

THE PORT AUTHORITY OF NY & NJ

Public Notice of Application for Authority to Impose and Use Passenger Facility Charges (PFCs) at EWR, LGA, JFK and SWF and Amendment to Approved PFC Applications at EWR, LGA, and JFK

The Port Authority of New York and New Jersey (Port Authority) hereby provides notice of its intent to submit an application to the Federal Aviation Administration (FAA) to impose and use PFCs. This notice provides details on the four projects for which the Port Authority intends to seek impose and use authority. In addition, the Port Authority is seeking to amend PFC Applications 05-05-C-08-EWR, 05-05-C-08-LGA, and 05-05-C-08-JFK (collectively, the 05-05-C-08-*** applications) to reflect updated project cost estimates for one project.

The total estimated PFC revenue for the application is \$266,900,000. The estimated charge effective date for this application is December 1, 2016.

The total amount of the requested amendment to the 05-05-C-08-*** applications is \$10,000,000.

The estimated new charge expiration dates after approval of the application and amendment are as follows:

Airport	Estimated Expiration Date
JFK	January 1, 2018
EWR	December 1, 2017
LGA	December 1, 2017
SWF	January 1, 2023

Project Descriptions – New PFC Application

1. JFK Runway 4L-22R Improvement Project

Proposed PFC Level: \$4.50

Requested Impose & Use Authority: \$100,000,000

This JFK Runway 4L-22R Improvement Project includes the planning, design, and construction of runway pavement widening, threshold displacement, additional runway pavement, new taxiways, patrol road relocation and navigational aids relocation. The project is part of a larger overall program of improvements performed by the Port Authority on this runway. The

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runway pavement widening and airfield improvements are the subject of this application. The project elements associated with the Runway 4L-22R Improvement Project include:

- Runway 4L-22R Pavement Widening: This element of the project widened the runway pavement from 150 to 200 feet to comply with FAA Design standards contained in FAA AC 150/5300-13 for Aircraft Design Group (ADG) VI.
- Runway Safety Area (RSA): The Port Authority enhanced safety on the runway by providing a full RSA. The RSA enhancement was accomplished by displacing the threshold on R/W 4L, extending the runway pavement on the north end of the runway and applying declared distances. As a result, all declared distances (TORA, TODA, ASDA, LDA) for 4L decreased 182 feet (from 11,351 to 11,169), for Runway 22R all declared distances except for LDA, decreased 132 feet (from 11,351 to 11,219). The 22R LDA increased 2,456 feet to 11,111 feet. The R/W 22R threshold remains unchanged.
- Taxiway Improvements: Taxiway improvements were completed in order to match the taxiway fillets and grading with the widened runway pavement. In addition, a new high-speed taxiway was constructed to reduce runway occupancy time. The taxiway improvements include TW KC extension, construction of high speed TW GG, rehabilitation of TW K and the realignment of TW E, north and south of 13L/31R.
- New Blast Pad, Relocation of Localizer, Grading, and Fencing of Airfield: This includes the relocation of the RW 4L localizer, which was previously off-set, to make it coincide with the runway centerline. Grading was necessary to facilitate construction of the new blast pad and to accommodate the relocated localizer antenna. A new security fence was installed in the area beyond the blast pad and that area is now considered part of the airfield.

This project is critical to increase operational efficiency, enhance safety, and meet the needs of aircraft currently operating and projected to operate at JFK.

2. LGA East End Substation

Proposed PFC Level: \$4.50

Requested Impose & Use Authority: \$106,900,000

The LGA East End Substation (EES) project provides for the design, site preparation, construction and commissioning of a new 24 (Mega Volt Amp) MVA East End Substation (Substation) to replace the existing Central Electric Substation (CES) at LGA. This 6-feeder, closed tie configuration Substation will supply power to serve numerous core facilities at the Airport including the East Field Lighting Vault, West Field Lighting Vault, two Pump Houses,

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the ARFF facilities, control tower, the existing CTB and a majority of the redeveloped Terminal B, and the existing Terminals C & D.

The 3-story building will be located in the former Parking Lot 4 in front of Terminal C, and will be approximately 36,000 sq. ft. The ground floor of the LGA EES structure will support utilities vaults and other non-critical items. The first and second above-grade floors house major critical 27KV, 5KV and other electrical equipment. The first floor primarily houses the 27KV/5KV Transformers and 5kV Switchgears, and the second floor houses the 27kV Switchgears, UPS and Electronics Rooms, Capacitor Bank and 5kV House Power. The 27KV/5KV transformers are located on an exterior platform off of the first floor.

In addition to the construction of the Substation structure, the project includes new ductbank infrastructure that was installed by the Port Authority under the Grand Central Parkway via a coordinated effort with NYSDOT's 94th Street interchange improvements project, including six new duct banks that accommodate six 27-kV feeders from Con Ed to the south side of the Substation. The project also includes site foundation and utility work was performed (including installation of piles, pile caps, grade beams and underground utilities), the installation of all systems and equipment, connections to site utilities, connections to the Con Ed point of entry, and the demolition of a portion of Parking Lot 4 (comprising 265 parking spaces) and one of the two exit toll plazas in Parking Lot 4 to accommodate the construction of the new Substation.

The construction of the new East End Station is critical to reliably serving the load requirements of the current and future airport, including systems that are crucial to ensuring safety and security at LGA such as the airfield lighting systems to support low-visibility aircraft operations, ARFF facilities, and terminal life safety and passenger/baggage screening systems.

3. AirTrain Newark Replacement – Phase I Planning

Proposed PFC Level: \$3.00

Requested Impose & Use Authority: \$40,000,000

AirTrain Newark was originally built in the mid-1990s with an extension added in 2001. It is coming to the end of its useful life. The AirTrain Newark – Phase I Planning project is supporting the alternative analysis, conceptual layouts, environmental review, cost estimates, scheduling, financing needs and funding alternatives for the replacement of AirTrain, including coordination with other short-term and long-term development at EWR, including the replacement of Terminal A.

AirTrain Newark serves as the primary means for passengers to transfer between the EWR terminals and on-airport short-term parking lots and rental car facilities, and as a vital ground access point for passengers at the Northeast Corridor (NEC) Rail Link Station. Currently, AirTrain Newark experiences crowding issues, because demand exceeds capacity during peak

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periods and weather-induced delays. Although substantial investment has been made to maintain current operations, such investment has not extended the average 25-year design life of the system, nor has it expanded capacity.

The Phase I Planning effort is focused on identifying methods of replacing the system, which is beyond its design life, with a modern people mover system that can accommodate forecasted system ridership based on current passenger projections with a high level of reliability.

Specific elements of the Phase I Planning project include:

- Development of an alternatives analysis for the AirTrain Replacement and selection of preferred alignment;
- Development of program cost estimates and schedule;
- Developing phasing and staging plans for the construction of the program and cutover from the existing system;
- AirTrain Concept Design and Performance Specification and development of a procurement package for the final design and implementation;
- Completion of required NEPA and other environmental analyses;
- Assessment of permitting required and initiation of permitting;
- Analysis of existing ridership and projections of future ridership and
- Project and Program management of the AirTrain Replacement, including status reports, agency system updates on schedules and budgets, development of briefings and presentation and any necessary authorization documents.

The AirTrain Newark system is beyond its design life, and does not have adequate capacity to accommodate passenger demand during peak periods and weather-induced delays. As the primary means of transportation for passengers between the EWR terminals, to the on-airport short-term parking lots and rental car facilities, and as a vital ground access point to the Northeast Corridor (NEC) Rail Link Station, replacement of the system is necessary to maintain existing levels of airport capacity and connectivity, and to enhance capacity to accommodate forecast passenger growth.

4. EWR Terminal A Redevelopment – Phase III Planning

Proposed PFC Level: \$3.00

Requested Impose & Use Authority or *Impose Only Authority*: \$20,000,000

The purpose of the Terminal A Redevelopment – Phase III Planning project is to finalize the planning concepts that were defined in the Phase I and Phase II Planning Programs and to develop a design package that will lead to a Request for Proposal to Construct a new Terminal A and associated projects.

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The Port Authority has previously sought and received PFC approval for planning efforts for Phases I and II of the Redevelopment Program, which included, among other things, conceptual design and refinement of a terminal master site plan, environmental assessments and permitting, negotiations with airlines on business model alternatives, airfield and airspace planning and analysis, identification and review of business and financial options for terminal construction, preliminary contract package definition for airside, landside and infrastructure/utility improvements, integrated scheduling and cost estimating, incorporation of newly mandated Federal Emergency Management Agency maps following Hurricane Sandy, revisions to the Environmental Assessment and cost estimates necessitated by changes to the Redevelopment Program concepts, and incorporation of resiliency requirements.

This previous Redevelopment Program planning work resulted in a recommendation to develop a new Terminal A on an adjacent site at EWR, along with associated roadways, parking structures and utility systems.

The Phase III work for the Redevelopment Program includes additional program management, engineering and design services that are required to support the refinement of certain airside and landside elements necessary to complete planning for the Redevelopment Program.

The Phase III Planning project will include the following tasks:

- Finalize Terminal Concept Design and Performance Specification and develop a procurement package for the final design and implementation;
- Advance the design of the two multi-span bridge structures (N58 and N59) and associated civil, electrical and environmental elements that are being completed as Early Action items of the Redevelopment program;
- Finalize the Environmental Assessment;
- Advance designs for the landside and airside components of the program and develop procurement documents;
- Project and Program Management of all elements of the project;
- Updating of project cost estimates and schedules; and
- Develop detailed phasing and staging plans for the construction of the program.

By enabling the Terminal A Redevelopment program, the project will result in the construction of a modern terminal facility that will be designed to accommodate the projected passenger demand and the associated space requirements associated with their processing (i.e. ticketing, baggage & security). The project will alleviate the significant passenger congestion throughout the current terminal complex generated due to the additional security staff and passenger screening equipment that the terminal was not originally designed to accommodate. It will also provide the gate and terminal facilities necessary to accommodate new entrant carriers or incumbent carriers with limited activity at EWR, thereby stimulating airline competition.

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As an Impose Only project, the Port Authority has identified the following potential projects at EWR that may be advanced as Alternative PFC projects should this project not be approved for future use authority:

Project Code	Project Description	Est. Cost (\$'000s)
CA04-583	Infrastructure Renewal - Fuel Distribution - Phase 1	135,585
CA04-529	Rehabilitation of Central Terminal Area Bridges	9,736
CA04-524	Rehabilitation of Taxiway Z (From Runway Edge to "UA")	2,258
CA04-561	Rehabilitation of Taxiway Z (From "P" to Runway 29 End)	3,503

Project Descriptions – 05-05-C-08-* Applications to be Amended** **EWR North Area Roadway Improvements**

PFC Level: \$3.00

Existing Impose & Use Authority Amount: \$11,000,000

Requested Increase in Impose & Use Authority: \$10,000,000

This North Area Roadway Improvements Project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of auto and cargo truck traffic. This road is located on the Airport and will be used by current air cargo carriers, passenger airline cargo operations, and Airport patrons utilizing the adjacent long-term parking lot, known as Economy Lot P6.

Project components consist of the relocation of existing parking lot entrance and exit toll plazas, increasing the radii of existing roadway curves, providing direct airport access from airline facilities and significantly reducing the travel distance for cargo trucks traveling to the north side of the airport from Port Newark. In total, the project will modify approximately 3,600 linear feet of roadway.

During construction of the work associated with Economy Lot P6, numerous unforeseen utility conflicts were discovered, including natural gas lines and storm drains that were at different elevations than initially anticipated. These conflicts needed to be addressed to complete the project element; this required additional labor and materials above what was initially estimated for the project element in order to relocate the utilities. As work is commencing on the adjacent Port Street project elements, Port Authority staff has revised the estimates for those elements appropriately, based on its experience with the Economy Lot P6 work, to incorporate the additional anticipated utility-related work.

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Interested parties may provide written comments to the Port Authority no later than **July 15, 2016**.

For purposes of official correspondence, please send all comments or questions to:

Ms. Patty Clark
Senior Advisor for Aviation Policy
4 World Trade Center, 18th Floor
150 Greenwich Street
New York, NY 10007
passengerfacilitycharge@panynj.gov