

World Trade Center Quarterly Report
4th Quarter 2008

www.wtcprogress.com

THE PORT AUTHORITY OF NY & NJ

January 13, 2009

The Honorable David A. Paterson
Governor of the State of New York
State Capitol
Albany, New York 12224

Dear Governor Paterson:

As we committed in October 2008, I am pleased to provide you with the first of The Port Authority of New York and New Jersey's World Trade Center quarterly reports – a new initiative to give the public a tangible way to track the agency's progress and hold us accountable. These regular installments will be published on our new WTC website – www.wtcprogress.com – at the end of every Quarter and contain a complete accounting of the interim milestones that the Port Authority established in October, as well as an overview of the other work going on at the site so the public has a full understanding of what we are doing to advance the rebuilding effort.

The 4th Quarter of 2008 saw important progress. It began with the culmination of the World Trade Center assessment process you called for (“[World Trade Center Report: A Roadmap Forward](#),”) and it ended with the completion of a string of key milestones that are critical to the rebuilding's success. Those milestones are detailed below.

As the Port Authority looks ahead to the next Quarter and a new year, we will continue to be confronted with the challenges of rebuilding on such a complex and crowded site, as well as the deteriorating economic climate. In addition, while we hit eight of our milestones, we did not hit all nine. That is something that we will address going forward. We have already begun a review of why this milestone was missed and will report back to you on what went wrong and how we can resolve this challenge going forward.

I look forward to updating you next Quarter on our progress as well as our challenges as we work every single day to rebuild the World Trade Center.

Sincerely,

Chris Ward
Executive Director
Port Authority of New York & New Jersey

Cc: Governor Jon Corzine
Anthony R. Coscia, Chairman, Port Authority of NY & NJ
Henry R. Silverman, Vice-Chairman, Port Authority of NY & NJ
Port Authority Board of Commissioners
Mayor Michael Bloomberg

Assembly Speaker Sheldon Silver
Senate Majority Leader Malcolm Smith
Assembly Minority Leader James Tedisco
Senate Minority Leader Dean Skelos
Council Speaker Christine Quinn
Council Member Alan Gerson
Manhattan Borough President Scott Stringer
Senator Charles Schumer
Senator Hillary Clinton
Congressman Jerrold Nadler

QUARTERLY UPDATE

The following sections detail the significant actions taken over the past quarter:

WTC Office of Program Logistics

Since the October Report, the Port Authority has established the WTC Office of Program Logistics, which is now the focal point for planning the coordinated movement of vehicles and pedestrians around the site. The construction activity at the WTC site will increase dramatically over the next five years. Thus, it is essential that there is a mechanism in place to communicate regularly and openly with the residents, businesses and public officials of Lower Manhattan, and work together to mitigate what will inevitably be necessary inconveniences due to the reality of how much is being built in such a small, congested area of the City.

Since its inception, the Office of Program Logistics has been providing regular updates to residents and businesses, and leads with community leaders regular “Walkshops” of the site to ensure the Port Authority remains responsive to community concerns. As part of this effort, the Office of Program Logistics has hired traffic expert Sam Schwartz and his firm to help find creative solutions to improve the movement of people and equipment around the site.

Community Improvements

This past quarter, the Port Authority has worked hard to improve the quality of life for residents and businesses located around the very active WTC construction site. Our efforts start with a basic premise: the construction on the site has to move forward, but at the same time we must listen to those most affected by the site’s construction and make the necessary improvements. Efforts this Quarter included:

- Improving the WTC Site Perimeter – Improvements include:
 - A new, clean, and informative fence wrapping around the site with designs depicting the current progress at the site and what the site will look like when it is rebuilt;
 - Better nighttime lighting throughout the site’s perimeter;
 - Widened and repaved sidewalks around adjacent streets to provide less congested pathways for residents, workers and visitors; and,
 - New temporary pedestrian protection along travel corridors to better separate people from moving vehicles.
- Conducting Regular Walkshops – Sam Schwartz and the staff of the Office of Program Logistics have begun conducting regular walkshops with community leaders to identify areas in need of improvement and provide a forum for discussion. Those walkshops have already led to the improvements discussed above.

- Cracking Down on Illegal Vendors – Unlicensed vendors hawking counterfeit handbags, paperweights and exploitative September 11th memorabilia have been a longstanding problem throughout the neighborhood. As part of the WTC community improvement effort, the Port Authority has improved signage to deter vendors from soliciting counterfeit goods around the site and has ordered the Port Authority Police Department to be more aggressive in its crackdown on these vendors.
- Enhanced Traffic Modeling Program – The Port Authority has conducted additional traffic counts at key locations along the perimeter of the WTC site to assist in planning for future changes in pedestrian movements. This information is being shared with other public agencies and adjacent property owners to determine appropriate traffic mitigation measures and sign placement for upcoming pedestrian changes in order to advance WTC construction.

Increased Transparency

In addition to its public assessment process that culminated in the October Report, the Port Authority has launched several new efforts in the past Quarter to increase public transparency around the rebuilding effort.

- New Website – The Port Authority has launched a new website – www.wtcprogress.com – to provide the public with new insight into the rebuilding effort. Since the website launched, the Port Authority has started free regular electronic updates and a new feature called “Ask the Port Authority,” which invites the public to ask the Port Authority questions about the rebuilding effort and receive responses shortly thereafter. Thus far, hundreds of people have signed up for these electronic updates and hundreds more have submitted questions to our resident construction experts and have received prompt responses.
- Public Milestones – For the first time, the Port Authority committed to clear interim milestones so the public can keep track of the agency’s progress and determine for themselves whether the Port Authority is meeting its commitments.
- Quarterly Reporting – For first time, the Port Authority has begun providing quarterly updates on key interim milestones for the rebuilding effort.

Milestones

A full description of the 4th Quarter 2008 milestones is provided below, along with a look ahead at the key milestones for the 1st Quarter 2009.

MILESTONES

4th Quarter 2008

WTC Transportation Hub

- Final Construction Documents to Phoenix – Complete.

Signed and sealed drawings for Package 20 Structure-to-Grade have been delivered to Phoenix Constructors. These construction documents consist of over 3,700 drawing sheets which will allow the contractor to continue the procurement and construction for the Transportation Hub in both the East and West Bathtub areas. This package includes: the northeast portion of the Memorial Plaza; construction of the updated and improved PATH mezzanine and platforms; structures up to grade in the east and west bathtub areas; mechanical/electrical/plumbing for the structure.

- Begin Procurement of Structural Steel – Complete.

The procurement for the Transportation Hub's steel began in November 2008 and is well underway. Pre-qualification packages have been received, a short list of qualified contractor teams has been developed, and a Request for Proposals was issued in December. This package represents over 22,000 tons of steel, which will support construction of the roof of the PATH Hall, support of the 1-line at the underpass, and the Oculus structure to grade (excluding the Oculus steel itself).

- Start South Mezzanine Steel – Complete.

This represents the Package 6C steel, south of the existing station over the PATH tracks. The completion of this steel placement allows for completion of the Memorial Plaza over the PATH tracks in the south east corner of the West Bathtub area.

- Turnover of Tower 2/3/4 Sites – Incomplete.

As previously announced, on December 11, 2008, the "WTC Master Development Agreement – Arbitration Panel" ruled that work must continue on World Trade Center sites 2 and 4 in order to complete the Port Authority's site turnover obligations. In anticipation of this ruling, the Port Authority and Silverstein Properties had already begun working cooperatively to resolve the outstanding issues that remain. The Port Authority also informed Silverstein Properties that it would not meet its December 31, 2008 deadline for the final site turnover obligations, which include tracts of land for Towers 2 and 3 that abut the Number 1 subway box and temporary World Trade Center PATH Station. Both organizations are working jointly to resolve the issues that caused this last deadline to be missed. In addition, we have already begun a review of why this

milestone was missed and will report back to you on what went wrong and how we can resolve this challenge going forward.

National September 11 Memorial & Museum

- Sector 2 Steel Complete – Complete.

“Sector 2” steel (over 1,100 pieces of steel totaling over 1,600 tons) forms the outline of the Memorial’s North Pool and a portion of the Memorial’s Museum. During the placement of this steel, the Survivor Staircase was moved into its final position within the Memorial Museum structure. Additionally, work commenced on the removal of the temporary ramp into the West Bathtub to facilitate the complete placement of the Memorial steel.

- Pavilion Structural Design Complete (by NS11MM) – Complete.

The Pavilion’s structural design is complete and 100% Structural Design Drawings were received and are presently under review. These drawings are expected to be released for procurement during the 1st Quarter of 2009 and will allow for the procurement of steel for the Pavilion structure.

One World Trade Center, The Freedom Tower

- Foundations Complete – Complete.

The construction of the foundation for One World Trade Center (1WTC), The Freedom Tower was a significant engineering and construction feat and represented one of the most challenging portions of construction of the tower itself because it was constructed adjacent to and around an operating railroad system: PATH. The tower’s foundations had to be built among a maze of track, switches and third rail while maintaining PATH service for commuters. The excavation for the footings was done both with hoe rams and controlled blasting sometimes to a depth of more than 30 feet to reach load bearing rock, while all the time making sure the excavation never undermined the adjacent track bed. Once the excavation was complete, rebar cages had to be built and installed and then concrete poured.

The concrete used in the construction of the tower’s foundations – over 15,000 cubic yards (the equivalent of 60 miles of NYC sidewalk) – is the strongest ever used in a New York City commercial office building. This foundation is now ready to support the continued construction of this massive structure.

- Complete South Core Shear Walls to Grade – Complete.

The South Core Shear Walls currently are over 30 feet *above* grade. These walls form the elevator and stairway core on the south side of the tower. The two main

cranes, which are used for the construction of the tower, are supported by the north and south tower cores, which means the cranes literally are positioned in the middle of the building as it rises to its final height. As the walls of the tower rise, these cranes will “jump” higher in order to continue construction. In fact, the tower crane located within the South Core was successfully “jumped” on December 13, 2008. During this process, the crane was jacked up a total of 60 feet utilizing an “internal climbing system” so it could continue building the tower higher. The base of the crane was raised using a series of hydraulic lifts to its new position within the building’s structure and then locked into place so it can build the new floors. By utilizing this process, the overall height of the crane tower will not change during the construction of the tower. Instead, it will rise as the building rises. This is different from the typical tower crane, which is positioned on the side of the tower (as opposed to inside the core of the tower), where the entire cab and boom is lifted up and a new tower section is inserted and bolted in to increase the crane’s height.

WTC Vehicular Security Center and Tour Bus Parking Facility (VSC)

- South Bathtub Slurry Wall Contractor Mobilization – Complete.

The contractor mobilized in October 2008. Currently, test pit and soil boring operations are ongoing. The VSC is a three level below-grade structure that will occupy the two-block area south of the original WTC site. As the first step leading to the facility’s construction, a contract was awarded in 2008 to build foundation (slurry) walls around the perimeter of the site from ground level down to bedrock. Also included in this contract is removal of soil and a lesser amount of rock down to the third underground level. This will create an open basement space in which the vehicle ramp structure will be built.

Looking Ahead – 1st Quarter 2009

WTC Transportation Hub

- Steel Fabrication Package Award – This represents the steel for the PATH Hall roof, 1-Line support at the Underpass, and Oculus area to grade. This is expected to be awarded toward the end of the first quarter.
- Complete South Mezzanine Steel – This represents the completion of erection of the steel south of the existing station over the PATH tracks.
- Complete Pavilion / Spot Network Footings – These footings will support the Pavilion and remaining steel structure for the Memorial Plaza over the PATH tracks.

National September 11 Memorial & Museum

- Temporary Ramp Removed – This is the large ramp that stretches down from the South Wall of the West bathtub to the floor of the West bathtub. The removal commenced in mid-December and is scheduled to be completed in January.
- Start Sector 3 Steel – With Sector 2 steel complete, work must begin on completing Sector 3 steel (765 pieces of steel totaling 1,150 tons). This steel will form the outline of the south western portion of the South Fountain.
- Begin Pavilion Cladding Design Complete (by NS11MM) – This design is for the metal and glass skin that will cover the Memorial Pavilion.

WTC Vehicular Security Center and Tour Bus Parking Facility

- Start West Street Slurry Wall – This is the first section of foundation (slurry) wall around the perimeter of the VSC site. This portion of the slurry wall will provide a foundation for the redirected Liberty Street Pedestrian Bridge. This bridge crosses West Street and connects to the present Liberty Street walkway now crossing the southern site. The bridge work will be performed by NYSDOT as part of its Route 9A project.

One World Trade Center, The Freedom Tower

- Begin Fulton Street Deck – This represents the composite metal and concrete deck that will serve as the roof of the East-West connector and will support the section of Fulton Street that crosses the site – one of two major new streets vehicle and pedestrian streets that will be built on the 16-acre site (Greenwich Street being the other street). It will also be a major access and logistics area for 1WTC, The Freedom Tower and WTC Transportation Hub during construction.

Greenwich Street

- Top-Down Underpinning Design Complete – This design supports the 1 Line North and South of the PATH Underpass. It incorporates the existing temporary minipiles into a concrete shear wall and slab system that is being constructed from the “top-down.”

World Trade Center – Current Projects



Start South Mezzanine Steel

PATH / Hub – South Mezzanine Steel



THE PORT AUTHORITY OF NY & NJ

Sector 2 Steel Memorial and Memorial Museum



THE PORT AUTHORITY OF NY & NJ



Pavilion Structural Design Complete

Memorial Museum Pavilion

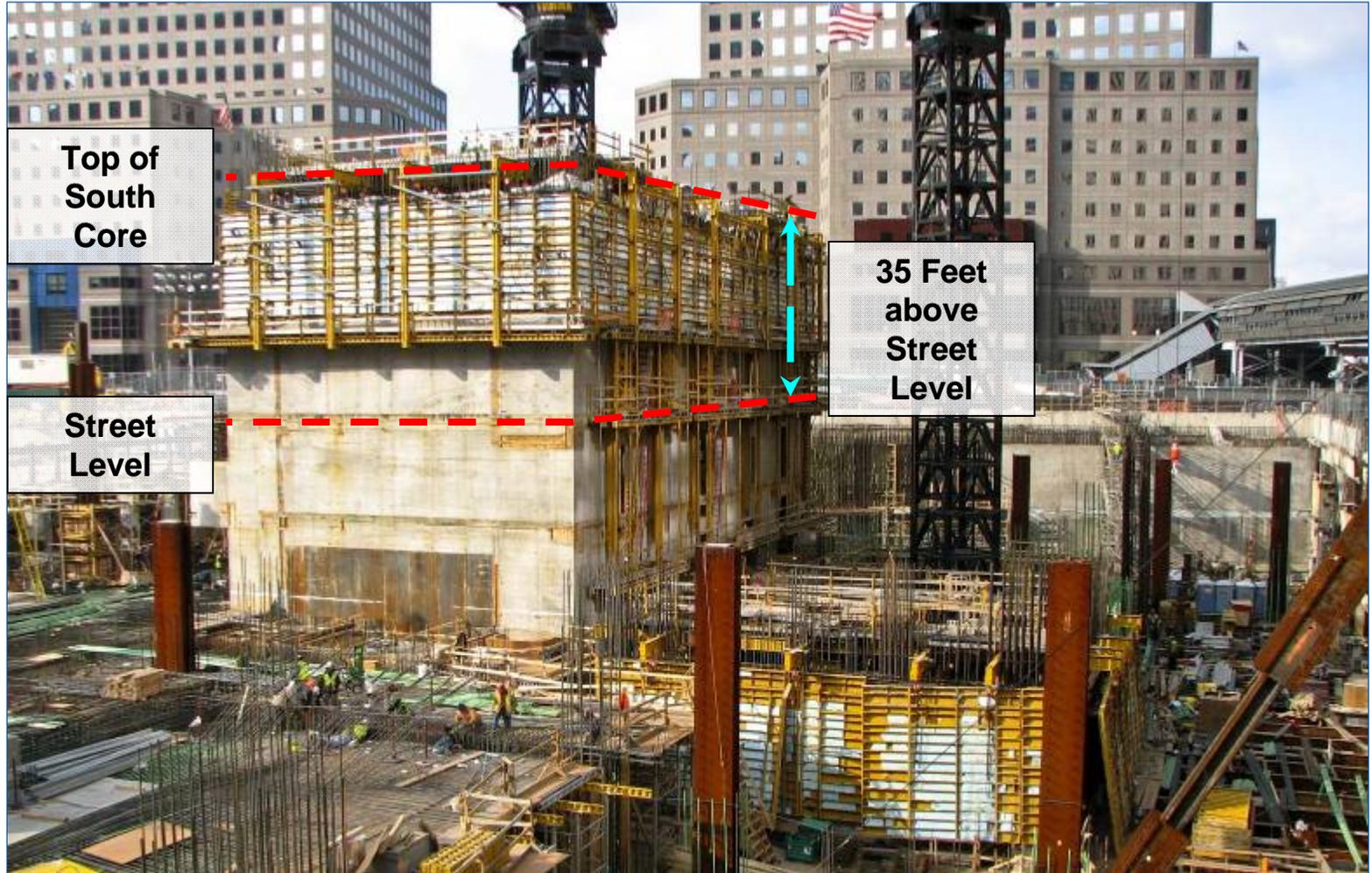


Contractor Mobilization Vehicular Security Center & Tour Bus Parking Facility



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South Core Shear Walls to Grade / Foundations Complete One World Trade Center, Freedom Tower



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