

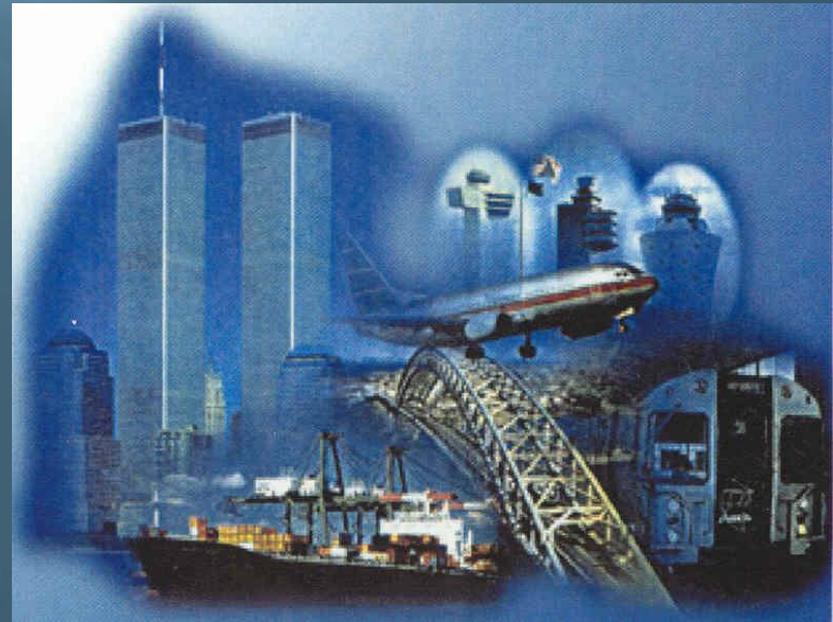
NEW YORK/NEW JERSEY COMMUTER RAIL RESILIENCY

By Michael P. DePallo
UCLA Arrowhead Symposium
October 20, 2014

The Port Authority of New York and New Jersey

Line Businesses:

- ▣ PATH
- ▣ Tunnels, Bridges, and Terminals
- ▣ Aviation
- ▣ Port Commerce
- ▣ World Trade Center

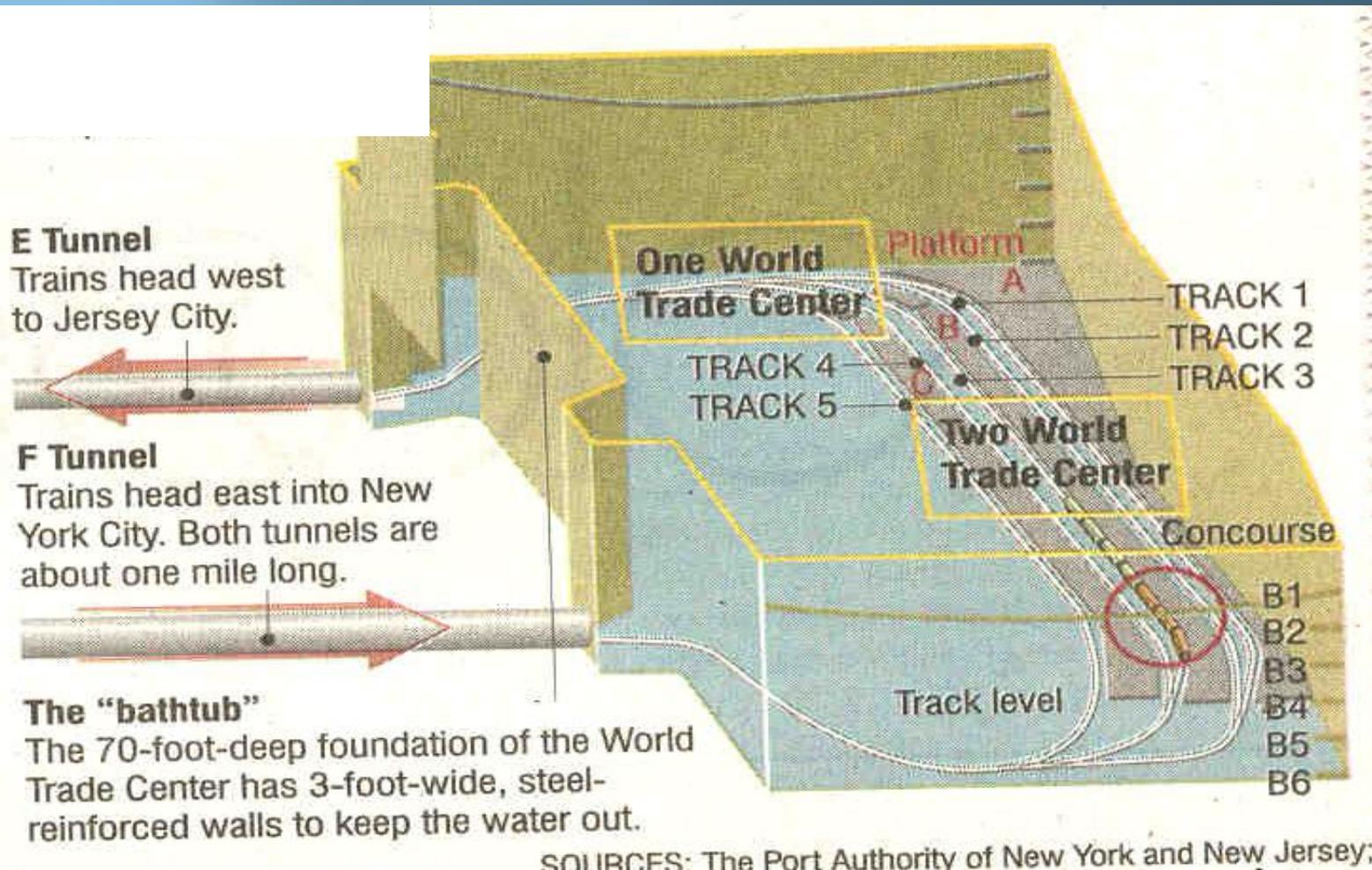


PATH Service Pre-September 11, 2001



- Rapid transit system
- 24 hrs/day - 7 days/week
- Thirteen stations (7-NJ, 6-NY)
- Four service routes
- 260,000 average daily weekday passenger trips
- 74 million passenger trips (2000)
- 340 rail cars
- 1,000+ train trips/weekday

PATH WTC Station





Communication and Command Structure



PATH Control Center



PATH Emergency Command Center

Impact to PATH WTC Station



Mezzanine Looking South

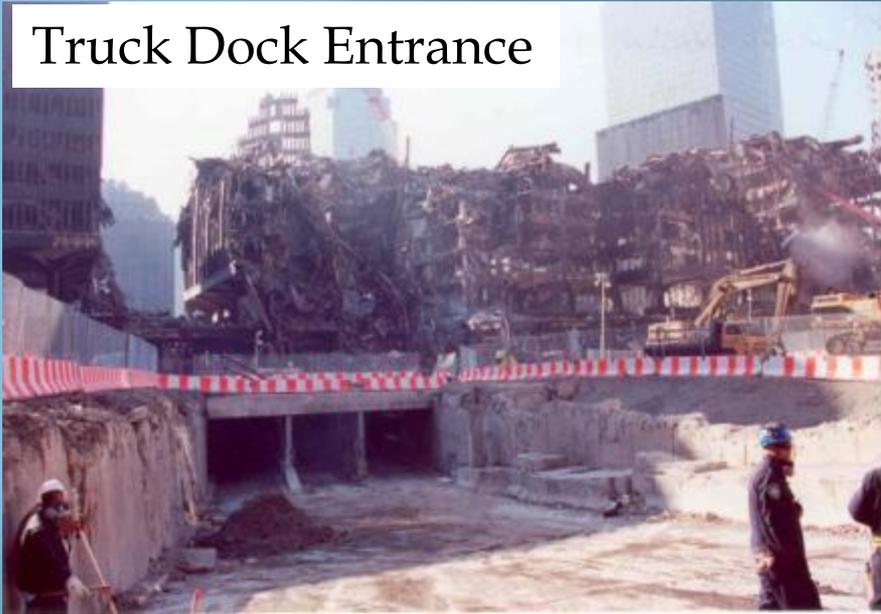


Platform Level



PATH WTC Station Impact

Truck Dock Entrance



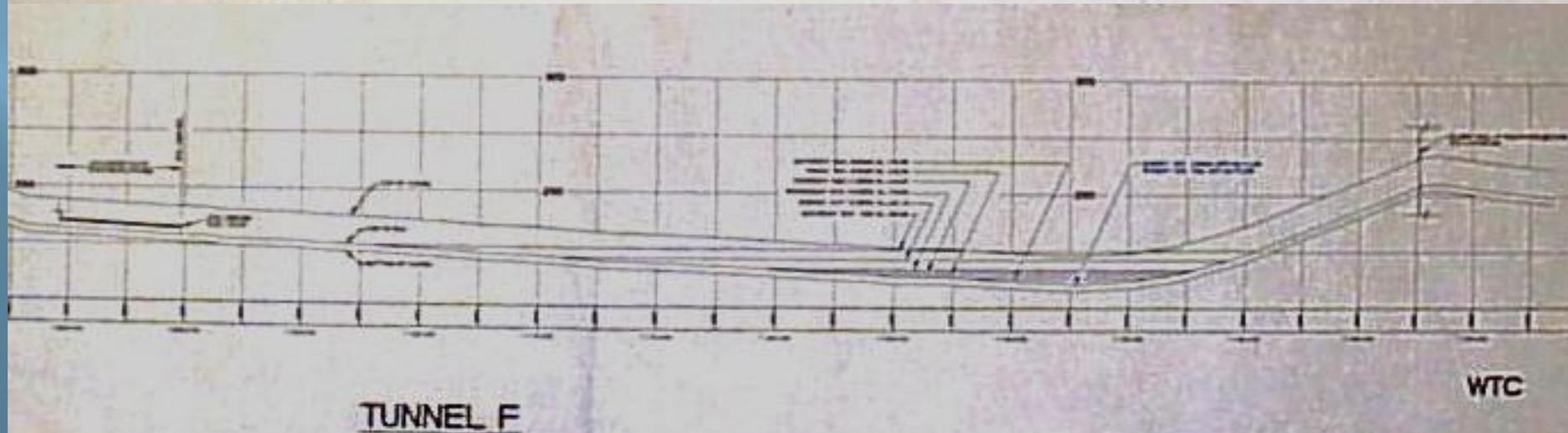
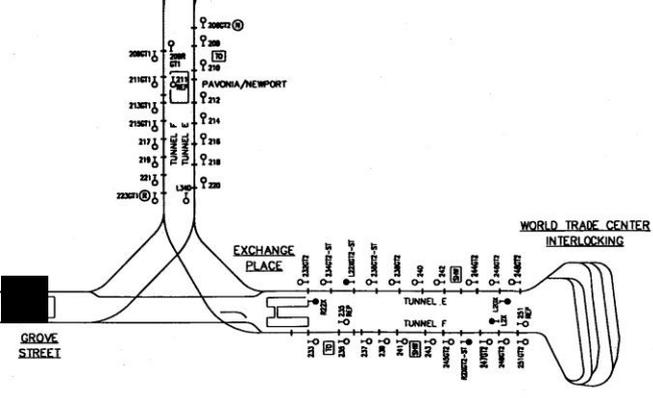
Commuter
Cafe



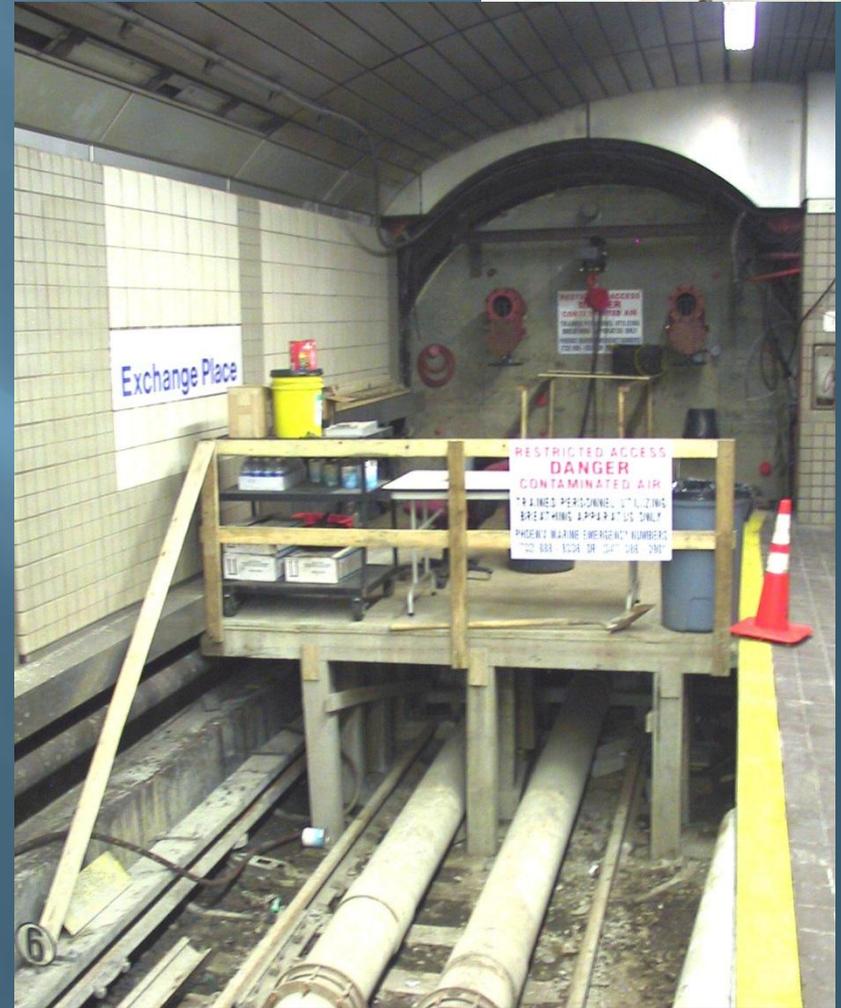
North
Mezzanine



Exchange Place Station Tunnel Impacts

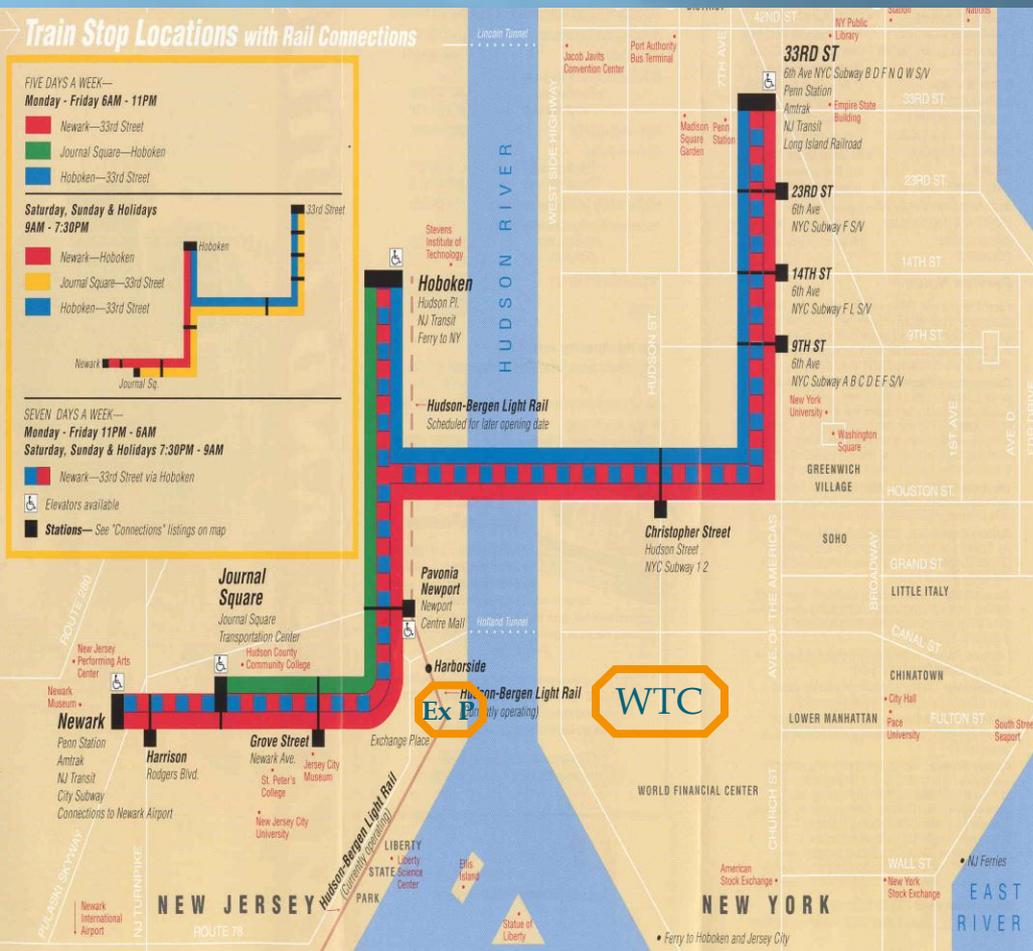


Exchange Place Station



Pump and Bulkhead Operation

PATH Service Post-September 11, 2001

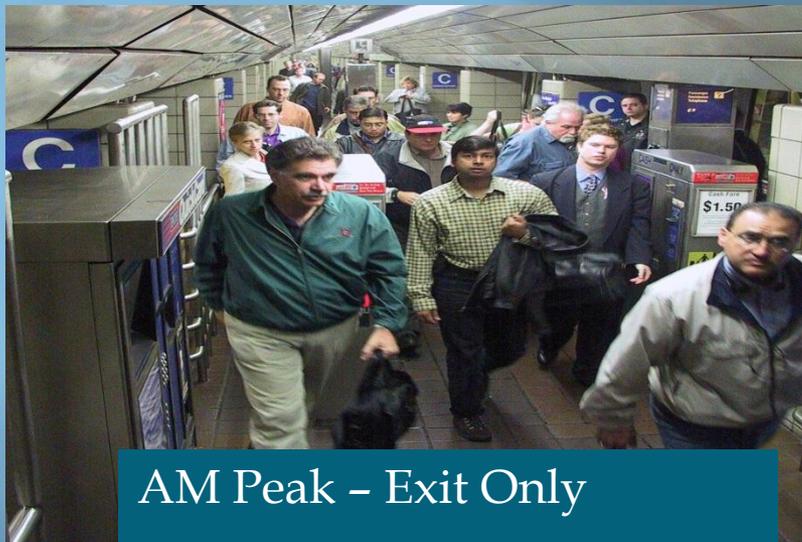


- 24 hrs/day - 7 days/week
- Eleven stations (6-NJ, 5-NY)
- Three service routes
- 180,000 average weekday passenger trips
- 52 million passenger trips 2002
- 333 railcars
- 800+ train trips/weekday
- Station overcrowding

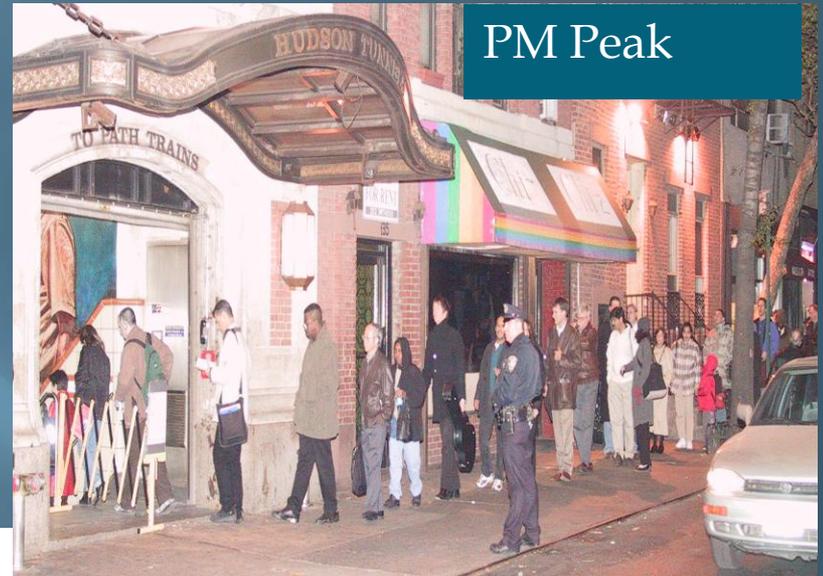


PATH Capital Recovery Plan Station Access Improvements

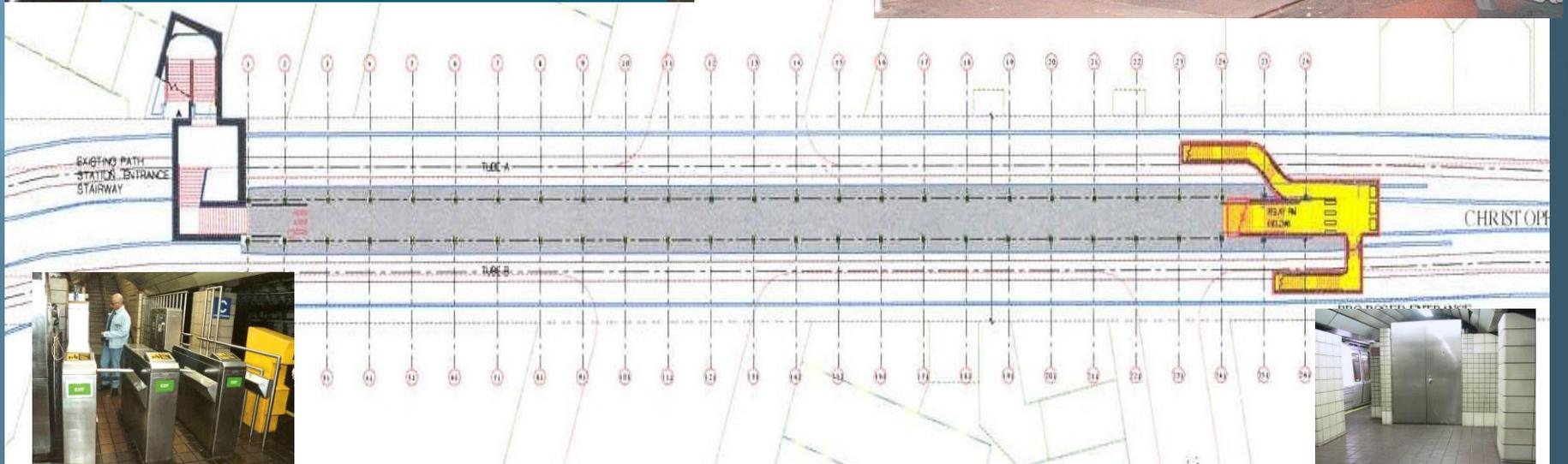
Christopher St. Station in NYC, NY



AM Peak - Exit Only



PM Peak





Immediate Security Response

- ✓ Increased private security guard coverage
- ✓ Redirected, increased CCTVs
- ✓ Removed all trash cans in stations/public areas
- ✓ Deployed National Guard to patrol key areas
- ✓ Closed JSTC Kiss 'n' Ride area to public vehicles
- ✓ National Guard vehicle searches at JSTC public parking facility



Immediate Security Response

- ✓ Eliminated private vehicle parking in the JSTC Bus Terminal
- ✓ Relocated mail room to concourse level
- ✓ Initiated distribution of lanyards to display employee IDs
- ✓ Developed and implemented a contractor ID program
- ✓ Upgraded gate locks to specialized locks
- ✓ Commenced installation of seat locks in train cars
- ✓ Personal protection equipment
- ✓ Police redeployment



Police Redeployment

- ✓ Additional 12x6 staffing post-September 11th
- ✓ Quality of life enforcement
- ✓ Spot train inspections
- ✓ Dedicated homeless team
- ✓ HAMMER Team
- ✓ PATH-specific facility training
- ✓ Community relations initiatives



Security Training

- ✓ Developed security awareness training curriculum for all employees and contractors
- ✓ Issued suspicious substance/package guidelines to staff
- ✓ Completed mail handling training for mailroom staff
- ✓ Initiated mail awareness training for all staff
- ✓ Developed localized emergency response drills focused on terrorism
- ✓ Initiated WMD planning with bi-state agencies
- ✓ Initiated customer service outreach on security

Observations / Recommendations

- ▣ Redundancy whenever, wherever possible
 - Communication, Facility, Modal options
- ▣ Know your partners personally
- ▣ Training is essential
 - Emergency Response drills, Infrastructure training for first responders, Dynamic emergency response plan
- ▣ Make security pro-active
- ▣ Technology trails our needs
- ▣ Transit is critical to the economy



Downtown Restoration Program Phase I



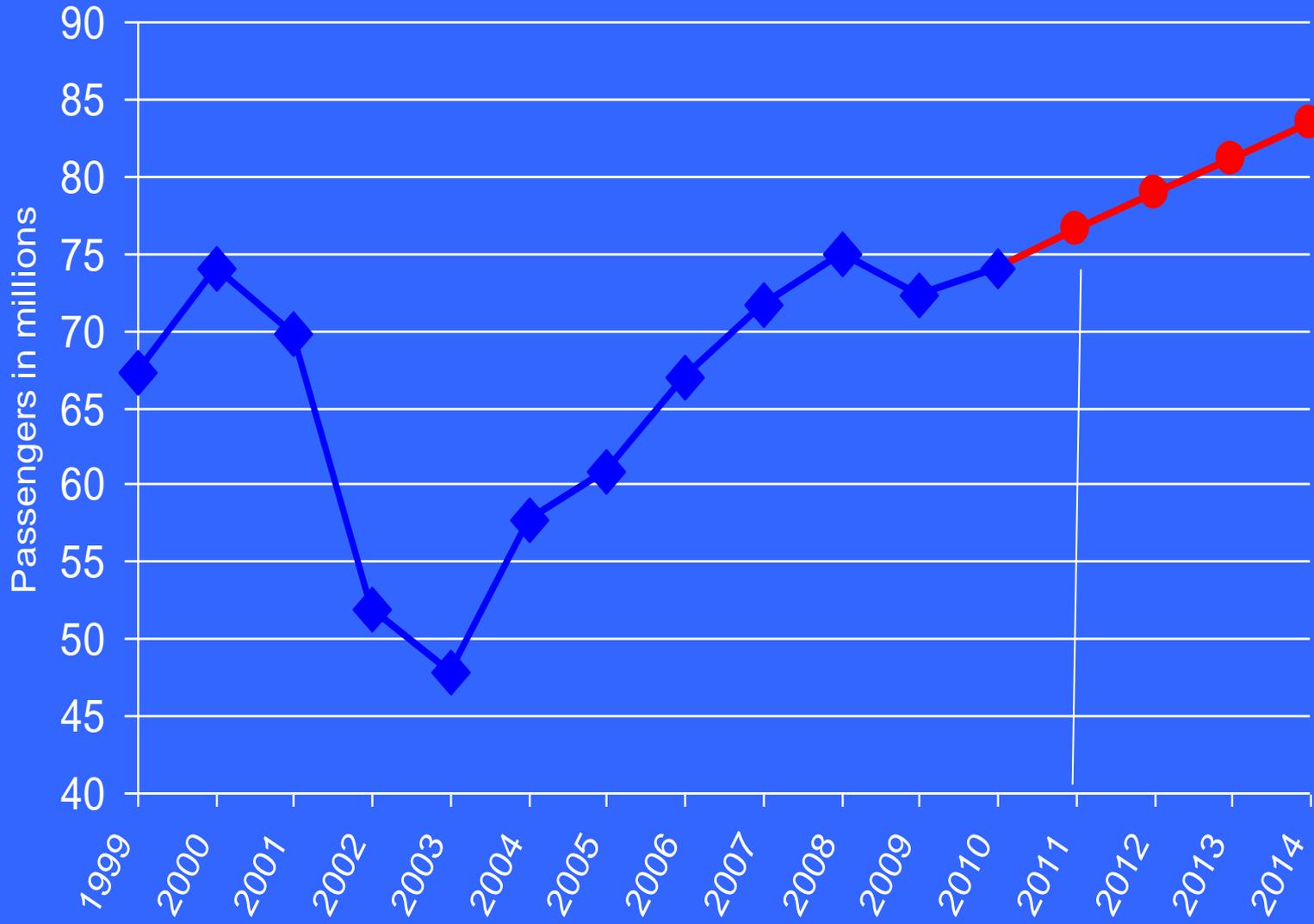
**Exchange Place Station
Jersey City, NJ**

**WTC Temporary Station
New York, NY**

Hudson River



PATH Ridership





Phase 2 Permanent Downtown Intermodal Terminal

An Intermodal
Downtown NYC
Transportation
Hub Including
Full Connections
to NYCT
Subways, WTC
Site,
WFC Complex,
and Ferry
Terminal



PATH DOWNTOWN INTERMODAL TERMINAL

Permanent Church Street Location

Street/Intermodal Connection Zone

Questions?

