Chief, I want to thank you very much for coming today. I am very pleased to hear that relationships are as close as they are. That is certainly very important to the 200,000 per day who are commuting on this system, particularly when they go through those tunnels. As we all know, at one time you didn't have the standpipes in order to deal with the critical situation you had in the tunnel. We have that today, and it is an improvement that I guess should have been put in years ago, when the tunnels were built.

CHIEF MULLINS: Yes. We are dealing with an old system.

SENATOR COWAN: Yes. With the safety improvements, there is one other important point: No matter how many cars we have, or no matter how big we build the platforms, where do we stand, insofar as the new electrification system is concerned, with the replacement of the cables?

MR. KIRK: Well, I indicated to you that our plan is to greatly reduce the amount of cable, and to replace it all. Okay? We are proceeding as rapidly as possible on that program. To do that, we have to put in some new substations and new switching stations so we can reduce the amount of cable. We will pull out all the old cable and replace it with new cable.

SENATOR COWAN: Excuse me. At what stage is that?

MR. KIRK: It is in the engineering design stage. For example, we have transformers ordered. We have to get a large special type of cast-coil transformer that will not have a coolant in it which can cause any problems, like the PCB's in many transformers. So, we will have these large-capacity transformers. They are on order. They

will be here this summer, and we will then begin to replace the old transformers with the new ones. We are designing the switching stations and substations. At Exchange Place one is going in that is under design now. We expect to proceed, in the near future, with a portal substation. So, that is all moving forward.

SENATOR COWAN: What is the projected date for its completion?

MR. KIRK: I would say -- I have to remember my chart -- the main part of the program, where we replace the cable, will be done during the 1988 period. Thereafter, we will be adding a substation, maybe uptown in New York, and replacing duct banks, which can be done over a period of time.

SENATOR COWAN: How often is this committee meeting now?

CHIEF MULLINS: Quarterly. We have quarterly meetings. I believe we have one scheduled for March.

I would just like to say that as a result of some of the incidents we have been involved with, such as the stored train in the Penn Pocket, and as a result of an engineering study done by PATH, recommendations have been made to prevent this from recurring. I believe these changes are being implemented throughout the system. As far as the battery system and methods of securing the batteries are concerned, they felt that vibration caused the fraying of some cable. So, if an incident occurs, we immediately get cooperation. We hope it doesn't occur again.

Just one very minor thing: When we had the recent fire on the Hackensack River Bridge, we conducted a joint investigation with the arson people from the fire department and the safety people from PATH, and we narrowed it down to either welding or a poor practice of supplying heat to laborers on the bridge. After we came to those conclusions, they now have propane heaters, which will eliminate one possibility. They have also tightened up the welding procedures that are being used on the Hackensack River Bridge. So, we do get 100% cooperation.

SENATOR COWAN: That was caused by the construction which is going on there at the present time; it wasn't caused by anything that was defective in the system itself?

CHIEF MULLINS: What I am saying is, it was caused by poor construction practice.

SENATOR COWAN: Yes.

CHIEF MULLINS: So, we made certain recommendations, and they have been carried out.

SENATOR COWAN: Through the contractors on the job site?

CHIEF MULLINS: Yes, the contractors have done that.

MR. KIRK: We have carried that out not only in Jersey City but throughout the system, based on the recommendation of the Chief and his staff.

MR. DUFFY: Senator Cowan, can I ask the Chief one question?

SENATOR COWAN: Yes.

MR. DUFFY: Are they using Jersey City water at Exchange Place? If so, are they paying for it?

CHIEF MULLINS: Joe, all they do is fill the pipe. The water stays in there. When there is a fire, we will use the water; I don't think we will worry about who pays for it. We want to put the fire out and provide protection and safety to the commuters.

MR. DUFFY: Thank you.

SENATOR COWAN: All right. Thank you very much, Chief.

The next category we will get into is accessibility. Will you please address that, Mr. Kirk.

MR. KIRK: Okay. Improving access to PATH for the elderly and the disabled population continues to be an important concern of PATH. To accommodate the ambulatory disabled, PATH has implemented features, such as tactile stripping on station platform edges and a teletypewriter telephone service to provide travel information for the hearing impaired.

As previously discussed, a number of other improvements will be incorporated as a part of the Capital Program. These include exterior car loudspeakers, more stanchions, grip bars in the cars, and door chimes to alert passengers of closing doors. There will be designated seating for E & D passengers, and the installation of passenger-aid indicators in each car, so they can contact the motorman.

Providing access to the PATH system for the non-ambulatory disabled would require resolution of significant policy issues and commitment of substantial financial resources.

Unlike other transportation operators in the region, PATH receives no Federal, State, or local funding assistance, and it would have to bear all the considerable costs of making the system accessible to elderly and disabled passengers.

Since PATH serves largely as a connecting service to other operations, such as New Jersey Transit and the New York City Transit Authority, PATH has been awaiting determination by these organizations as to the scope of their elderly and disabled programs.

Now that this has been determined, PATH is reviewing its elderly and disabled program, including non-ambulatory access, and it will present possible alternatives and recommendations to the PATH Board by the summer of 1985.

So as not to preclude a decision on these important issues, renovations and structural modifications of major stations will include elevator shafts, so that access could be provided at some future time if that is deemed to be the appropriate policy.

Planning for renovations at the Exchange Place and Pavonia Avenue stations is being undertaken in accordance with this procedure.

SENATOR COWAN: Are there any questions? (no response)

I believe we have as our guest Mr. John Del Colle, the Legislative Director of the Eastern Paralyzed Veterans' Association. He wishes to address this body. We also have Terence Moakley with us. Is Terence going to be with you, John?

JOHN DEL COLLE: Yes. Thank you, Mr. Chairman. Mr. Chairman, members of the Subcommittee, it is our pleasure to be here today. As you said, my name is John Del Colle. I am Legislative Director for the Eastern Paralyzed Veterans' Association. Basically, I have been keeping an eye on the transportation developments in the State of New Jersey, since I am a resident of this State.

With me is Terence Moakley, our Free Design Director, who has also been keeping an eye on transportation in New York State -- specifically New York City Bus and Rail -- as he is a resident of New

York State. We are speaking together today, since PATH is a bi-state agency.

As many of you already know, I serve on the New Jersey Transit Special Services Advisory Committee. This Committee has been around for four or five years, and we have been advising New Jersey Transit on the needs of the elderly and handicapped in the State. As you know, we are devising a casino funds program, which will provide additional funds to make the necessary renovations.

I think this is important: Probably the main reason we are here today is not only to let the Committee know what we are doing -- of course, the Committee already knows what the Special Services Committee is doing -- but also to let PATH know what we are doing on the Jersey side, in terms of access.

New Jersey Transit now has over 450 accessible buses providing lift-equipped service throughout the State. It is obvious that a large number of them are right in Jersey City and Newark, and they are all lift-equipped.

In addition to these buses, New Jersey Transit has, on order, 100 articulated buses, all of which will be lift-equipped. Again, these buses will provide inner-city and suburban service.

One other project also being done by NJT, involves renovation of over-the-road buses. In fact, there are 25 of what they call "deck and a half" buses. They are providing service from Hackensack and Lakewood, New Jersey, into the Port Authority Terminal on 7th Avenue. We are trying to overcome problems with the lifts, some of which do not work. Hopefully, the problems we are having will be discussed at some other time. We are having problems with providing service into the Port Authority, getting the information out, and those kinds of things.

Attached to my comments is what I will call a working document. It outlines almost all the rail divisions within New Jersey Transit. The Special Services Committee has made recommendations and/or proposals regarding these divisions; it is looking closely at them, in terms of where casino funds can be used to make the necessary accessibility improvements.

One main improvement coincides with the PATH system, and that is the Newark Penn Station. As you know, as part of the Northeast Corridor project, two elevators were provided to make two of the five islands in that station accessible, and it didn't cost NJT one cent; that was done by Amtrak and the Federal Railroad Administration.

On a personal note, about two months ago I took the train from Penn Station with Terence Boyle, who works for NJT, and we surveyed all of the stations on the Northeast Corridor, down to Trenton. We got off at Trenton and used the elevator they now have in service. In fact, Metro Park, Metuchen, and Trenton all have accessible stations; they can be used at this very moment. Once these Penn Station elevators are freed up and accepted by NJT -- I don't believe they have accepted them yet -- that system can be used by anyone with a mobility impairment.

I rode the accessible rail cars that are being used, the 1200 series. They have the appropriate tie-downs and fold-up seats; it was an enjoyable ride for me. This is something I could not have done before.

I believe New Jersey is totally committed to an accessible mass-transit system. Of course, I don't agree with everything they are doing, but I think we have the total and complete cooperation of Mr. Premo, their Executive Director. The Board of Directors has also been very helpful, as has Senator Rand's Transportation Committee.

We have sufficient funds, through the Senior Citizen and Disabled Resident Transportation Assistance Act, to make additional accessibility improvements.

We are also going to have county-wide systems; they are currently being developed, again by using casino funds.

The committee I am on has had past concern with the PATH system, which, as everyone knows, is inaccessible to us. Unfortunately, we never had many dealings with the policy-makers in that agency, and we never really took part in discussions, other than getting a phone call now and then from their accessibility planners. I guess that is what they call them.

I hope that after you review the rail proposals I have given you, and some of the discussions Mr. Moakley has been involved in with New York City, you will see that an accessible PATH system is a must if we are truly going to provide fast, efficient, accessible service into New York City.

As I mentioned before, we have elevators in Penn Station. To give you a little more information on that, they will make the outbound PATH train accessible. Of course, we have a problem with getting through the fare gates, but again, this is something we can look into.

The inbound PATH is on the floor above, and it also needs some kind of elevator, mover, or lift device, to get one up to that level. I do not think it is impossible to provide access to PATH. I am sure that between NJT, the Committee, and all the others involved, we can come together and agree upon a cost-effective, fiscally responsible solution. In other words, we are not here to break the bank. Everybody has fiscal problems, and we understand that. We would like to open up a dialogue with the people who are making policy, in order to give input to the policy-making decisions, so we are not left in a vacuum later on, with things being done for us without ever consulting us.

The PATH system, as far as I am concerned, is the missing link. It has to be developed before we can have an accessible system throughout this region.

I am sure you will look closely at this information, and I hope you will join us in trying to find a workable solution to the problems we face by providing access to PATH.

As I mentioned before, the full Committee, under Senator Rand, has always been a great help. It has been extremely sensitive and very helpful to us in meeting the elderly and handicapped transportation needs in this State.

If all the money that is going to be poured into New Jersey Transit's trains, for access and county-wide systems, dead ends at either Hoboken or, right up the block, at Journal Square, then we have wasted taxpayers' money; that would be a shame.

That is basically my testimony today. I would now like to turn this over to Terence Moakley. He will talk about New York City.

TERENCE MOAKLEY: Thank you, Senator. I would like to reiterate a statement made by the gentleman from the Lackawanna Rail Passengers' Association. He said the PATH system does not exist in a vacuum; it is really an extension of the commuter railroad for many people. Because of where I live, it is the same for me. I live near the Nanuet station, on PATH's Valley line, which is marginally accessible at this point. That train would let me off at Hoboken, if I chose to become a railroad user. However, As John mentioned, that station is not accessible to persons with disabilities.

Briefly, I would like to give you an idea of some things that are being done, mainly on the other side of the river, in terms of accessibility improvements. I am going to try to paraphrase my testimony, if I can.

As far as wheelchair bus accessibility in the City of New York is concerned, there are now 1,800 wheelchair-lift buses in service. The Transit Authority has another 300 wheelchair-lift buses on order. Also, the New York City Department of Transportation has 200 wheelchair-lift buses on order. These will be provided to private bus companies, which operate mostly from the Borough of Queens into Manhattan.

The operation of the wheelchair lifts on these buses has improved in the last year and a half, or two years. The lifts are now working. They are working well. I am a wheelchair bus user myself. I drive to my office, but I very frequently use the buses to go downtown to carry out my daily business. It is a system that is becoming workable and reliable. The proof of that is the fact that use of these wheelchair-lift buses by persons with disabilities is growing.

On the rail side, both the Long Island Railroad and the Metro North Commuter Railroad are well into a handicapped-accessibility improvement program. Right now, the Long Island Railroad has 18 stations equipped with ramps. Elevator work is ongoing. Work is planned for the important transfer points and terminals, such as Penn Station, Flatbush Avenue, and Jamaica Station.

The Metro North Commuter Railroad Handicapped Accessibility Program is also in full swing. I am not sure of the exact number of accessible stations, but there are quite a few that can be used now by persons with disabilities. Unfortunately, just as with the Long Island Railroad, the terminals are not yet fully accessible. Once they are, those systems -- at least the major stations on those systems -- will be useable by persons with disabilities.

The New York City subway system, and accessibility to that system, has been controversial. In June of 1984, the New York State Legislature passed a law which brought approximately four different law suits to an end. It will result in a key subway station accessibility program for the New York City subway system. This means that over an eight-year period, 54 major New York city subway stations are programmed to be accessible.

I apologize for not attaching a copy of that law to my statement. I forgot to do that; however, I want you to know that the law specifically names certain stations which will be made accessible. These stations are generally major transfer points, or major connections to other transit systems.

As I said earlier, the PATH system doesn't exist in a vacuum. Briefly, I would like to take you back a minute to about four or five years ago. I participated on an advisory committee in New York City, which the PATH system, the MTA, and the New York City Department of Transportation formed. This Committee drew up what was called, transition plans for making the systems accessible. These plans became academic when the Federal regulations which produced them were cut back. At that time, if my memory serves me correctly, PATH staff persons identified five of the 13 stations which would be considered key stations. In other words, they were stations with major transfers to buses or other rail service, or they had a significantly higher passenger volume than other stations did.

John just told you how, at no cost to PATH whatsoever, an elevator has been installed at the Newark station by Amtrak. This makes one platform at the PATH station accessible.

The key stations that were identified, if my memory serves me correctly, were Hoboken and Journal Square on this side of the river, and World Trade Center and 33rd street on the New York City side of the river.

One complex that is going to be made accessible in the New York City subway system, by virtue of the 1984 law, is the Herald Square complex. Three different New York City subway lines converge in that area. It is quite feasible, and perhaps very possible, that the PATH station in that area could also be made accessible, if consideration is given to the use of common elevators.

We also learned that -- I am not sure whether they are used or unused -- freight elevators go right down to the platform at the World Trade Center station. There is a possibility that, at very little cost, these elevators could be converted to passenger elevators for use by disabled people. Right there, we have three of the five station-accessibility problems solved, at very little cost.

We are here today to urge your support for the effort we are undertaking. We are trying to at least bring about accessibility to some of the stations on the PATH system.

The bottom line of this Capital Improvement Program is \$598 million, as you saw earlier. We are not asking for all of that money. We think good, useful, accessibility to the PATH system, given the considerations John and I have both spoken of, could probably be achieved for a couple of million dollars. We are not militant rabble-rousers asking for the entire pie; we are asking for a very small piece of it. We think it is possible, and it is about time the Port Authority moves on this issue. Thank you very much, Senator.

SENATOR COWAN: Thank you, Terence. Are there any questions? (no questions)

Mr. Kirk, I assume, from your presentation, you are addressing this issue.

MR. KIRK: We are very definitely addressing that issue, actively. We recognize our role as the link between the other systems. Now that the other systems have reached a definition of how they will proceed, we are looking at how we can fulfill our linkage role in a most consistent, practical way.

One of the items we are looking at is the key station concept. We are working with the New York City Transit Authority on the 33rd Street development. That is one element being looked at to see how it might fit in.

We have worked with the FRA. By the way, we contributed to that project with some of the local share money for the improvement of Penn Station, Newark. We were involved in the determinations to make the elevator improvements, and to make some of the platforms accessible.

We recognize more work has to be done there in order to make that station fully accessible and useful. The westbound platform doesn't have accessibility now. It is possible that we will have new fare control areas -- which is part of our police program as well -- at Newark. That will provide the wide-type entrances that would make the platforms accessible.

We are actively looking at that. Some of the staff people who have been in touch with you are people who are working on developing our program proposals. In light of what the other agencies have done, and the policies of the two states, we will review this, up through our chain, to the Board. We expect to make determinations in the next several months -- certainly by midsummer, at the latest.

SENATOR COWAN: I think the point regarding accessibility was well stressed by the two people in front of us right now. Of course, the prime target is to have input in order to ensure accessibility to the stations.

MR. KIRK: Our staff people have been talking to some of the members of the Paralyzed Veterans Association. We will be talking to the handicapped community, before we reach any kind of conclusion, to get their input, advice, and participation.

SENATOR COWAN: Thank you, gentlemen. Are there any other comments from anyone in the audience concerning accessibility of the stations? (no response) All right. Our next grouping deals with security; Mr. Kelly, I believe, will address that. Am I correct? Or, Mr. Kirk, will it be you?

MR. KIRK: I will read a statement and then, Dick, if you will join me up here, (motions to Mr. Kelly to be seated at witness table) we will address it in more detail.

"The safety of our riders also involves ensuring their security when using PATH. The Port Authority police complement assigned to PATH currently consists of 94 police personnel, including two detectives for investigative work. Four more police sergeants will be added by the middle of 1985, raising the total police complement assigned to PATH to 98.

"If the need arises, the Port Authority police at other Port Authority facilities can be called on to assist those assigned to PATH. PATH's five major terminals -- World Trade Center, Newark, Journal Square, Hoboken, and 33rd Street -- have around-the-clock police coverage, seven days a week, on all tours. All stations are patrolled on a regular basis by Port Authority police, and officers are assigned to ride trains, especially during the midnight hour. In addition, all stations are monitored continuously by closed-circuit television.

"In January, 1985, PATH inaugurated a K-9 program wherein police officers patrol with trained dogs. These officers are assigned normal police duties and are accompanied by their dogs when performing these duties. One K-9 team is assigned to the 11 p.m.-7 a.m. tour of duty; the other K-9 team works all three tours of duty on a rotational basis.

"This K-9 program is being operated on a test basis. We are evaluating the results of the effectiveness of the teams. Thus far, our staff is extremely pleased with the performance of the K-9 units. This program has generated a favorable response from the riding public, as well as from the PATH police. The units have been fully integrated into all aspects of PATH police operations, including routine patrol duty and making arrests.

"Port Authority police have effective working relationships with the municipal police departments in both New Jersey and New York, and with the police of other transit organizations. Port Authority police and the other departments provide and receive assistance from

one another on an as-needed basis. Port Authority police have made their Emergency Response Vehicle available to neighboring police departments on request. Port Authority police are also working to develop even greater coordination with other municipal and transit police in the handling of special events, such as parades, concerts, and sporting events."

That concludes the formal statement.

SENATOR COWAN: Mr. Kelly, do you have something you wish to say?

MR. KELLY: It has been mentioned quite often today that PATH does not exist in a vacuum. That is true of every aspect of our operation; certainly, it is very true of the police and security factors.

As Mr. Kirk mentioned, we will have, by mid-year, 98 people in our police complement, including detectives and the K-9 patrols in the system. The philosophy of our security is one that relies heavily on mutual-aid agreements. We have 98 people in the security force, and these are peace officers who are able to make arrests in both New York and New Jersey. We rely heavily on other Port Authority facilities for mutual assistance if the need arises.

There was a great deal of notoriety given to the New Year's Eve Free Ride Programs in the northeast on New Jersey Transit. That takes a great deal of planning; and in fact, it received a great deal of planning with regard to security on the PATH system and elsewhere.

On a routine basis, we request assistance from the Holland Tunnel, the bus terminal, and the World Trade Center police if we need them, and we provide assistance to them as well. We have a tremendous working relationship with the Jersey City Police Department and, certainly, with the Fire Department, as Chief John Mullins indicated when he was here. He is much too modest. I would like to have said that while he was here. He has been a guiding force in technical assistance and has been tremendous in assisting us in our safety program. That is true of the police and security aspects as well.

Most recently, and it has been mentioned, we had fire problems on the Hackensack River Bridge that required a bus operation on three occasions within the last four weeks. It also impacted

heavily on New Jersey Transit operations. Our police personnel have inaugurated a liaison group among the police and planners in those railroad and bus operations to critique that operation from a traffic and security standpoint.

We have seen an interesting phenomenon on the PATH system that began during 1984. We had 3,100 arrests during 1984; this represented a substantial increase in arrests from the prior year, 1983. Fifty percent of that increase -- 50% of those 3,100 arrests -- occurred at Penn Station/Newark. There is a simple reason for that: We militantly pursue a fare-evasion avoidance and deterrence program on PATH. We have, as Mr. Kirk mentioned, two police officers on duty around the clock, seven days a week, at Penn Station/Newark. We experience a substantial portion of our fare evasion at Newark.

At every one of our other stations, with the exception of Penn Station/Newark, we have the ability to issue summonses to people who jump the turnstiles. At Newark, until January 1, 1985, we were unable to issue summonses in Essex County or in the city of Newark. That resulted in anyone jumping the turnstiles -- aside from Penn Station/Newark -- being arrested. We have now made over 1,400 such arrests at Penn Station/Newark.

That has tremendous ramifications and implications with regard to attempts to police a transit system. Every time you take a prisoner to court, you go through an elaborate process, as you can well appreciate, and that officer is taken from his post and from coverage that is vital to maintaining security. We were successful, through negotiations with our police and law department, in getting the city of Newark to permit us to issue a summons for this type of violation at Penn Station/Newark. That became effective on January 1, 1985.

When you issue a summons, it is required that the individual to whom you are going to issue the summons verify their identification -- that is, they must prove, by virtue of a driver's license or some other form of identification, who they are. We are experiencing difficulty having this occur at the frequency with which we would like. Many of the people who jump the turnstiles are unable to prove their identification. That will result in continued arrests for fare

evasion, both at Newark and elsewhere throughout the system. By and large, we feel we have a tremendously secure system; we have inaugurated the K-9 patrol and two-patrol teams, one on the midnight shift and one on a rotating basis in the system. We have exposed, and will continue to expose, under this pilot program, these K-9 patrol teams to every aspect of police work in the system. To date, they have been involved in most every type of activity in the system and have proved tremendously effective.

We have had only one negative incident. An individual who was being requested to leave an area where she was loitering attacked a dog; however, no real adverse event occurred. That is the only negative event we have experienced. The K-9 patrol teams are tremendously effective, as you can well appreciate. That is all I would like to mention with regard to security.

SENATOR COWAN: When did you initiate the K-9 patrol?

MR. KELLY: In January of this year. It is a six-month pilot program. Based on the results thus far, I am certain we will expand it.

SENATOR COWAN: I am sure you had some studies on that before you put it into effect.

MR. KELLY: We study a great deal, and there is a lot to be said about studying. Much of what you heard from Chief Mullins was the result of studies. Studies are a very positive force. We involve many people and a lot of data in our studies, and when we implement something it generally works. That has been true in fire safety and security, and I am confident it is going to be true during the next two-and-one-half years. That was the point I wanted to make to Senator Gagliano before he left. I wanted to reassure him that there is a plan, which is the result of a study we are implementing to guarantee the level of service to our passengers throughout all of this construction and the period of rehabilitation for our cars. Thank you, Senator.

SENATOR COWAN: Thank you. Is there anyone who wishes to address the issue of security? Yes, Sid?

MR. PALIUS: (responding from audience) Yes, Senator. The hour is growing late, and I will be as brief as possible. But, as a matter of personal security, at the World Trade Center the smoking policy of PATH is such that smoking is prohibited on the platform and between the platform and the turnstile. During the rush hour, a tremendous volume of people pours forth from the turnstile and up the main bank of escalators; a tremendous number of people go through the main concourse at one time during every rush hour. Having been prohibited from smoking for awhile, there are many who just cannot wait to light up.

I feel the smokers should be able to wait just a little longer, because, although I have never been burned or had my clothing burned, I always fear the possibility. It seems to me a reasonable request to have PATH -- the Port Authority -- reconsider and extend their no-smoking policy up, at least, to the top of the escalator. They should also consider recommending that people not smoke in the main concourse when it is crowded during the rush hour.

MR. KELLY: As you know, we have several consumer service tenants in the terminal area at the World Trade Center. They run restaurants, taverns, and the like; they are naturally -- as well as by virtue of their leases and by virtue of being places of public accommodation -- permitted to allow their customers and clients to smoke on the premises. And these are the same premises that exist outside of the turnstile lines at the World Trade Center.

We have an extensive educational program, both in our cars and in our stations' turnstile lines, that advertises the prohibition of smoking. We have four police officers and a sergeant on duty during rush hour at the World Trade Center, and they issue summonses for smoking violations. We also have, however, 40,000 people who come through the World Trade Center in a 24-hour period. It is a virtual impossibility to police -- 100% -- that type of activity in the World Trade Center. We devote the major portion of the police's attention to crowd control, to see to it that people are not injured in any way, and certainly to see to it that people do not hold the doors of the trains and delay thousands of other people. Essentially, that is what we use

our police force and officers for during the peak periods. We consider that an effective utilization of those people at those times.

MR. PALIUS: I was not recommending the deployment of police to enforce this. A lot can be achieved by the use of loud-speaker systems and signage displays. Specifically, I feel it is a cop-out to say that, because there are tenants in the main concourse and on the turnstile level, you cannot implement a change in your no-smoking policy. No one is asking you to tell the restaurant owner or the chocolate shop owner what their customers should do inside the stores. What is done in the public area, however, is certainly within the bounds of the Port Authority and PATH to control, particularly under the banner of safety. Perhaps it might improve the shut-down time for maintenance purposes on the escalators if matches and cigarette butts weren't being thrown in there.

MR. KELLY: You are very perceptive. That is where the major portion of cigarette butts are thrown -- at the top of the escalator, the 310 level, the World Trade Center concourse level. We will take another look at it, and we will see what we can do, if anything. We police, as you mentioned, through public-address announcements asking people to cooperate and not smoke in the turnstile lines. We will look at the possibility of expanding that.

MR. PALIUS: Thank you very much.

SENATOR COWAN: Thank you, Sid. Is there anyone else who wishes to address the security issue? (no response) All right, now for our next, and final, category. And, in case anyone is not aware, we are not stopping for lunch; we are going straight through; sort of like the PATH, we are moving rapidly at times. The final category is the improvement of the PATH fare-collection equipment.

MR. KIRK: Okay, I will go through that part. I mentioned it earlier. In seeking ways to improve the convenience of using PATH, we are actively researching new fare-collection technologies. In the near future we expect to test collection machines capable of accepting multi-trip tickets. We anticipate that these machines will provide added convenience for PATH passengers and will help reduce waiting times at turnstiles.

In addition, the Port Authority staff is conducting a study of a wide range of fare-collection systems for future PATH use. The study will evaluate various collection system factors such as cost, collection speed, reliability, and maintenance requirements, as well as the ability to provide options such as zone fares, discounts for elderly or disabled passengers, peak and off-peak fare differentials, joint ticketing with other transit operators, and multi-trip ticketing.

The Port Authority staff will use the study results to develop recommendations on system collection and options that should be implemented. We expect to complete that study by the end of 1985.

SENATOR COWAN: Are there any questions about the PATH fare? (no questions) The equipment you have now, Mr. Kirk, has almost reached its point of obsolescence? Is that correct?

MR. KIRK: We are replacing major parts of this equipment. We have been successful in recent years in developing suppliers, or local shops and so forth, that could fabricate sufficient parts for us to keep our equipment operating for the near term. We don't see a problem in operating it over the next several years. But it takes three coins; it is kind of slow; as traffic increases, we need ways to help people through the turnstiles faster. That is why we are looking to the device of multi-trip tickets, which will speed the time at the turnstiles since people won't have to have coins with them each time they come through. We are looking at some of those things as near-term improvements.

We are also looking to a system for the longer term -- the system we are testing could be one candidate, and there may be others. We want to see what the best system will be to take us into the year 2000.

SENATOR COWAN: And you expect the study to be completed--

MR. KIRK: (interrupting) By the end of 1985.

SENATOR COWAN: By the end of this year. Are there any questions on anything at all? (affirmative response from audience) Mr. Duffy?

MR. DUFFY: I have a problem with some of the coins dropping into the turnstiles. Many times certain individuals deliberately do something when the coin goes in -- particularly quarters. As a result, your quarter will remain inside the coin box. Do you follow me? But it doesn't register; it doesn't go down. This individual later returns and picks up the quarters. The same thing happens with the dollar machine when you put the dollar into the machine. There are some individuals who know how to manipulate those machines. When you put the dollar in, sometimes it goes in, but you don't get the quarter out, and you can't go through the turnstile.

That is a problem which Mr. Kirk has not addressed. Obviously, they lose revenue by this. In addition, people like me get mad. I put a quarter in, and it doesn't register. I can't afford many quarters at my age. I live on Social Security; it is a real problem for senior citizens like me. I hope you will address that issue.

MR. KELLY: We have 194 turnstiles on our system. We do not consider them obsolete but very reliable. We get in excess of 800 bends on a turnstile between failures, so that is 800 fares between failures which, in the transit industry, is very high. I do, however, agree that, on occasion, it is conceivable that a quarter, dime, or nickel can get hung up in a coin slot because of burrs on a coin or so forth.

The point I would like to make is that there is a delicate balance in the tolerance in the coin receiver on a turnstile. If there is not an exact tolerance, counterfeit coins -- slugs -- will be admitted into your turnstile system. We run a fine line there, in adjustments and tolerance in coin receivers on turnstiles, to keep out the slugs but to permit slightly damaged quarters, dimes, and nickels to pass through. Occasionally, you will get a bent coin, and it will hang up. We have had juveniles who have ingeniously devised plans to stuff the coin slots on the change-vending machines, as they do in telephones and other machines. But, each of our machines is serviced daily before the rush hour and, if it does occur, it is for a minimum amount of time. I apologize, if you have been personally affected by this more than once. I am sorry.

SENATOR COWAN: I would just mention the fact that there is no doubt that it happened. In fact, it has happened in the poor boxes in our local churches.

MR. KIRK: If it happens, Mr. Duffy, call the PATH communications center and let us know right away, so we can get someone out to take care of your situation.

SENATOR COWAN: On behalf of the Committee, I want to thank everyone who participated in this hearing today. We will go back, look over the transcript and, depending upon our review and anything we find that we feel we would like to discuss further, we will do so. I would particularly like to commend the PATH people here from the Port Authority for their fine comprehensive presentation -- an in-depth presentation, to say the least, of the matters we wanted to discuss here today. I would also like to go back a couple of years to when the hearings began and were held here, and personally commend PATH on the improvements they have made in the areas of the safety and security of passengers. Thank you.

MR. DUFFY: Senator Cowan, could I request that you get some information from Mr. Kirk?

SENATOR COWAN: Yes.

MR. DUFFY: I would like to find, through your Committee and Chairmanship, the amount of money PATH has spent, through December 31, 1984, for capital improvements. They have not mentioned that figure, and it is an important figure. You are talking about \$500 million. How much has been spent on the Capital Improvement Program through December 31, 1984? I would like to get a copy of that report. Thank you.

SENATOR COWAN: I think, Mr. Duffy, right up to this point -- I could be corrected -- we are talking about nearly \$700 million. It was \$500 million. It is now \$700 million, of which \$330 or \$340 is already committed. I think the exact figures are \$330 million plus \$80 million -- over \$400 million.

MR. DUFFY: Well, I would like to get that report, by year, if possible. Thank you.

SENATOR COWAN: Yes. Could we get something along those lines, Mr. Kirk? (affirmative response) Thank you very much. This hearing is now adjourned. Again, my thanks to all of those who attended and participated.

(Hearing Concluded)

APPENDIX

STATEMENT OF FRANCIS A. GORMAN
VICE PRESIDENT AND GENERAL MANAGER OF PATH

FOR THE PUBLIC HEARING OF THE
NEW JERSEY SENATE TRANSPORTATION AND COMMUNICATIONS COMMITTEE
SUBCOMMITTEE ON PATH SAFETY AND FACILITIES IMPROVEMENTS

JERSEY CITY, NEW JERSEY

FEBRUARY 15, 1985

Thank you for this opportunity to review the scope and status of the extensive Capital Program to improve the PATB system. In addition to

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- 2) Car Program - This program includes the purchase of 95 new PA-4 cars, of which 90 will be assembled in the Port District, with 57 to be built here entirely. Under our contract with Nissho Iwai, Kawasaki Heavy Industries will build the cars and is presently developing detailed design

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planned and will be developed in coordination with the redevelopment of the area. Implementation of the plans for Exchange Place and Pavonia Avenue will commence upon final agreement and approval of funding sources by the Board. Major refurbishing at the platform levels is planned for the Exchange Place and Grove Street stations in Jersey City and for the Christopher Street, 9th Street, 14th Street, and 23rd Street stations in New York. Improvements, some of which have already been completed, include resurfaced platforms, new wall surfaces, better lighting, and signing. Tactile strips will be installed on platform edges to assist visually impaired riders. The remaining improvements are in the final design stage.

- 6) Other Major Work Programs - Rehabilitation of Conrail's Hackensack River Lift Bridge, which PATB will acquire from Conrail this year, is included in the Capital Improvement Program. Also, improvements will be made to signals and communications and to track and drainage systems. Much of this work is now under construction.

construction has been completed in the two downtown underriver tunnels and is virtually complete in the two uptown underriver tunnels and at all stations. Standpipe construction is underway in all other tunnel sections. Construction is also underway at the Satellite Car Repair Facility, the ventilation shaft at Pavonia Avenue station and the Washington Street substation in Jersey City. Contracts totalling \$202 million have been signed for the new car purchase, the rehabilitation of the existing PA cars, and the component replacement program for the K cars. The first set of the PA cars to be rehabilitated have been delivered to the contractor.

The construction work to date has been performed with little interruption to regular peak period PATH service. Future work with the potential for service disruption will generally be scheduled for nights and weekends so as to minimize impacts on our riders. In the unavoidable instances where service must be suspended, alternate plans for serving PATH riders will be implemented, including provision of substitute bus service where appropriate. Whenever possible, PATH riders will be notified in advance of construction related service interruptions.

In this connection, I believe it important to emphasize that while essential improvements are being made to the PATH system over the next several years, PATH and its riders will go through a very trying period. Traffic demand has increased to a point where, during peak hours, it exceeds the present capacity of the system on several of our services.

PATH cars and the PATH infrastructure will continue to age during the rehabilitation period. Cars must be removed from service and sent to the contractor's facilities for rehabilitation, leaving fewer cars available for daily service. Construction will take place in and around portions of the system used for passenger services. The PATH staff will work hard to overcome these difficulties and to minimize possible impacts on passenger services. We seek the understanding and cooperation of everyone concerned - our passengers, government officials, and our own employees. We have begun a vigorous program to keep the public informed about the progress of the PATH Capital Improvement Program, and we are giving our utmost attention to ways to maintain the good service levels our passengers have come to expect from PATH.

Your Subcommittee has also asked that I comment on several aspects of PATH's operations - improvements for fire safety, security, and convenience.

As safety is PATH's highest concern, PATH has made and is continuing to make many other safety improvements in addition to the Capital Program safety improvements which I just discussed. For example, in the past several years, PATH has changed many components of its rail cars to make them more resistant to fire and less prone to produce smoke; more components will be changed to increase fire resistance during the car rehabilitation program. PATH has completely replaced its tunnel lighting

system and provided a special radio channel for emergency use. These and other changes are detailed in the attachment to this statement.

In addition to equipment improvements, PATH has established training programs for its own personnel as well as for local fire departments and emergency response units to ensure effective handling of emergency situations. PATH annually conducts emergency evacuation drills with participation by local fire departments, hospitals, and emergency medical technicians. Additional "mini-drills" involving fire and emergency personnel from individual municipalities and PATH are now being instituted to provide these units with experience at handling emergencies in their respective areas. PATH has also formed a liaison committee with representatives from all local fire departments that meets at least quarterly. The committee, which discusses emergency plans and procedures as well as potential improvements, serves to promote mutual trust and cooperation between local municipal agencies and PATH personnel. The suggestions and comments of municipal agency representatives have been of great importance in the development and implementation of PATH's fire safety program.

Safety of our riders also involves ensuring their security when using PATH. The Port Authority Police complement assigned to PATH currently consists of 94 police personnel, including two detectives for investigative work. Four more Police Sergeants will be added by the middle

of 1985 raising the total police complement assigned to PATH to 98. If the need arises, Port Authority Police at other Port Authority facilities can be called upon to assist those assigned to PATH.

PATH's five major terminals (WTC, Newark, Journal Square, Hoboken, 33rd Street) have around-the-clock police coverage seven days a week on all tours. All stations are patrolled on a regular basis by Port Authority Police, and officers are assigned to ride trains, especially during the midnight hours. In addition, all stations are monitored continuously by closed circuit television.

In January 1985, PATH inaugurated a K-9 program wherein Police Officers patrol with trained dogs. These officers are assigned to normal police duties and are accompanied by their dogs when performing these duties. One K-9 team is assigned to the 11PM to 7AM tour of duty and the other K-9 team works all three tours of duty on a rotational basis. This K-9 program is being operated on a test basis, and we are evaluating the results of the effectiveness of these K-9 teams. Thus far, staff is extremely pleased with the performance of the K-9 units. This program has generated a favorable response from the riding public as well as from the PATH Police. The units have been fully integrated into all aspects of PATH Police operations, including routine patrol duty and in making arrests.

The Port Authority Police have effective working relationships with the municipal police departments in both New Jersey and New York and with the police of other transit organizations. Port Authority Police and the other departments provide and receive assistance from one another on an as-needed basis. Port Authority Police have made their Emergency Response Vehicle available to neighboring police departments on request. Port Authority Police are also working to develop even greater coordination with other municipal and transit police for the handling of special events such as parades, concerts, and sporting events.

Improving access to PATH for the Elderly and Disabled population continues to be an important concern of PATH. To accommodate the ambulatory disabled, PATH has implemented features such as tactile striping on station platform edges and a TTY (tele-typewriter) telephone service to provide travel information for the hearing impaired. As previously discussed, a number of other improvements will be incorporated as a part of the capital program. These include exterior car loudspeakers, more stanchions and grab-bars in the cars, door chimes to alert passengers of closing doors, designated seating for E&D passengers, and installation of passenger aid indicators in each car. Providing access to the PATH system for the non-ambulatory disabled would require resolution of significant policy issues and the commitment of substantial financial resources. Unlike other transportation operators in the region, PATH receives no federal, state, or local funding assistance and would have to

bear all of the considerable costs involved in making the system accessible to all Elderly and Disabled passengers. Since PATH serves largely as a connecting service to other operations such as New Jersey Transit and the New York City Transit Authority, PATH has been waiting for these organizations to determine the scope of their Elderly and Disabled Programs. Now that this has occurred, PATH is reviewing its Elderly & Disabled program, including non-ambulatory access, and will present possible alternatives and recommendations to the PATH Board by the summer of 1985. So as not to preclude a decision on these important issues, renovations and structural modifications of major stations will include elevator shafts so that access could be provided at some future time if deemed appropriate. Planning for the Exchange Place and Pavonia Avenue station renovations is being undertaken in accordance with this procedure.

In seeking ways to improve the convenience of using PATH, we are actively researching new fare collection technologies. In the near future, we expect to test collection machines capable of accepting multi-trip tickets. We anticipate that these machines will provide added convenience for PATH passengers and help to reduce waiting times at turnstiles. In addition, Port Authority staff are conducting a study of a wide range of fare collection systems for future PATH use. The study will evaluate various collection systems on factors such as cost, collection speed, reliability, and maintenance requirements, as well as the ability to provide options such as zone fares, discounts for elderly or disabled

passengers, peak/off-peak fare differentials, joint ticketing with other transit operators, and multi-trip ticketing. Port Authority staff will use the study results to develop recommendations on system selection and on what options are to be implemented. We expect to complete the study by the end of 1985.

As declared in the Governors' June 1983 statement, "... the rehabilitation of the entire PATH system should be undertaken as a high priority by the Port Authority." The PATH Capital Program and the strong emphasis we are giving in our operations to safety and reliability of service as the capital program progresses are necessary steps that must be taken to enable the PATH system to meet the needs of the 1980's and 1990's. We appreciate your cooperation and support in implementing these critical programs.

ATTACHMENT

FIRE SAFETY IMPROVEMENTS

Emergency Procedures, Training, and Communications

Routine and Emergency Operating Procedures Manual

PATH worked with its consultant, Booz Allen Hamilton, to prepare a manual outlining procedures to be followed in emergency situations. When printing of the manual is completed, PATH staff will receive regular periodic training in following the procedures detailed in the manual.

Fire Department Liaison Committee

Some years ago, PATH established a Liaison Committee composed of representatives from all fire departments in the municipalities through which PATH operates. The Committee discusses common problems and develops appropriate response procedures for emergency situations which occur on PATH. Also included at these meetings, which are held at least quarterly, are emergency medical services. Formation of the Liaison Committee has resulted in an interchange of ideas, the development of emergency operating plans and procedures, and has promoted mutual trust and cooperation among these municipal agencies and PATH.

Emergency Evacuation Simulation Drills

Annually, PATH conducts coordinated emergency evacuation simulation drills with local fire departments, hospitals, and emergency medical services to gain experience and practice in handling the evacuation of passengers from train collisions, derailments, and fires. Mini-drills are being planned with individual municipal fire departments and emergency response forces so that each municipality can gain valuable experience in participating in these drills.

Emergency Rescue Vehicle

PATH has a police emergency response vehicle which is fully equipped with emergency equipment. This vehicle contains jaws of life tools, scott-paks, resuscitators, vetter air bags (used for lifting rail cars), emergency lighting, rope, tools, fire extinguishers, and other equipment to handle emergencies. PATH purchased 6 Scott-pak units which enable emergency personnel to operate for a minimum of 4 hours in smoky areas. These are in addition to the regular 1-hour units.

Emergency Command Posts

As part of its emergency procedures, PATH has developed a concept wherein an emergency command post will be established at all emergency scenes. This command post is staffed by a readily identifiable PATH supervisor who has available various communications equipment to coordinate operations with PATH personnel, police, and responding municipal agencies.

Installation of an Emergency Radio Frequency (R3)

An additional radio frequency (R3) has been installed on the PATH radio system and is utilized exclusively during emergency situations to handle transmissions and communications during the emergency conditions. This leaves the operating frequency (R1) and the police frequency (R2) available for other uses.

Emergency Evacuation Training

PATH train crews (motormen and conductors) undergo annual refresher training which is designed to insure that they are prepared to handle emergencies. As part of this training, they receive instruction in conducting emergency evacuation of passengers from their train. They also receive instructions in the use of fire extinguishers and Scott air-paks.

Trainmasters and Assistant Trainmaster's Training

Trainmasters and Assistant Trainmasters who direct PATH emergency operations from the J.F. Hoban Control Center also receive annual refresher training handling emergency situations. PATH recently assigned a third Assistant Trainmaster to the control center during the critical morning and evening rush hour periods so that sufficient personnel will be available to handle emergencies resulting from train operations and to ensure that appropriate action can be taken quickly.

Rapid Information Retrieval System

A 35mm slide carousel is available for immediate use at the Trainmaster's Desk. The 35mm slides contain pertinent information about physical conditions in PATH tunnels as well as open areas along the PATH right-of-way. In the event of an emergency, the Trainmaster can immediately determine information concerning emergency exits, location of power rail, the type of roadbed, and other information necessary for use during the emergency condition and response.

Fire Report Standardization

PATH developed a standardized fire reporting system which includes a thorough investigation and follow-up on the causes of each fire thus permitting corrective action. Rubbish fires, for example, were identified as a major cause of fires. A clean-up and rubbish removal campaign resulted in a 50% reduction in rubbish fires in 1984 vs. the prior year.

Passenger Emergency Familiarization Program

Emergency instructions are provided for our passengers on trains through the use of a car card which is prominently displayed in each car. This car card contains instructions as to what the passenger should do during an emergency.

Optimum Locations for Conductors/Radio Tests

PATH train conductors are normally located between the first or second car of PATH trains. It has been suggested that these conductors be located in the middle of a train (4th car) so that they will be better able to respond to passengers in the rear to determine the best location for the conductors. As part of this test, the conductor is provided with a 5-watt portable radio which enables him to communicate with the Trainmaster directly to advise him of emergency or operating problems which have developed. We will evaluate the results of this test and make a determination as to the best location for the conductor.

Car Equipment

Fiberglass Seats

Changed out all seats in PA-class cars to a fire retardant fiberglass.

Intumescent Paint

Fiberglass bunnets at ends of PA-class cars painted with intumescent paint to retard flame spread.

Light Lens Replacement

Replaced all light lenses in PA-class cars to reduce flame spread characteristics.

TBI Advertising Panels

Covered all translucent overhead advertising panels with fiberglass material to reduce flammability potential.

Motor Protection Device

Installed thermal protection device on car traction motors to sense extraordinary heat build up.

Motor Covers

Replaced metallic motor covers with non-metallic materials and replaced locking mechanisms to improve security of covers.

Resistor Grids

Upgraded resistor grid packages on PA-class cars and improved the insulation of the resistor grids from car bodies.

Materials Control

Established formal process of inventory materials review to phase out flammable materials through routine stop replacements.

Capacitor Replacement Program

Will have virtually replaced all PCB capacitors in PA-class fleet by end of 1985 to eliminate PCB loading on cars.

Expanded Periodic Inspections

Periodic inspection routines for PA-class cars were expanded to include more detailed examination of motor control group, motor control mounting, and motor control cables.

Battery Replacement and Maintenance

Eliminated all acrylic batteries in the car fleet and replaced same with steelcased batteries. Improved battery compartment and trays through use of fire retardant material. Increased frequency of battery inspection, servicing, and replacement.

Under-Car Coating

Annual tests conducted of sample car fleet under-car coating to determine and verify integrity of flame spread characteristics.

Air Filters

Replaced all carborne air filters with latest NFPA-approved state-of-the-art, non-flammable material filters.

Fire Extinguishers

Installed increased capacity fire extinguishers in the operating cab of cars.

Controller Package

Isolated and insulated cables in and around controller package and installed air velocity fuses which sense ruptures in air hoses feeding the motor controller. Currently testing ground fault protection devices in control packages.

Evacuation Stairways

Contract in bid process for fabrication of carborne evacuation stairways for cars containing operating cabs.

Car Lighting Shut-Down Relay

Lighting shut-down relays have been removed from every car to eliminate interior car lighting shut-down during emergency situations.

Car Overhaul and New Car Purchase

Extensive changes in material specification and component selection have been made and included in the provisions of the contracts for the overhaul of the 248 PA cars and the purchase of an additional 95 cars. These revisions are intended to further fire-harden the fleet and include such items as fire barriers, increased use of conduit for cable shielding, and improved insulation between under-car components and car body. Extensive fire-hardening will result from the replacement of the floors in the 248 PA cars and the specification of an improved floor for the 95 PA 4 cars. The overhauled ... and new cars will also include passenger/crew alert devices which will permit passengers to notify the crew of any unusual situations including emergencies. Overhauled and new cars will include lighting at vestibule doors to assure continued lighting in critical evacuation areas.

Wayside Tunnel Areas

Signing

Illuminated tunnel exit signs have been installed at each shaft and exit in the tunnels. Directional signs have been installed at key locations in tunnels to provide instructions to nearest emergency exits.

Smoke Detectors

Smoke detectors have been installed in all signal relay rooms and shops

Executive Committee

1984-1985

Wayne Bradley	Essex County
Byerly Brucker	Berkeley Heights
Kathy Corman	Bernardsville
Rudolph Denzler	Stirling
Charlotte Goldberg	Millburn
Anthony Neidecker	Montclair
Sidney Palius	Millburn
Al Papp	Maplewood
Frank Reilly	Morris County
Arthur Reuben	Somerset County
Denis Riley	Morris County
Myron Stern	Maplewood
John D. Strachan	New Providence
David Timmer	Morris Township

LACKAWANNA COALITION
P.O. BOX 283
MILLBURN, NEW JERSEY 07041

February 25, 1985

Senator Thomas Cowan, Chairman
Transportation Subcommittee on PATH Safety,
Facilities and Service
State House
Trenton, New Jersey 08625

Dear Senator Cowan:

Thank you for conducting the hearing on Friday February 15, which provided me with the opportunity to present your committee with recommendations for improvements in PATH service.

Enclosed is a written copy of these recommendations, which I was unable to bring to the hearing, due to time constraints. On behalf of the commuters on the Morris and Essex line, I would like to thank you for your concern about our daily transportation needs.

Sincerely,



Sidney L. Palius
Chairman

Enclosure

cc: L. Gurman, Office of Legislative Services
P. Maynard, Port Authority of NY & NJ
M. Turpin, NJ Transit

Executive Committee	1984-1985
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P.O. BOX 283
MILLBURN, NEW JERSEY 07041

February 25, 1985

Recommendations for Improvements in PATH Safety, Facilities and Service

The following recommendations represent the viewpoint of rail commuters arriving in Hoboken via NJ Transit's Morris & Essex, Boonton, Pasquack Valley and Bergen County Lines.

The Lackawanna Coalition is a commuter group composed of rail riders on the Morris & Essex Line and representatives of the municipalities and counties directly served by the M & E.

The major problem with PATH, between Hoboken and the World Trade Center, is that PATH is running at about 100% of capacity during the peak rush hour. Furthermore, the current \$600 million improvement program will not provide any relief! Listed below are our suggestions for increasing capacity and improving other services and facilities.

A. Service

1. Increase rush hour capacity

- a. Do not lengthen platforms at Hoboken initially, because the construction would bring about intolerable delays in service. Wait until ferry service is in operation.
- b. Restore ferry service to Downtown Manhattan, to be operated by PATH or a separate Port Authority organization. Route ferries from Hoboken to both World Trade Center and to the Battery. If only one route can be restored initially, choose the route to the Battery. This will provide a more desirable alternative to the many commuters working in that area.

- c. Expand ferry service from Hoboken to Midtown if initial service to downtown is successful.
- d. Ferry service has built in revenue enhancement potential, because the ferries can be chartered for weekend excursions.
- e. Initiate direct PATH service on weekends from Hoboken to World Trade Center. With the South Street Seaport open, the traffic probably warrants this enhancement.

2. Improve reliability.

- a. PATH should conduct a system study to determine the most effective method of either up-grading or replacing the existing switch and signal system, since many current delays are attributed by PATH to "signal" problems.
- b. PATH should initiate double or overlapping shifts for repairing cars. Passengers often encounter "short" trains, or trains with no heat or no lights. An immediate upgrade in maintenance is needed, especially since PATH's new and rehabilitated cars will not be completely phased in for three more years.
- c. PATH should publish and display real schedules, and should produce on-time performance reports. Delays and problems, particularly during rush hours, are masked by the current published schedule of service of "3 to 6 minutes" between "4:08 PM and 6:36 PM".
- d. PATH should coordinate schedule with NJ Transit service in off peak hours: PATH and NJT should discuss this coordination. In general, since PATH is an extension of the NJT rail system, PATH should "fine-tune" its schedule to minimize inconveniences to passengers.
- e. Upgrade quality of on-board public address system which is currently either inoperative or not understandable in many cars.
- f. Upgrade the performance of the heating and air conditioning equipment. A related problem is dirty air filters which are not cleaned or replaced frequently enough.
- g. Interior noise levels are too high. New and refurbished cars should have improved sound insulating material installed.

- h. Vastly improved destination signage is needed on the new and refurbished cars.
- i. At World Trade Center, improved co-ordination of track/destination display lights is required in the evening when the terminal is shifted to one platform service to both Newark and Hoboken.

B. Facilities

- 1. Bill changing machines at intermediate stations run out of change. More frequent servicing is needed.
- 2. Long lines are often encountered at turnstiles during rush hours. Where feasible, additional turnstiles are needed.
- 3. The 23rd street station has a very restricted entrance/exit arrangement. A survey should be made to determine if an improvement is possible. (This could also be a safety problem.)

C. Safety

- 1. World Trade Center Terminal: Present smoking regulations prohibit smoking only on platforms and between the platforms and the turnstiles. However, during rush hours, the tremendous number of people passing between the turnstiles and the top of the main escalator, and, for that matter, passing through the entire main concourse, present a real hazard. I am constantly on guard to avoid an encounter which would burn me or my clothing.

"Second hand smoke" is an additional problem that results from PATH's present smoking policy. We urge PATH to revise its smoking policy at World Trade Center to:

- a. Prohibit smoking at all times in the area between the turnstiles and the top of the main escalators.
- b. Prohibit (or at least discourage) smoking in the main concourses during rush hours by displaying appropriate signs, and by use of the public address system.

We appreciate this opportunity to provide input regarding improvements in PATH service. If there are any questions, I can be reached at 212-393-2932.

Sincerely,



Sidney L. Palus
Chairman



TESTIMONY

TO

NEW JERSEY SENATE

SUBCOMMITTEE ON PATH SAFETY AND FACILITIES

February 15, 1985

John D. Del Colle

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James J. Peters

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Treasurer
Sandy Weinberger

Anarod Valdez

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My name is John D. Del Colle. I am Legislative Director for the Eastern Paralyzed Veterans Association. It is my pleasure to be here today to give the sub-committee some background on the efforts of my organization and many others throughout the state who are seeking an accessible mass transit system.

For three years, I served as Chairman of New Jersey Transit Special Services Citizen Advisory Committee. The work the committee has done in advising New Jersey Transit on the needs of the elderly and handicapped has been quite extensive and involve access to both the rail and bus systems.

I would just like to take a moment to review some of New Jersey's accomplishments in providing accessible service. Currently, New Jersey Transit has 450 accessible buses throughout the state. These buses provide service through many areas, specifically Newark and Jersey City. In addition to these buses, New Jersey Transit has on order 100 articulated buses, all of which will be lift equipped. These buses would provide both city and suburban service. One other on-going project being done by New Jersey Transit is to provide service from Hackensack and Lakewood, into the Port Authority bus terminal in New York City. These 25 deck-and-a-half buses were renovated by New Jersey Transit and provided with lifts and tie-downs to accommodate wheelchairs. This service is fairly new and is being tested to see if we can overcome the problems associated with bringing a lift-equipped bus into the Port Authority bus terminal.

Attached is a copy of a report that was done by the Special Services Committee. This report is a working document, which lists most of the New Jersey Transit rail divisions and the progress that is being made in providing accessible rail service.

I would just like to point out that, Newark Penn Station, as part of the Northeast Corridor Project, is now accessible. Two elevators were provided by Amtrak, and the disabled will soon be able to take a train to many of the stations located on the Northeast Corridor. On a personal note, I have taken that service from Newark to Trenton to examine the accessible rail cars that are currently being used on that line. I also had the opportunity to inspect the Trenton station, which has elevators and easy access from the platform to the station.

It is evident that New Jersey Transit is totally committed to an accessible mass transit system. As members of this subcommittee know, we now have sufficient funds through the "Senior Citizen and Disabled Resident Transportation Assistance Act" to make the necessary accessibility improvements that will provide the handicapped and elderly of this state the opportunity to use an already existing system. This mass transit system will also be helped by the countywide systems currently being developed and funded by the casino fund.

Our concern in the past has been the PATH system which is currently inaccessible to the handicapped. Unfortunately, we have never had many dealings with them, and therefore, they have never been included in the many discussions involving accessible service in New Jersey. After you review the proposals being planned for the rail stations, you will see that in many cases an accessible PATH system is a must if we are to provide a truly accessible service into New York City. As I mentioned before, the elevators in Penn Station will provide access to the outbound PATH train. A problem still exists in getting through the fare gates.

Unfortunately, the inbound Path is on the floor above the outbound service. Obviously, it is not impossible to provide access to PATH. I am sure, that between New Jersey Transit and the various other parties involved some kind of cost effective, fiscally responsible solution can be found. The same goes for the Hoboken station and the various other PATH stations that currently can be reached by either rail or bus service.

The PATH system is the "missing link" that needs to be developed before we can have an accessible system throughout the area. I am sure that this subcommittee will look closely at the information given today and will join with us in trying to find a workable solution to the problems we face in providing access to the PATH system. I know that the full committee, under the direction of Senator Rand, has always been a great help and has been extremely sensitive to the needs of the handicapped and elderly in this state. We are once again asking for your help to insure that all of New Jersey Transit's plans aren't wasted and that disabled individuals will be able to travel throughout the region on accessible buses and trains.

I thank you for this opportunity, and if there are any questions or if you need additional information, I will be more than happy to provide it.



NEW JERSEY TRANSIT PROPOSED MODIFICATIONS FOR RAIL STATIONS

I. NEWARK DIVISION

A. Penn Station - Newark

- This station has been inspected by the committee.
- The first phase is nearly complete and will provide two elevators (Amtrak) as part of the Northeast Corridor Project.
- Tracks 2, 3, 4 and PATH outbound will be made accessible [funding Federal Railroad Administration, (FRA)]
- Tracks A, 1, and 5 will be part of the rehabilitation being done by NJT, making the freight elevators accessible to accommodate passengers. (funding - casino funds)
- It is currently estimated that the cost of renovation, including elevators and passageways, should be around \$900,000.
- The project is scheduled to begin in 1985.

B. Penn Station - New York

- Will use casino money to match Federal money and put elevators in the two platforms heavily used by NJT in New York (casino funds).
- AMTRAK will be making the other tracks, also used by NJT accessible, work to begin in 1985 (funding - AMTRAK)

C. North Jersey Coastline

1. Middletown

- Brand new station, would have to be made accessible under existing regulations
- Would have to provide two mini-high level platforms (roughly \$100,000 apiece).

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James J. Peters

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2. Red Bank

- The proposal is for two mini-platforms both at the same end, by the crossing.
- These platforms will accommodate the new accessible push/pull rail cars.
- Project ready to go into the design phase.

3. Long Branch

- Brand new high level platform.
- Committee has already reviewed the plans which call for a large, wide ramp to be used by all passengers.
- The committee made comments concerning the handicapped parking and the placing of those spaces with regard to the station.
- It is in the final design stage and has not gone to bid as of this writing.
- This station is part of the electrification project and is using Federal and state money.

4. Asbury Park

- Train will make extra stop on a few of the trains, when necessary to accommodate handicapped travelers.
- This station will have two mini-platforms at the same end, by the crossing.
- The committee has reviewed plans laying out the position of the platform and suggestions were made concerning security and parking.
- Final design plans are due soon.

D. Raritan Valley Line

1. Cranford

- This station will have an elevator to provide access to the low level platform.
- Mini-high level platforms at one end of the station.

- Going to get new bids (original bids too expensive).

2. Raritan

- This station will have mini-platforms located at one end, by the crossing.
- The platform will be the length of a rail car in order for the engineer to position the car in line with the platform.
- The ramp will be covered making it similar to a bus shelter.
- Getting ready to go into design phase.

E. North East Corridor

All of the stations on the corridor will have high level platforms.

1. North Elizabeth

- Ramps will provide access to the platform.

2. Elizabeth

- New station will have two elevators for access to the platform.

3. Linden

- Ramps will provide access to the platform.

4. Metro Park

- Is currently accessible with elevators.

5. Metuchen

- Station is currently accessible with ramps.

6. New Brunswick

- There are no plans for access at this time.
- Committee looking into this station because of its proximity to the State University and the accessible downtown area.

7. South Brunswick

- No station exists right now, however, new station might be proposed because of all the development, commercial and residential, going on in the area.

- Station would be accessible by either ramp or elevators.

8. Princeton Junction

- Ramps will be provided for access.

9. Trenton

- Station is accessible, construction finished.

II. HOBOKEN DIVISION

A. Hoboken Station

- Station remains a major problem in providing access for the handicapped (roughly 17 rail lines come together making it difficult to provide platforms for each since they would impede traffic).
- One of the more important stations to be looked at is the Newark-Broad Street Station and service west of there (PATH is not accessible).
- The committee will continue to seek a solution to the problems in Hoboken and look at ways casino funds may be used to attract Federal funds.

B. Morris and Essex Line

1. Millburn

- Unique situation, station owned by private developer who wants to build an office building on the site.
- It might be possible to hook the building up with the high-level platform using the proposed elevators.

2. Summit

- Elevators will be provided for access, unsure whether there will be a high-level or mini-high level platform.
- Station is recessed into the ground making it different from the other stations we have reviewed.

C. Bergen Main Line

- Rolling stock (Comet I - push/pull cars) are ready for mid-life overhaul.
- Committee should make sure those cars are made accessible when the work is being done.
- Must begin to explore ways in which this line can be made accessible.

D. Pascack Valley Line

- Rolling stock same as Bergen line and will also be undergoing an overhaul in the near future.
- Committee will begin to review this line for suggestions on how to make it accessible.

E. Boonton Line

- No activity

III. PATH

- In Newark-Penn Station, the outbound PATH train will be made accessible with the AMTRAK elevators.
- Problem still exists with the fare turnstile area which prohibits the use of a wheelchair. This is further compounded by the fact that there are no personnel in the area.
- Inbound PATH remains a problem and negotiations should be started with PATH to find out how that system can be made accessible and whether casino funds can be used to pay part of the cost.
- In the past, PATH has taken the position that since they do not receive any Federal funds, they aren't making any accessibility modifications.

IV. CAMDEN TRANSPORTATION CENTER

- Project needs to be defined.

V. ATLANTIC CITY PROPOSAL

- Committee to investigate this proposal.



TESTIMONY

NEW JERSEY SENATE

SUBCOMMITTEE ON PATH SAFETY AND FACILITIES

February 15, 1985

Presented By Terence J. Moakley

Good morning. My name is Terence J. Moakley, and I am employed as the Barrier-Free Design Director of the Eastern Paralyzed Veterans Association. EPVA is a group of more than 1,800 veterans with spinal cord injuries or disease. Most of our members use wheelchairs every day of their lives. Our members reside primarily in the states of New York, New Jersey, Pennsylvania and Connecticut, but the vast majority of our members live in the New York City metropolitan area.

I come before you today requesting the Subcommittee's support for reasonable and cost-effective handicapped accessibility to the PATH rail system.

Since 1979, I have served as the consumer chairperson of a New York City Section 504 Disabled Citizens Advisory Committee. This committee was formed jointly by PATH, the New York City Transit Authority, and the New York City Department of Transportation. During 1980, these three agencies prepared "transition plans" to improve facility accessibility for persons with disabilities. In spite of the Federal regulatory cutbacks which made these "transition plans" academic, both the New York City Transit Authority and the New York City Department of Transportation have made considerable progress in improving facility accessibility for the disabled. Only PATH has made no progress whatsoever.

The New York City Department of Transportation has wheelchair lift-equipped buses on order, to be used by private bus companies. The New York City Transit Authority already operates more than 1,800 wheelchair lift-equipped buses. Some of these lift buses are operating right now on streets which serve PATH subway stations in Manhattan.

Also, as you may know, the New York State Legislature enacted a law in 1984 which requires that 54 New York City subway stations are to be made accessible to disabled persons. The major Herald Square subway station complex is named in

this law to become accessible. This complex is next to the PATH 33rd Street station. This law also provides for additional subway stations to become accessible, some selected by the Transit Authority and others by an Advisory Committee established by the law. On January 29, 1985, Governor Mario Cuomo appointed me to this committee. I can assure you that one or more New York City subway stations at the World Trade Center complex will undoubtedly be selected for accessibility treatment. Again, a major PATH station is located at the World Trade Center complex.

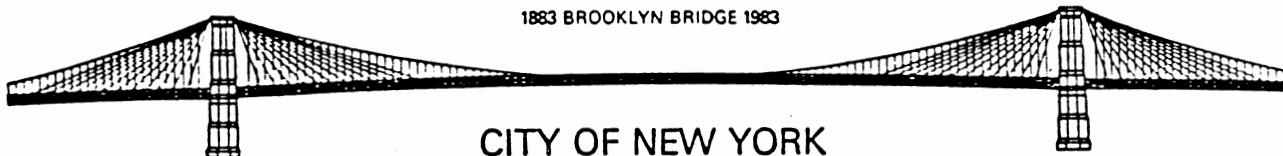
The Long Island Railroad system is also becoming accessible. Eighteen (18) LIRR stations are already accessible, and the major Penn Station terminal is scheduled to become accessible by the end of 1986. Once again, the LIRR Penn Station terminal is next to the PATH 33rd Street station. And, stations on the Metro North Commuter Railroad are also becoming accessible. But, when a disabled person reaches the inaccessible PATH Hoboken station, he has truly reached the end of the line.

The point I am trying to make is that the transit system in our metropolitan area is a regional one. One of the factors which encourages millions of people to use mass transit each day in this region is the ease with which one can transfer from one system to another. The PATH system sticks out like a sore thumb. It is the only transit system in this region which has made no progress in improving accessibility for disabled persons. If mass transit in our area is to become truly accessible regional mass transit for the disabled, then it is time for PATH to begin to make some of its stations accessible.

There are inexpensive opportunities before PATH to do this. For example, a major elevator renovation project is underway at the Exchange Place station.

PATH should investigate the possibility of installing a low-cost elevator in conjunction with this project, so that disabled persons can reach train platforms. Also, there are existing freight elevators at the World Trade Center station. PATH should give serious consideration to converting these elevators to passenger elevators. Last but not the least, are the opportunities to work with the New York City Transit Authority, as it improves accessibility to subway stations near PATH stations. It is quite possible that common elevators could provide handicapped accessibility to adjacent PATH and NYCTA subway stations.

The PATH Capital and Safety Improvement Program provides just the right opportunity for making accessibility improvements for the disabled. Accessibility for the disabled to the PATH system is critical, if disabled persons are to be able to move from one transit system to another. Simply put, equipping some PATH stations with ramps or elevators is the right thing to do, considering the accessibility progress being made on all surrounding transit systems. We ask your support in this effort, and we thank you for this opportunity to present testimony.



CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION

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ANTHONY R. AMERUSO, P.E.
COMMISSIONER

DAVID GURIN
DEPUTY COMMISSIONER

DEC 15 1983

In reply refer to:
D-D/C-BTPR-JL-042503
P# 83-365

Mr. Terence J. Moakley
Barrier - Free Design Director
Eastern Paralyzed Veterans Association
432 Park Avenue South
New York, NY 10016

Dear Mr. Moakley:

Commissioner Ameruso has asked me to respond to your letter of November 17 with reference to transportation services to the disabled.

The City of New York is preparing to enter into contracts for the purchase of approximately 324 new buses for six private bus operators in the City. Specifications presently call for these buses to be lift-equipped.

Sincerely,

DAVID GURIN



**New York City
Transit
Authority**

25 Jamaica Avenue, Brooklyn, New York 11207 Phone (212) 240-

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David L. Gunn
President

January 9, 1985

Terence J. Moakley
Barrier-Free Design Director
Eastern Paralyzed Veterans Association
432 Park Avenue South
New York, New York 10016

Dear Mr. Moakley:

Thanks for sending the copy of your Mobility Through Access mailing. I want you to know that I very much appreciate the working relationship that we have and look forward to greater cooperative efforts directed at moving New York City Transit Authority closer to being the best accessible system in the country in Calendar Year 1985.

Sincerely,

Howard H. Roberts, Jr.
Vice President and Chief Operating
Officer, Surface Transit



The Long Island Rail Road

Jamaica Station Jamaica, New York 11435 Phone 718-990-7502

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David Z. Plavin
Executive Director

February 6, 1985

Mr. Terence J. Moakley,
Barrier-Free Design Director
Eastern Paralyzed Veterans Association
432 Park Avenue South
New York, NY 10016

Dear Mr. Moakley:

In response to your request, I have attached a map of the LIRR stations presently wheelchair accessible. As I noted to you, the LIRR is not universally wheelchair accessible. Penn, Flatbush Avenue and Jamaica Stations are not yet wheelchair accessible, nor is Jamaica currently accessible for wheelchairs to transfer between trains.

As you are well aware, the LIRR is in the process of creating accessibility for wheelchair users. The attached map of the LIRR shows 18 accessible stations. Sixteen stations have had wheelchair ramps constructed. Mineola and Kew Gardens Stations were originally built at ground level.

Elevator construction at Flatbush Avenue and Rockville Centre Stations is tentatively scheduled for completion this month. If all goes as planned, both elevators will be placed in service at that time. However, it must be remembered that most trains serving Rockville Centre go directly to non-accessible Penn Station. There is no accessible transfer point between these two stations. There are four morning peak trains departing Rockville Centre that operate to Flatbush Avenue, and five evening peak trains departing Flatbush Avenue that operate to Rockville Centre and therefore, the Flatbush Ave-Rockville Centre service can be considered accessible.

Limited accessible service will be available between Flatbush Avenue Terminal and at stations where access ramps have been installed on the Far Rockaway, Long Beach and Hempstead Branches. Most trains originating and terminating at Flatbush Avenue operate to and from these branches.

Currently, 87 M-3 car pairs, equipped with tie-downs are on order and are expected to begin arriving this spring. A redesigned bridgeplate (necessary to span the gap between the station platform and the car floor) has been ordered. Testing will begin upon delivery of the prototype, expected this month. Full wheelchair accessible service will be accomplished when our M-3 cars are in service, and our key stations and terminals are accessible.

If you have any questions, please do not hesitate to call.

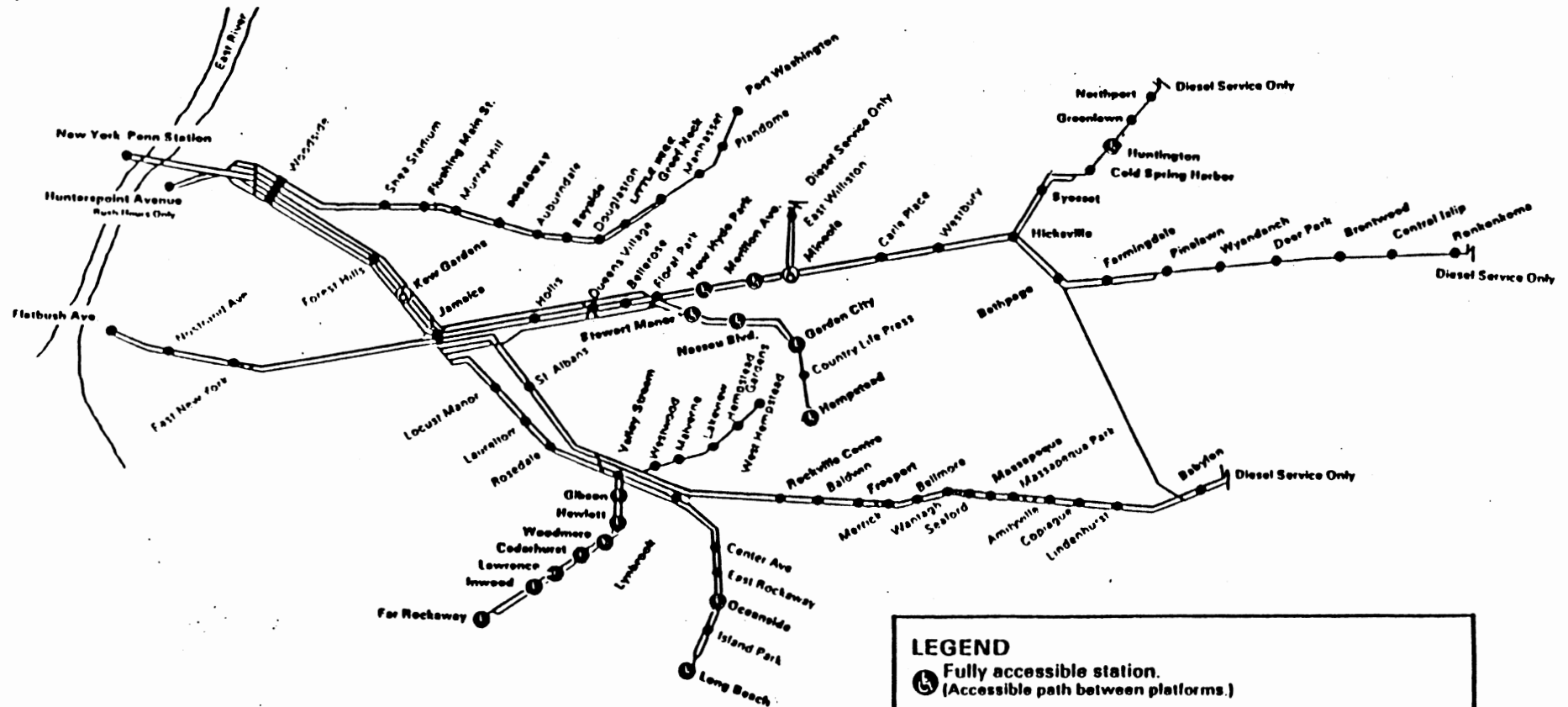
Sincerely,



Arthur H. Peterson
Assistant Manager-Service Analysis

0064P
Attachment

The Long Island Rail Road



State of New York



**Metro-North
Commuter
Railroad**

347 Madison Avenue
New York, N.Y. 10017
Phone 212-340-3000

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PRESIDENT AND GENERAL MANAGER

September 7, 1984

Mr. Terence Moakley
Eastern Paralyzed Veterans Association
432 Park Avenue South
New York, New York 10016

Dear Mr. Moakley:

I am responding to your letter concerning handicapped access. I regret the delay in answering, but the matter needed to be thoroughly researched. The following outlines handicapped access at our line stations.

NEW HAVEN LINE

Mt. Vernon East - Westbound (WB)-Ramp to sidewalk by station house
Eastbound (EB)-Ramp at shelter to parking lot.

Pelham - Westbound (WB)-Ramp to parking lot
Eastbound (EB)-Two ramps to parking lot

New Rochelle - Westbound (WB)-Platform level with station and parking lot

Larchmont - Westbound (WB)-Ramp to parking lot

Mamaroneck - EB-Ramp to street by shelter and underpass
WB-Ramp to parking area

Harrison - WB-Ramp to parking area near shelter

Rye - EB-Ramp near shelter to parking lot
WB-Ramp to westend to station and parking lot

Port Chester - WB-Ramp to lot

Greenwich - EB platform level with parking lot

Cos Cob - WB-Ramp at east end of platform
EB-Ramp at center of platform

Riverside - EB and WB - Center platform ramps

Old Greenwich - EB and WB - Center platform ramps

Noroton Heights - WB-Ramp at east end
EB-Ramp center of platform

Darien - EB and WB - Ramps at west end of platform

Rowayton - WB-Ramp at east end
EB-Ramp at center

South Norwalk - Ramps from both platforms to parking areas just west
of station house.

Wilton - No E&H access

Branchville - No E&H access

Cannondale - No E&H access

Redding - No E&H access

Bethel - No E&H access

Danbury - No E&H access

East Norwalk - WB-Ramp at east end (broken)
EB-No wheel chair access

Westport - WB-Ramp near center
EB-Ramp by stairs to underpass

Greens Farms - WB-Ramp east of station building
EB-Ramp at east end

Southport - EB-Near center east end

Fairfield - EB - Center at platform
WB-Ramp west of station building

Bridgeport - Full access by elevators

Derby Shelter - No E&H Access

Ansonia - No E&H Access

Seymour - No E&H Access

Naugatuck - No E&H Access

Waterbury - No E&H Access

Stratford - Ramp at west end of each platform

Milford - Ramp near west end of each platform

New Haven - No E&H access

Glenbrook - Center ramps on both platforms

Springdale - Center ramps on both platforms

Talmadge Hill - Ramp to parking lot by shelter

New Canaan - Ramp from north end of HLP to street

HUDSON LINE

Morris Heights - No E&H access

University Heights - No E&H access

Marble Hill - No E&H access

Spuyten Duyvil - Northbound (NB) - ramp at north end
Southbound (SB) - No E&H access

Riverdale - Northbound (NB) - level with lot
Southbound (SB) - No E&H access

Ludlow - Northbound (NB) - Ramp at northend
Southbound (SB) - No E&H access

Yonkers - No E&H access

Glenwood - No E&H access

Greystone - No E&H access

Hastings - Southbound (SB) - No E&H access
Northbound (NB) - South end ramps

Dobbs Ferry - Northbound (NB) - No E&H access
Southbound (SB) - Two ramps near center

Ardsley - Northbound (NB) - Ramp south of station building
Southbound (SB) - No E&H access

Irvington - Northbound (NB) - southend ramp
Southbound (SB) - No E&H access

Tarrytown - Northbound (NB) - Northend ramp
Southbound (SB) - No E&H access

Philipse Manor - Southbound (SB) - southend ramp
Northbound (NB) - No E&H access

Scarborough - Southbound (SB) - Southend ramp
Northbound (NB) - Southend ramp

Ossining - No E&H access

Croton-Harmon - No E&H access

Croton-North - No E&H access

Crugers - Northbound (NB) Platform level with parking lot
Southbound (SB) - No E&H access

Montrose - Northbound (NB) - No E&H access
Southbound (SB) - Platform level with parking lot.

Peekskill - Northbound (NB) -Level with street
Southbound (SB) - No E&H access

Garrison - Both level with parking lot

Cold Spring - Both level with parking lot

Beacon - No E&H access

New Hamburg - Both at street level

Poughkeepsie - Elevators

HARLEM LINE

Melrose - No E&H access

Tremont - No E&H access

Fordham - No E&H access

Botanical Garden - Northbound (NB) and Southbound (SB) ramps

Williams Bridge - No E&H access

Woodlawn - No E&H access

Wakefield - No E&H access

Mt. Vernon West - No E&H access

Fleetwood - No E&H access

Bronxville - Northbound (NB) ramp opposite station building
Southbound (SB) - northend ramp

Tuckahoe - Southbound (SB) ramp by old canopy
Northbound (NB) - No E&H access

Crestwood - Northbound (NB) ramp to street
Southbound (SB) - No E&H access

Scarsdale - Ramp by station building
Northbound (NB) - Steep ramp

Hartsdale - Northbound (NB) - Ramp north of overpass
Southbound (SB) - Ramp north of overpass

White Plains - No E&H access

North White Plains - No E&H access

Mt. Pleasant - No E&H access

Valhalla - Elevator access is expected in the fall of 1984

Hawthorne - Elevator access is expected in the fall of 1984

Pleasantville - Elevator access is expected in the fall of 1984

Chappaqua - Elevator access is expected in the fall of 1984

Mt. Kisco - Elevator access is expected in the fall of 1984

Bedford Hills - Elevator access is expected in the fall of 1984

Katonah - Elevator access is expected in the fall of 1984

Golden's Bridge - Elevator access is expected in the fall of 1984

Purdy's - Elevator access is expected in the fall of 1984

Croton Falls - Elevator access is expected in the fall of 1984

Brewster North - Elevator access is expected in the fall of 1984

Patterson - Elevator access is expected in the fall of 1984

Harlem Valley/Wingdale - Elevator access is expected in the fall of 1984

Dover Plains - Elevator access is expected in the fall of 1984

PASCACK VALLEY LINE

Wood Ridge - Northbound (NB) Level with parking lot
Southbound (SB) Level with parking lot

Williams Avenue - NB - Level with parking lot
SB - Level with parking lot

Essex Street - Both level with parking lot

Anderson Street - Both level with parking lot

North Hackensack - Both level with parking lot

River Edge - Both level with parking lot

Oradell - Both level with parking lot

Emerson - Both level with parking lot

Westwood - Both level with parking lot

Hillsdale - Both level with parking lot

Woodcliff Lake - Both level with parking lot

Park Ridge - Both level with parking lot

Montvale - Both level with parking lot

Pearl River - Both level with parking lot

Nanuet - Both level with parking lot

Spring Valley - Both level with parking lot

PORT JERVIS LINE

Suffern - Northbound (NB) - Level with parking lot
Southbound (SB) - Level with parking lot

Sloatsburg NB - Level with parking lot
SB - Level with parking lot

Tuxedo - Both level with parking lot

Harriman - Both level with parking lot

Salisbury Mills-Cornwall - Both level with parking lot

Middletown - Both level with parking lot

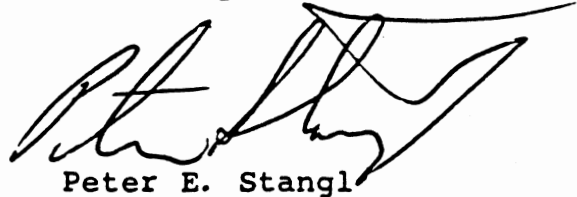
Otisville - Both level with parking lot

Port Jervis - Both level with parking lot

As part of Metro-North's five-year Capital Program, renovation work is scheduled so that more stations will be accessible to the elderly and handicapped. Design work for Croton-Harmon, Tarrytown, and Yonkers will begin in the fall of 1984 and will be completed in June 1985. Construction is expected to begin in the fall of 1985 and be completed in 1986.

In addition, Mount Vernon West, Fleetwood, Tuckahoe, Crestwood, Scarsdale, White Plains, North White Plains, and Beacon are scheduled for complete Elderly and Handicapped access with a targeted completion date in 1987.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter E. Stangl', with a large, stylized flourish at the end.

Peter E. Stangl
President and General Manager

STATEMENT OF
ARTHUR L. REUBEN, CHAIRMAN
COUNTY TRANSPORTATION ASSOCIATION OF NEW JERSEY
TO THE
SUBCOMMITTEE ON PATH SAFETY AND FACILITIES IMPROVEMENTS
FEBRUARY 15, 1985

Senator Cowan, Members of the Subcommittee on PATH Safety and Facilities Improvements, I welcome this hearing in respect to operations of PATH. I believe there are two aspects to this question, one is in regard to emergency preparations, and the second in respect to capital facilities.

In recent years, with PATH equipment becoming more aged, there have been several fires which have required more intensive emergency responses. I have personally participated in an emergency dry run and have been impressed that PATH Management has been responsive to the need to set up a system to coordinate the responses of emergency squads in a timely fashion.

After the Bay Area Rapid Transit fire and PATH's initial fires, we have seen PATH intensify its efforts to systemize their response to emergencies. I believe PATH's Management has responded very well in this respect.

But, of equal importance is the need to improve PATH facilities in a number of areas. It is quite evident that improving capacity and decreasing the crush load in each rail car during peak hours would make safety measures easier to implement. It is important to recognize that the PATH System brings more New Jersey passengers into Manhattan than all the private cars utilizing the George Washington Bridge, Holland Tunnel, and the Lincoln Tunnel during the morning peak hour period.

We must consider the massive capital investment these vehicular facilities represent when we evaluate the Capital Program that is necessary to protect and expand PATH's capacity. Please find the following list of priority projects:

1. PATH's needs on a high-priority basis, a new maintenance facility which would go a long way to prevent rail-car breakdowns and reduce potential hazards attendant to all equipment.

SUBCOMMITTEE ON PATH SAFETY AND FACILITIES IMPROVEMENTS

2. PATH needs new cars and we endorse the concept of a new manufacturing facility that PATH is initiating through a public/private effort. The location of this facility, in proximity to the PATH System, should result in greater reliability in rail service, because of the quick accessibility to the manufacturing facility and its inventory.
3. PATH System's capacity improvements should not be considered as an alternative to a proposed ferry service. The PATH System capacity requirements are undeniable and with the development of New Jersey waterfront, there will be a necessity for additional capacity. Unless there are transportation management improvements; such as increased frequency of service or longer express trains, there will be a need for expanding platform lengths at PATH stations. It would appear that PATH must take immediate steps to accommodate longer trains by extending station platforms.

We eagerly await an assessment of the viability of a ferry service from both a capital and operating viewpoint. Hopefully, the proposed ferry service will prove feasible and provide added redundancy to the New York New Jersey Trans-Hudson crossings.

Finally, we would hope that PATH Management could provide, in the near future, definitive schedules for the major capital budgets that have to be undertaken over the next few years.

Thank you for this opportunity to present our views and I commend the Senate Transportation Committee for their attention to PATH's operations which are so critical to the vitality of the New York/New Jersey metropolitan area.

* * * * *

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