



WTC Arbitration Panel reached a decision in the latest arbitration that Silverstein Properties initiated against The Port Authority. For further details, please visit [www.panynj.gov](http://www.panynj.gov).

## PATH: Running an Active Transportation System in a Major Construction Zone



PATH Train travels through WTC site.

The WTC site is a constant construction zone. The PATH system (which stands for Port Authority Trans-Hudson) is a 24/7 operation, linking Manhattan with locations as far as Northern New Jersey. At Manhattan's temporary World Trade Center stop, commuter traffic during the morning and evening rush hours is some of the most intense in New York City, and terminals at 33rd Street and in New Jersey – including Newark, Hoboken and Jersey City – likewise see a huge volume of commuters daily. Making sure that both PATH and WTC construction are concurrently running, with minimal inconvenience to the commuters, is the challenge that The Port Authority is currently tackling.

"Our goal is to improve transportation service efficiency and effectiveness while also improving customer service," says Michael DePallo, Director of PATH.



Ridership on the PATH had been rising through the 90's, but September 11 changed everything. The WTC and Exchange Place stations were knocked out of service, and tunnels were flooded. To reach Downtown Manhattan, commuters had to travel on PATH's uptown line and then transfer to NYC subway. This caused severe overcrowding on PATH stations along Sixth Avenue. Downtown businesses relocated to New Jersey and Midtown, which helped to relieve the overcrowding but also resulted in a major drop in ridership. Since 9/11, the WTC station has reopened and businesses have returned to Downtown Manhattan. The PATH ridership is once again dramatically on the rise; in fact, it has already returned to pre-9/11 levels.



To prepare for the inevitable surge in ridership demand, The Port Authority is replacing its entire PATH rail car fleet and signal system. Designed for compatibility with the new automatic train control system, which will utilize superior communication-based train control technology, the new fleet will enable trains to run closer together, thus accommodating increased ridership. A new control center is also being constructed in Jersey City's Waldo section; the 22,000 sq. ft. building is almost completed, and the computer systems are already being installed.

The temporary WTC station is now undergoing construction to convert the station into a new PATH WTC Transportation Hub. The conversion process requires that trains, platforms and staircases be repositioned as construction progresses. The Port Authority keeps commuters informed via signage and specially assigned personnel.



"We are public servants, first and foremost," says DePallo. "We will continue to work diligently to maintain a safe, secure and reliable transportation system that is responsive to the customers we serve."

From top: Construction of Platform B; Platform B footing pour; Commuters walk across PATH Hub station.

## Did You Know?

- The PATH system extends for 13.8 miles.
- The first trains ran on what is now known as PATH in 1908; the following year, trains started running between Manhattan and Jersey City.
- PATH was originally known as the Hudson and Manhattan Railroad; the company of the same name handed the system over to The Port Authority in 1962, at which point the system got its current name.
- After 9/11, The Port Authority reopened the Exchange Place station in June of 2003; the opening of the temporary WTC station followed in December of the same year – incredible, given the damage that the system and stations sustained.
- Prior to 9/11, average weekday ridership was 257,000 passenger trips per day. In 2003, it dropped to as low as 140,000; by 2008, PATH passenger ridership was back to pre-9/11 totals.



PATH Trains: A century ago (top) and today (bottom).

## PATH Construction Progress at a Glance



**Greenwich Street Corridor:** Soil and concrete removals, as well as rock excavation, are under way. PATH underpass slab demolition beneath the # 1 subway line is 100% complete, as is one third of structural slabs.

**PATH:** Rock excavation, demolition work, welding and steel erection continue on schedule.

**East Side Basement Demolition:** Excavation, demolition and load-out of remaining soil and concrete structures are largely complete.

**East/West Connector:** Waterproofing, placement of protection slab concrete, and setting of the west retaining wall and east rebar are progressing as scheduled.



The East-West Connector arches (top); the Connector balcony, which will contain retail (bottom).

## In the Spotlight:

**Michael DePallo**  
Director &  
General Manager,  
PATH



**Q: How did The Port Authority get the PATH system through 9/11 and its aftermath?**

A: Once the planes hit the towers, we went into emergency mode. Everyone was evacuated from the WTC station. Later, water started to flood the PATH tunnels under the Hudson River between the WTC stop and the Exchange Place stop in New Jersey. We immediately began laying sandbags at the western end of the Exchange Place station to prevent water from advancing further into the system. We then instituted a pumping operation to extract water flowing from the tunnels into Exchange Place. It took 40 days to pump all the water out of the tunnels and Exchange Place. We spent the next two years gutting and replacing the infrastructure throughout the tunnels for the reopening of Exchange Place and temporary WTC stations. A major team effort between PATH, The Port Authority and its contractors was required to open the WTC station a month ahead of schedule and help bring back a significant degree of normalcy to Downtown Manhattan. That was then; now, we are looking to the future.

**Q: And what does the future hold?**

A: The Port Authority will soon have the newest fleet of rail cars in the country, and a state of the art automatic train control system to go along with it. Customer service is critical to what we do; as construction progresses, we look for ways to not only maintain our standards, but to keep the improvements coming. Take the recently installed Smart Card system: it allows for additional flexibility and ease of payment. The card can be automatically filled through our website, and only requires a tap to get through the turnstiles. It is very popular – over 50% of PATH commuters now use these cards, and that number is likely to increase.

**Q: What was your experience prior to The Port Authority?**

A: After earning my Master's in City Planning at University of Pennsylvania, I held managerial positions with such agencies as Southeastern Pennsylvania Transportation Authority in Philadelphia, Massachusetts Bay Transportation Authority in Boston and Oakland's Bay Area Rapid Transit District. In 1996, I became the Director and General Manager at PATH, here in New York and New Jersey.



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