Wednesday, September 16, 2015
9:00 a.m.

Board Room
One Port Center
Camden, NJ

John T. Hanson, Chief Executive Officer
DELaware River Port Authority
Board Meeting
Wednesday, September 16, 2015 at 9:00 a.m.
One Port Center, 11th Floor, Board Room

ORDER OF BUSINESS

1. Roll Call
3. Update on Implementation of New Strategic Planning Process
4. Report of the CFO

   Key Performance Indicators

5. Approval of August 19, 2015 Board Meeting Minutes
6. Monthly List of Previously Approved Payments – Covering Month of August 2015
7. Monthly List of Previously Approved Purchase Orders and Contracts of August 2015
8. Approval of Operations & Maintenance Committee Minutes of September 1, 2015
9. Adopt Resolutions Approved by Operations & Maintenance Committee of September 1, 2015

   DRPA-15-071 Amended Right of Entry Permit and Related Agreements with 4th Coast Productions

10. Approval of Finance Committee Minutes of August 12, 2015 and September 9, 2015
11. Adopt Resolutions Approved by Finance Committee of September 9, 2015

   DRPA-15-110 Implementation of Programming Change to TransCore Systems to Delay Processing of Certain E-ZPass Toll Transactions
   DRPA-15-111 Age 65 & Over Retiree Medicare Part D Prescription Benefit – 2016 (DRPA/PATCO)
   DRPA-15-112 Age 65 & Over Retiree Medicare Supplemental Benefits – 2016 (DRPA/PATCO)
12. Approval of Audit Committee Minutes of August 12, 2015 and September 9, 2015

13. Adopt Resolutions Approved by Audit Committee of August 12, 2015 and September 9, 2015

   DRPA-15-113 Inspector General Standard Operating Procedures

   DRPA-15-115 Approval of Citizens Advisory Committee Membership Nomination

14. Unfinished Business

   Reintroduction of

15. New Business

   DRPA-15-114 Consideration of Pending DRPA Contracts (Between $25,000 and $100,000)

16. Citizens Advisory Committee Report

17. Public Comment

18. Executive Session

19. Adjournment
CEO REPORT
September 16, 2015

To the Commissioners:

The following is a summary of recent DRPA activities. The appropriate reports are attached:

- A customer wrote in to praise staff, “I wanted to acknowledge and commend the cooperation of all during Friday’s concrete spill in Lanes 1&2 at the Ben Franklin Bridge. From the Police & Dispatchers, Ben Franklin & Walt Whitman Bridge C&M Workers and PATCO staff; this incident came at a very busy traffic time. All involved did a great job to minimize the effect on rush hour traffic. PATCO M&S Technician Vito Giunta made a big effort to help with the clean-up. He utilized his power-washing unit at exactly the right time to prevent the concrete from hardening up. Along with support from the other Ben Franklin & Walt Whitman Bridge workers, the concrete was cleaned up in a timely and safe manner.”

- A customer wrote, “KUDOS. I had never used PATCO before but my husband and I randomly decided to go to Philly with our 4 year old to walk around and get some ice cream. We thought it would be nice to take her on the train for the first time. The ticket machine I used was very easy and I was glad my daughter’s fare was free. When we were down in the tunnel we met an employee who was very nice and informative. When I tried to get off the train in Philly, I realized my ticket was wrong; I must have pressed the wrong stop to get off at. Customer Service Agent Pierra Gregory on the red phone was very nice and she took down our names and said she would open the gate then and when we returned. She was also very pleasant. Then when walking out and looking confused, another employee walked by and asked if we needed help with anything. We said no thank you but then said to each other...”
“WOW, everyone here is super nice and helpful. “What stuck out was that EVERYONE from the beginning to end was nice and helpful.”

- Dumpers left trash adjacent to DRPA property along Bigler Street in South Philadelphia. Joseph Kenney and his wife (age 82 and 78!) reached out for Walt Whitman Bridge help. Mrs. Kenney called **Customer Service Coordinator Babs Myers-Peterson** to report the problem. **Acting WWB Director Larry Walton’s crew** was quick to respond. Mrs. Kenney wanted to be sure “the bosses” knew of her appreciation for keeping the neighborhood clean and safe.

- A customer emailed the following to commend staff, “I am not even going to leave the PATCO parking lot before I send this email. Thank you so much to **Train Operator Jack Breslin** who was heading west to Lindenwold and picked me up at 8th/Market at 6:22 last night. Thank you so very much for turning my phone in and thank you to **Station Supervisor Fran Egolf** at the Lindenwold Station for being so sweet to me today. You guys were great and I wish you could have accepted a reward because you deserved it. Thank you so much for all your help.”

- On Wednesday, September 2, 2015 a wire transfer in the amount of $1,600,000.00 hit our account at 5:47 p.m. These were proceeds from the sale of the sidewalk surrounding the building located at 401 Race Street in the City of Philadelphia.

  An original Purchase and Easement Agreement was executed on March 11, 2011 pursuant to DRPA 10-106. This Agreement was entered with 401 Race Street Partners LP who were the owners of the building known as the Pincus Brothers building. Prior to the entry of the Purchase and Easement Agreement, DRPA Engineering Department determined that it was not necessary for the DRPA to retain ownership/possession of that property.

  Thereafter, 401 Race Street Partners LP entered an Agreement with PRCP-Philadelphia Investment LLC to sell them the Pincus Brothers building and the adjacent sidewalk owned by us. The DRPA executed a Novation Agreement permitting the transfer of the 401 Race Street purchasing rights to PRCP-Philadelphia Investment LLC who will develop and build a multi-story residential mixed use structure.

  As part of the underlying transaction, the City of Philadelphia by Ordinance transferred a portion of the “sidewalk” property to us in exchange for our agreement to maintain the 5th Street Tunnel going under the Benjamin Franklin Bridge. We have retained an easement
right to utilize the property known as South Marginal Road for Bridge operations and maintenance. We have a specific agreement for continuation of the bicycle and charity events currently staged at that location.

- Philadelphia Councilwoman At-Large Blondell Reynolds Brown has partnered with the Philadelphia Industrial Development Corporation (PIDC) to sponsor a business roundtable meeting and networking session, Small Business Growth through Innovation, on October 6, 2015. The Councilwoman personally invited Chief Administrative Officer, Toni Brown, to serve on a panel of distinguished area professionals to “inform and instruct entrepreneurs” on how to pursue business opportunities in the region. Also serving on the panel with Toni will be representatives of the City of Philadelphia, Philadelphia Navy Yard, and the Democratic National Convention (DNC). CAO Brown and her Division’s Office of Business Development and Equal Opportunity recently hosted DRPA’s Special Vendors Outreach event at which Councilwoman Reynolds Brown’s representative was in attendance.

**Enterprise Resource Planning (ERP) Update**

- The Project Team continues to prepare for User Acceptance Testing (UAT) which is scheduled to start on Wednesday, September 9. During UAT, our consultants and staff will work through real-world, cross-department scenarios within SAP. Staff will see how activities and projects will be completed within SAP, such as how to hire a new employee and how to execute the Train Car Overhaul project.

- In order to ensure UAT is a success, our consultants and staff have spent extra time in the Realization Phase of our ERP project. This has caused our original “Go-Live” date of October 1, 2015 to be delayed. We will determine a new Go-Live date as soon as we work through the first few weeks of UAT. It is of the utmost importance to make certain that the current configuration of SAP meets the Authority’s business needs. We will communicate with the Board, ERP Project Team and Authority staff as soon as we establish a new Go-Live date.

**Benjamin Franklin Bridge Track Rehab Project**

During August, the Ben Franklin Bridge Rehabilitation Project progressed as planned. PATCO operated a consistent Monday to Friday schedule using only the south track over the bridge. In early September the north and south tracks will be available for PATCO operations on Monday through Thursday mornings, and PATCO is implementing a schedule providing more frequent service during that time. Customers were notified of this significantly improved service via the website, social media, and through hand-outs in the stations.
For a list of Bridge and Finance actions, see Attachment 1
For a list of Personnel Actions, see Attachment 2
For a list of Contracts and Purchases, see Attachment 3
For a list of Risk Management & Safety Actions, see Attachment 4
For the Affirmative Action Report, see Attachment 5
For a list of Legal Statistics, see Attachment 6

For PATCO Ridership and Financial Information,
See the General Manager’s Report in the PATCO section
Attached are reports from the appropriate departments.

Respectfully Submitted,

John T. Hanson
Chief Executive Officer
REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 1
BRIDGE AND FINANCE
## Activity for the Month of August 2015

### Calls for Service: 6,775

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>CBB</th>
<th>BFB</th>
<th>PATCO</th>
<th>BRB</th>
<th>WWB</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MV Stop</td>
<td>224</td>
<td>342</td>
<td>63</td>
<td>252</td>
<td>634</td>
<td>1,517</td>
</tr>
<tr>
<td>Assist-Routine PD Backup</td>
<td>83</td>
<td>460</td>
<td>236</td>
<td>121</td>
<td>463</td>
<td>1,364</td>
</tr>
<tr>
<td>Insufficient Funds</td>
<td>1</td>
<td>2</td>
<td>9</td>
<td>1</td>
<td>417</td>
<td>431</td>
</tr>
<tr>
<td>Escort</td>
<td>73</td>
<td>50</td>
<td>57</td>
<td>222</td>
<td></td>
<td>402</td>
</tr>
<tr>
<td>Security Check</td>
<td>18</td>
<td>55</td>
<td>140</td>
<td>48</td>
<td>130</td>
<td>392</td>
</tr>
<tr>
<td>Parking Viol./Compl.</td>
<td>1</td>
<td>380</td>
<td></td>
<td></td>
<td></td>
<td>381</td>
</tr>
<tr>
<td>Disabled MV</td>
<td>44</td>
<td>75</td>
<td>5</td>
<td>51</td>
<td>178</td>
<td>355</td>
</tr>
<tr>
<td>Motorist Aid/Service To Patron</td>
<td>27</td>
<td>33</td>
<td>103</td>
<td>20</td>
<td>72</td>
<td>255</td>
</tr>
<tr>
<td>Other PD Assist</td>
<td>10</td>
<td>28</td>
<td>109</td>
<td>6</td>
<td>25</td>
<td>179</td>
</tr>
<tr>
<td>Construction/Trades Backup</td>
<td>29</td>
<td>38</td>
<td>5</td>
<td>28</td>
<td>44</td>
<td>144</td>
</tr>
<tr>
<td>Leaving Jurisdiction</td>
<td>16</td>
<td>54</td>
<td>22</td>
<td>11</td>
<td>39</td>
<td>143</td>
</tr>
<tr>
<td>Ped Investigation/Stop</td>
<td>1</td>
<td>17</td>
<td>83</td>
<td>4</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>MV Accident</td>
<td>9</td>
<td>39</td>
<td>10</td>
<td>2</td>
<td>36</td>
<td>97</td>
</tr>
<tr>
<td>Check On Subject</td>
<td>1</td>
<td>19</td>
<td>57</td>
<td>4</td>
<td>7</td>
<td>88</td>
</tr>
<tr>
<td>Security Check/Detail</td>
<td>12</td>
<td>7</td>
<td>25</td>
<td>14</td>
<td>27</td>
<td>85</td>
</tr>
<tr>
<td>Special Detail</td>
<td>1</td>
<td>72</td>
<td></td>
<td>2</td>
<td></td>
<td>75</td>
</tr>
<tr>
<td>Headquarters Assignment</td>
<td>9</td>
<td>26</td>
<td>5</td>
<td>6</td>
<td>21</td>
<td>67</td>
</tr>
<tr>
<td>Roadway Hazard/Station Hazard</td>
<td>5</td>
<td>19</td>
<td>10</td>
<td>18</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>Fare Problem</td>
<td>49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>49</td>
</tr>
<tr>
<td>Notification</td>
<td>11</td>
<td>29</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>48</td>
</tr>
<tr>
<td>911 Hang Up/Mis-Dial</td>
<td>9</td>
<td>33</td>
<td></td>
<td>2</td>
<td></td>
<td>44</td>
</tr>
<tr>
<td>Removal</td>
<td></td>
<td></td>
<td></td>
<td>36</td>
<td>1</td>
<td>37</td>
</tr>
<tr>
<td>Toll Evasion/TOS</td>
<td>9</td>
<td>21</td>
<td>3</td>
<td></td>
<td>3</td>
<td>36</td>
</tr>
<tr>
<td>CV Stop</td>
<td>7</td>
<td>2</td>
<td>4</td>
<td>23</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Stolen Check/Wanted</td>
<td>8</td>
<td>19</td>
<td>2</td>
<td>1</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Drivers License Check</td>
<td>18</td>
<td>1</td>
<td></td>
<td>5</td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>Lost/Found Property</td>
<td>22</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>23</td>
</tr>
<tr>
<td>Suspicious Person/Activity/Event</td>
<td>1</td>
<td>5</td>
<td>15</td>
<td>2</td>
<td></td>
<td>23</td>
</tr>
</tbody>
</table>
Activity for the Month of August 2015

Calls for Service: 6,775
Total Arrests: 151
Adults: 149
Juv.: 2
CDS Arrests: 15
DUI Arrests: 30

<table>
<thead>
<tr>
<th>Incidents</th>
<th>CBB:</th>
<th>BFB:</th>
<th>PATCO:</th>
<th>BRB:</th>
<th>WWB:</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>25EZ Easy Pass Redirect</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>56 Med Emerg/Injury Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21</td>
</tr>
<tr>
<td>80 Break</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19</td>
</tr>
<tr>
<td>999 Generated In Error</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>59 MV Look Up</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>64 Larceny/Theft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>29 Alarm Activation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>78 Toll Dispute</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>34 Suspicious Vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>81 General Complaint</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>16 Hit &amp; Run</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>56 Medical Emerg/Injury Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>71 Fight/Disturbance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>52 Erratic Driver/Unfit Motorist</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>310 Bridge Damage/PATCO Damage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>83X Car Wash</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>74 Suicide Attempt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>38 Transport Courtesy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>101 BOLO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>79X Debris Strike</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>70 Animal Complaint</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>302K K9 Sweep</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>220 Criminal History Check</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>98 Panhandling/Soliciting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>83 Counterfeit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>77 Domestic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>49X Inspection Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>34X Inspection Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>TRN Train Problem Equipment/Mechanical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>
Activity for the Month of August 2015

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>CBB</th>
<th>BFB</th>
<th>PATCO</th>
<th>BRB</th>
<th>WWB</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evacuation</td>
<td></td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Vandalism/Criminal Mischief</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Complaint against DRPA</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Traffic Pattern Adjust</td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>EDP (Emotionally Disturbed Person)</td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Training Assignment Detail</td>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>BOLO Suicidal</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Track Problem Equipment/Mechanical</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Slow Traffic</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Missing Person</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Juvenile Complaint</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Investigate Location Conditions</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Minor Incident</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Complaint against Police</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Complain against Police</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
FINANCE

REVENUE AUDIT

Reported traffic and revenue for all four DRPA bridges for the month of June 2015:

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash Revenue</td>
<td>$8,873,608.90</td>
<td>$8,595,618.76</td>
</tr>
<tr>
<td>ETC Revenue</td>
<td>$17,841,621.95</td>
<td>$18,563,762.48</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$26,715,230.85</td>
<td>$27,159,381.24</td>
</tr>
<tr>
<td>Non ETC Traffic</td>
<td>1,632,146</td>
<td>1,580,705</td>
</tr>
<tr>
<td>ETC Traffic</td>
<td>2,710,966</td>
<td>2,771,272</td>
</tr>
<tr>
<td>Total Traffic</td>
<td>4,343,112</td>
<td>4,351,977</td>
</tr>
</tbody>
</table>
DEL A W A R E  R I V E R  P O R T  A U T H O R I T Y  
T R A F F I C  &  B R I D G E  T O L L  F I G U R E S  
F O R  T H E  P E R I O D S  I N D I C AT E D

<table>
<thead>
<tr>
<th></th>
<th>MONTH OF June</th>
<th>TRAFFIC</th>
<th>BRIDGE TOLLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>----2015-----</td>
<td>INC/(DEC)</td>
<td>AMOUNT</td>
</tr>
<tr>
<td>BEN FRANKLIN</td>
<td>1,564,163</td>
<td>-1.31</td>
<td>(20,797)</td>
</tr>
<tr>
<td>WALT WHITMAN</td>
<td>1,758,605</td>
<td>3.79</td>
<td>64,148</td>
</tr>
<tr>
<td>COMMODORE BARRY</td>
<td>607,741</td>
<td>-0.71</td>
<td>(4,327)</td>
</tr>
<tr>
<td>BETSY ROSS</td>
<td>421,468</td>
<td>-6.68</td>
<td>(30,159)</td>
</tr>
</tbody>
</table>

|                  | TOTALS        | 4,351,977 | 0.20     | $27,159,898.24 | 8,865 | 1.66 | $443,593.39 |

<table>
<thead>
<tr>
<th></th>
<th>YEAR TO DATE</th>
<th>TRAFFIC</th>
<th>BRIDGE TOLLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/1/15 TO 6/30/15</td>
<td>INC/(DEC)</td>
<td>AMOUNT</td>
</tr>
<tr>
<td>BEN FRANKLIN</td>
<td>8,727,841</td>
<td>-0.26</td>
<td>(22,348)</td>
</tr>
<tr>
<td>WALT WHITMAN</td>
<td>9,266,611</td>
<td>5.36</td>
<td>471,062</td>
</tr>
<tr>
<td>COMMODORE BARRY</td>
<td>3,200,959</td>
<td>2.50</td>
<td>78,032</td>
</tr>
<tr>
<td>BETSY ROSS</td>
<td>2,415,590</td>
<td>2.23</td>
<td>52,743</td>
</tr>
</tbody>
</table>

|                  | TOTALS        | 23,611,001 | 2.52 | $147,721,708.73 | 579,489 | 3.43 | $4,904,634.01 |


Distribution:    John Hanson
Jim White
REPORT OF THE CHIEF EXECUTIVE OFFICER

ATTACHMENT 2

PERSONNEL ACTIONS
DELAWARE RIVER PORT AUTHORITY
ACTIONS OF THE CHIEF EXECUTIVE OFFICER
COMMISSION MEETING SEPTEMBER 16, 2015
ARTICLE XII-A
ATTACHMENT 2

PERSONNEL

*******************************************************************************

TEMPORARY APPOINTMENTS - None

APPOINTMENTS

David A. Gentile  Inspector General  Eff: 07/20/15 [Retro]
    Executive Division
    Office of the Inspector General (OPC)

Raymond J. Santarelli  General Counsel/Corporate Secretary  Eff: 07/20/15 [Retro]
    Executive Division
    Office of the General Counsel (OPC)

Michael T. Christie  C&M Mechanic  Eff: 08/10/15
    Operations Division
    Construction & Maintenance (WWB)

Thurman C. Waller  C&M Mechanic  Eff: 08/10/15
    Operations Division
    Construction & Maintenance (BRB)

Phoebe E. Heeney  Administrative Secretary  Eff: 08/24/15
    Public Safety Division
    Public Safety Administration (BFB)

Barbara Ryan M. Myers-Peterson  Customer Service Coordinator  Eff: 08/24/15
    Administration Division
    Customer Service (OPC)

TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION

Natasha A. Roman  From: Purchasing Clerk  To: Acting Purchasing Specialist
    Finance Division  Finance Division
    Purchasing (OPC)  Purchasing (OPC)
    Eff: 08/08/15 to 08/21/15

Shannon K. Gregory  From: C&M Mechanic  To: Acting Highway Foreman
    Operations Division  Operations Division
    Construction & Maintenance (BFB)  Construction & Maintenance (BFB)
    Eff: 08/08/15 to 10/02/15
## TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION - continued

<table>
<thead>
<tr>
<th>Name</th>
<th>From:</th>
<th>To:</th>
<th>Division</th>
<th>Location</th>
<th>Eff:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrance L. Mitchell</td>
<td>Highway Foreman</td>
<td>Acting Maintenance Foreman</td>
<td>Operations Division</td>
<td>Construction &amp; Maintenance (WWB)</td>
<td>08/08/15 to 10/02/15</td>
</tr>
<tr>
<td></td>
<td>Operations Division</td>
<td></td>
<td>Operations Division</td>
<td>Construction &amp; Maintenance (WWB)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction &amp; Maintenance (WWB)</td>
<td></td>
<td>Operations Division</td>
<td>Construction &amp; Maintenance (WWB)</td>
<td></td>
</tr>
<tr>
<td>Michael N. Walters</td>
<td>Fleet Service Mechanic</td>
<td>Acting Auto Technician</td>
<td>Operations Division</td>
<td>Fleet Operations (WWB)</td>
<td>08/08/15 to 10/02/15</td>
</tr>
<tr>
<td></td>
<td>Operations Division</td>
<td></td>
<td>Operations Division</td>
<td>Fleet Operations (WWB)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fleet Operations (WWB)</td>
<td></td>
<td>Operations Division</td>
<td>Fleet Operations (WWB)</td>
<td></td>
</tr>
<tr>
<td>Tina M. Thomson</td>
<td>Administrative Secretary</td>
<td>Acting Administrative Coordinator</td>
<td>Operations Division</td>
<td>Office of the COO (OPC)</td>
<td>08/24/15 to 09/11/15</td>
</tr>
<tr>
<td></td>
<td>Operations Division</td>
<td></td>
<td>Operations Division</td>
<td>Office of the COO (OPC)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge Director’s Office (CBB)</td>
<td></td>
<td>Operations Division</td>
<td>Office of the COO (OPC)</td>
<td></td>
</tr>
</tbody>
</table>

## PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>From:</th>
<th>To:</th>
<th>Division</th>
<th>Location</th>
<th>Eff:</th>
</tr>
</thead>
<tbody>
<tr>
<td>George L. Byrd</td>
<td>Highway Foreman</td>
<td>Fleet Foreman</td>
<td>Operations Division</td>
<td>Operations Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Operations Division</td>
<td></td>
<td>Operations Division</td>
<td>Fleet Operations (WWB)</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Construction &amp; Maintenance (BFB)</td>
<td></td>
<td>Operations Division</td>
<td>Fleet Operations (WWB)</td>
<td>08/01/15</td>
</tr>
<tr>
<td>Steven R. DeVillasanta</td>
<td>Associate Engineer</td>
<td>Senior Engineer</td>
<td>Engineering Division</td>
<td>Engineering Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Engineering Division</td>
<td></td>
<td>Engineering Division</td>
<td>Engineering Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Engineering - Planning &amp; Design (OPC)</td>
<td></td>
<td>Engineering Division</td>
<td>Engineering - Planning &amp; Design (OPC)</td>
<td>08/01/15</td>
</tr>
<tr>
<td>Adam R. Jacurak</td>
<td>Associate Engineer</td>
<td>Senior Engineer</td>
<td>Engineering Division</td>
<td>Engineering Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Engineering Division</td>
<td></td>
<td>Engineering Division</td>
<td>Engineering Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Engineering - Construction &amp; Maintenance (OPC)</td>
<td></td>
<td>Engineering Division</td>
<td>Engineering - Construction &amp; Maintenance (OPC)</td>
<td>08/01/15</td>
</tr>
<tr>
<td>Matthew Licata</td>
<td>Auto Technician</td>
<td>Fleet Foreman</td>
<td>Operations Division</td>
<td>Operations Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Operations Division</td>
<td></td>
<td>Operations Division</td>
<td>Operations Division</td>
<td>08/01/15</td>
</tr>
<tr>
<td></td>
<td>Fleet Operations (BFB)</td>
<td></td>
<td>Operations Division</td>
<td>Operations Division</td>
<td>08/01/15</td>
</tr>
</tbody>
</table>
**PROMOTIONS - continued**

Eric S. Rothman
From: Fleet Service Mechanic
Operations Division
Fleet Operations (BRB)
To: Auto Technician
Operations Division
Fleet Operations (WWB)
Eff: 08/01/15

Anthony LaZar
From: Building Service Clerk
Administration Division
Mail Room (OPC)
To: C&M Mechanic
Operations Division
Construction & Maintenance (BRB)
Eff: 08/08/15

David J. Aubrey
From: Auditor
Executive Division
Office of the Inspector General (OPC)
To: Manager, Internal Audit
Executive Division
Office of the Inspector General (OPC)
Eff: 08/08/15

Natasha A. Roman
From: Purchasing Clerk
Finance Division
Purchasing (OPC)
To: Purchasing Specialist
Finance Division
Purchasing (OPC)
Eff: 08/22/15

**INTERAGENCY PROMOTION to DRPA - from PATCO** - None

**INTERAGENCY PROMOTION to PATCO - from DRPA** - None

**INTERAGENCY TRANSFERS to PATCO - from DRPA** - None

**INTERAGENCY TRANSFERS to DRPA - from PATCO** - None

**TRANSFERS – DEPARTMENTAL**

Christine M. DeJohn
From: Administrative Coordinator
Engineering Division
Engineering (OPC)
To: Administrative Coordinator
Operations Division
Fleet Manager & Foreman (South) (WWB)
Eff: 08/01/15
RETIREMENTS

John A. DiRiego    Network Technician                  Eff: 08/14/15
Executive Division
Information Services (Patco)

Dwight H. Thomas   Sergeant of Police                Eff: 08/21/15
Public Safety Division
Public Safety (BRB)

RESIGNATIONS

Brian P. McFadden  Grants Specialist                Eff: 08/21/15
Executive Division
Government Relations (OPC)

DECEASED - None
RESOLUTION

WHEREAS, JOHN A. DiRIEGO has faithfully served the Delaware River Port Authority for THIRTY-FOUR years in a conscientious and reliable manner, and

WHEREAS, JOHN A. DiRIEGO wishes to accept retirement effective August 14, 2015 under the provisions of his employment benefits; now therefore,

BE IT RESOLVED: That, the Commissioners of the Delaware River Port Authority accept your retirement request from your position, Network Technician, and concurrently extend sincere best wishes for a long, healthy and happy future, and

BE IT FURTHER RESOLVED: That a copy of the foregoing resolution be suitably prepared and forwarded to JOHN A. DiRIEGO.
RESOLUTION

WHEREAS, DWIGHT H. THOMAS has faithfully served the Delaware River Port Authority for THIRTY-NINE years in a conscientious and reliable manner, and

WHEREAS, DWIGHT H. THOMAS wishes to accept retirement effective August 21, 2015 under the provisions of his employment benefits; now therefore,

BE IT RESOLVED: That, the Commissioners of the Delaware River Port Authority accept your retirement request from your position, Sergeant of Police, and concurrently extend sincere best wishes for a long, healthy and happy future, and

BE IT FURTHER RESOLVED: That a copy of the foregoing resolution be suitably prepared and forwarded to DWIGHT H. THOMAS.
REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 3
CONTRACTS AND PURCHASES
Re: Article XII-C, Section 1 (a)


Re: Article XII-C, Section 1 (b)

None

Re: Article XII-C, Section 8 (Emergency)

None

Re: Article XII-C, Section 5

Authorized payments for Contracts and Engineers for the Bridges and PATCO Systems As follows: (see accompanying Schedule 1)


## SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS

**BRIDGES AND PATCO SYSTEM**

*September 16, 2015*

<table>
<thead>
<tr>
<th>Resolution #</th>
<th>Contract/Engineer</th>
<th>Completed Work (Billed)</th>
<th>Retained Amount</th>
<th>Prior Payments</th>
<th>Invoice No.</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRPA-14-030</td>
<td>Brinkerhoff Enviromental Services, Inc.</td>
<td>Remedial Investigation for New Jersey Sites</td>
<td>$574,379</td>
<td>71.8%</td>
<td>$412,193</td>
<td>$32,524</td>
</tr>
<tr>
<td>DRPA-14-012</td>
<td>HNTB Corporation</td>
<td>2014 Biennial Inspection - BRB</td>
<td>8,251,034</td>
<td>85.5%</td>
<td>7,052,760</td>
<td>661,625</td>
</tr>
<tr>
<td>DRPA-14-048</td>
<td>Jacobs Engineering Group, Inc.</td>
<td>Task Order # TT4306 PATCO Emergency Generator Design</td>
<td>92,465</td>
<td>76.1%</td>
<td>70,392</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-14-014</td>
<td>Hatch Mott MacDonald</td>
<td>Task Order # EG5401 Gateway Park Soil Investigation &amp; Soil Remediation</td>
<td>209,900</td>
<td>100.0%</td>
<td>209,883</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-14-098</td>
<td>IEW Construction Group, Inc.</td>
<td>BRB Bridge Resurfacing and Approach Roadway</td>
<td>17,816,500</td>
<td>17.3%</td>
<td>3,080,981</td>
<td>714,672</td>
</tr>
<tr>
<td>DRPA-14-048</td>
<td>Parsons Brinckerhoff, Inc</td>
<td>General Engineering Support</td>
<td>84,641</td>
<td>80.8%</td>
<td>68,377</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-14-048</td>
<td>Patco Outbound Topographic Survey &amp; GIS Review</td>
<td>46,254</td>
<td>26.5%</td>
<td>32,524</td>
<td>0</td>
<td>35,680</td>
</tr>
<tr>
<td>DRPA-11-094</td>
<td>STV Inc.</td>
<td>Patco Fleet Rehab Support Services</td>
<td>88,282</td>
<td>100.0%</td>
<td>88,259</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-15-019</td>
<td>Burns Engineering, Inc.</td>
<td>Task Order # TT5301 PATCO Fleet Rehab Support Services II</td>
<td>149,591</td>
<td>3.4%</td>
<td>5,124</td>
<td>512</td>
</tr>
<tr>
<td>DRPA-12-011</td>
<td>Louis Berger Group</td>
<td>Escalator Replacements at Woodcrest, 12th &amp; 13th &amp; Locust Streets</td>
<td>718,383</td>
<td>99.3%</td>
<td>713,453</td>
<td>71,345</td>
</tr>
<tr>
<td>DRPA-11-094</td>
<td>Gannett Fleming, Inc.</td>
<td>BRB RAMP A EXPANSION BEARING REPLACEMENT</td>
<td>40,324</td>
<td>96.3%</td>
<td>38,847</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-09-061</td>
<td>(CEO EMERGENCY AGREEMENT)</td>
<td>PATCO Track Circuit Modification, Design &amp; Construction Monitoring Services</td>
<td>563,114</td>
<td>44.8%</td>
<td>252,449</td>
<td>21,783</td>
</tr>
<tr>
<td>DRPA-14-014</td>
<td>(DRPA-11-094)</td>
<td>BRB RAMP A EXPANSION BEARING REPLACEMENT</td>
<td>40,324</td>
<td>96.3%</td>
<td>38,847</td>
<td>0</td>
</tr>
<tr>
<td>DRPA-11-094</td>
<td>(DRPA-11-094)</td>
<td>WWB RAMP Inspection &amp; Load Rating of Two Culverts</td>
<td>33,340</td>
<td>97.6%</td>
<td>32,554</td>
<td>0</td>
</tr>
</tbody>
</table>

September 16, 2015

**BRIDGES AND PATCO SYSTEM**
<table>
<thead>
<tr>
<th>Resolution #</th>
<th>Contract/Engineer</th>
<th>Contract Amount</th>
<th>Completed Work (Billed)</th>
<th>Retained Amount</th>
<th>Prior Payments</th>
<th>Invoice No.</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(DRPA-10-154)</td>
<td>Alstom PATCO Transit Car Overhaul</td>
<td>194,197,337</td>
<td>72,586,336</td>
<td>3,629,317</td>
<td>66,835,873</td>
<td>31</td>
<td>2,121,147</td>
</tr>
<tr>
<td>(DRPA-07-018)</td>
<td>AECOM (Formerly DMJM &amp; Harris, Inc.) WWB Design Services for Suspension Span Replacement</td>
<td>5,239,896</td>
<td>5,173,848</td>
<td>0</td>
<td>5,108,925</td>
<td>86</td>
<td>64,923</td>
</tr>
<tr>
<td>(DRPA-11-094)</td>
<td>Remington &amp; Vernick Engineers, Inc. CBB Switchgear Replacement Project, Professional Design &amp; Contract Administration Services</td>
<td>52,099</td>
<td>32,929</td>
<td>0</td>
<td>32,122</td>
<td>7</td>
<td>807</td>
</tr>
<tr>
<td>(DRPA-14-098)</td>
<td>Johnson, Mirmiran &amp; Thompson Resurfacing &amp; Approach Roadway Rehabilitation</td>
<td>1,158,404</td>
<td>235,932</td>
<td>17,935</td>
<td>168,295</td>
<td>5</td>
<td>49,702</td>
</tr>
<tr>
<td>(DRPA-14-072)</td>
<td>Quintel-MC, Inc. ERP Software, Implementation, Hosting, &amp; Support Services</td>
<td>14,388,298</td>
<td>4,189,074</td>
<td>0</td>
<td>4,067,508</td>
<td>5</td>
<td>121,566</td>
</tr>
<tr>
<td>(DRPA-11-080)</td>
<td>Acacia Financial Group, Inc. Financial Advisory Services</td>
<td>100,000</td>
<td>76,241</td>
<td>0</td>
<td>74,016</td>
<td>24 &amp; 25</td>
<td>2,225</td>
</tr>
<tr>
<td>(DRPA-14-103)</td>
<td>Interstate Mobile Care DOT CDL &amp; FTA Physicals</td>
<td>540,000</td>
<td>115,956</td>
<td>0</td>
<td>107,006</td>
<td>13196</td>
<td>8,950</td>
</tr>
<tr>
<td>(DRPA-14-104)</td>
<td>Benefit Harbor, LP Benefits Consulting Services</td>
<td>242,934</td>
<td>37,641</td>
<td>0</td>
<td>26,965</td>
<td>VARIOUS</td>
<td>10,675</td>
</tr>
<tr>
<td>(DRPA-13-079)</td>
<td>Railroad/Iron Bridge - A Joint Venture Benjamin Franklin Bridge PATCO Track Rehabilitation</td>
<td>102,800,314</td>
<td>91,082,919</td>
<td>4,604,601</td>
<td>82,121,585</td>
<td>24</td>
<td>4,356,733</td>
</tr>
<tr>
<td>(DRPA-15-068)</td>
<td>Benjamin Franklin Bridge NJ Approach, North Parapet Replacement</td>
<td>782,396</td>
<td>675,960</td>
<td>67,596</td>
<td>440,640</td>
<td>3-Jan</td>
<td>167,724</td>
</tr>
<tr>
<td>(DRPA-11-027)</td>
<td>Canon Financial Services, Inc. Canon Copier Equipment - Lease Payment</td>
<td>382,260</td>
<td>261,211</td>
<td>0</td>
<td>254,840</td>
<td>15116806</td>
<td>6,371</td>
</tr>
<tr>
<td>(DRPA-11-027)</td>
<td>Canon Financial Services, Inc. Canon Copier Equipment - Uniform Software Payment</td>
<td>73,669</td>
<td>51,633</td>
<td>0</td>
<td>50,406</td>
<td>15133610</td>
<td>1,228</td>
</tr>
<tr>
<td>(DRPA-13-085)</td>
<td>Networkfleet, Inc. Fuel Management System Upgrade GPS</td>
<td>134,267</td>
<td>116,799</td>
<td>0</td>
<td>112,175</td>
<td>OSV00000277463</td>
<td>4,624</td>
</tr>
<tr>
<td>(DRPA-14-149)</td>
<td>Corcon, Inc. CBB Painting Phase 1 and New Jersey Approach Spans &amp; U.S. 130 Overpass</td>
<td>19,736,000</td>
<td>5,542,570</td>
<td>905,500</td>
<td>3,512,421</td>
<td>4</td>
<td>1,124,650</td>
</tr>
<tr>
<td>(DRPA-14-046)</td>
<td>Free State Reporting, Inc. Audio and Transcription Services for DRPA Board and Committee Meetings</td>
<td>65,000</td>
<td>21,428</td>
<td>0</td>
<td>19,404</td>
<td>9500</td>
<td>2,024</td>
</tr>
<tr>
<td>(DRPA-13-095)</td>
<td>LAZ Parking Temporary Toll Collectors</td>
<td>2,826,951</td>
<td>1,551,936</td>
<td>0</td>
<td>1,512,336</td>
<td>VARIOUS</td>
<td>39,600</td>
</tr>
<tr>
<td>(DRPA-15-001)</td>
<td>McCormick Taylor, Inc. BFB Westbound Signing Improvements Design Services</td>
<td>273,530</td>
<td>43,769</td>
<td>3,954</td>
<td>15,245</td>
<td>2</td>
<td>24,570</td>
</tr>
<tr>
<td>(DRPA-10-135)</td>
<td>SunGard Recovery Services System Disaster Recovery Services 04/01/2011 - 03/31/2016</td>
<td>225,240</td>
<td>202,322</td>
<td>0</td>
<td>194,276</td>
<td>VARIOUS</td>
<td>8,046</td>
</tr>
<tr>
<td>(DRPA-14-097)</td>
<td>TransTech Management, Inc. PATCO Yellowbook Management Audit</td>
<td>311,370</td>
<td>212,749</td>
<td>0</td>
<td>197,357</td>
<td>6</td>
<td>15,393</td>
</tr>
</tbody>
</table>

| Total Contract and Engineer Payments | 9,765,392 |
REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 4
RISK MANAGEMENT & SAFETY
To: Toni P. Brown, Chief Administrative Officer

From: Marianne Staszewski, Director Risk Management & Safety

Subject: Risk Management & Safety August Activity Report

The DRPA Risk Management & Safety Staff were in attendance for the following meetings for the month of August.

**Contractor Meetings Attended By Risk Management & Safety**

<table>
<thead>
<tr>
<th>DATE</th>
<th>CONTRACTOR</th>
<th>DRPA CONTRACT NO.</th>
<th>PROJECT/WORK AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/5</td>
<td>IEW Construction</td>
<td>BR-15-2012</td>
<td>Project Progress Meeting - resurfacing project</td>
</tr>
<tr>
<td>8/18</td>
<td>South State</td>
<td>BF-37-2013</td>
<td>Project Kick Off Meeting 5th Street Philadelphia tunnel rehabilitation</td>
</tr>
<tr>
<td>8/19</td>
<td>McCormick Taylor</td>
<td>BF-43-2015</td>
<td>Kickoff Safety Meeting BFB WB Signing project</td>
</tr>
<tr>
<td>8/19</td>
<td>South State</td>
<td>BF-37-2013</td>
<td>Pre-Bid meeting for BFB Roof Replacements</td>
</tr>
</tbody>
</table>

**Safety Meetings Attended By Safety Specialists * attended by Director of Risk Management**

<table>
<thead>
<tr>
<th>DATE</th>
<th>NAME OF MEETING</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/5</td>
<td>Meeting with Director of Risk Management &amp; Safety Specialists regarding new 2015 initiative</td>
</tr>
<tr>
<td>8/5</td>
<td>Monthly Meeting with C&amp;M Managers</td>
</tr>
<tr>
<td>8/5</td>
<td>Monthly Meeting with C&amp;M Managers</td>
</tr>
<tr>
<td>8/5</td>
<td>Bi-weekly conference call with the Construction &amp; Maintenance Supervisors and Fleet Managers</td>
</tr>
<tr>
<td>8/11</td>
<td>Weekly Safety Department Cross Training</td>
</tr>
<tr>
<td>8/11</td>
<td>Monthly Incident Accident Investigation Committee meeting</td>
</tr>
<tr>
<td>8/12</td>
<td>Monthly Risk Management &amp; Safety Staff meeting with CAO</td>
</tr>
<tr>
<td>8/13</td>
<td>Weekly meeting with Director of Risk Management regarding 2015 Up-coming safety training initiatives</td>
</tr>
<tr>
<td>8/13</td>
<td>Monthly staff meeting with the Director of Risk Management</td>
</tr>
<tr>
<td>8/13</td>
<td>Monthly Staff Meeting with the Director of Risk Management</td>
</tr>
<tr>
<td>8/19</td>
<td>Meeting with the Director of Risk Management &amp; Safety Specialists regarding 2016 Safety Budget</td>
</tr>
<tr>
<td>8/13</td>
<td>Monthly Work Place Safety Meeting at the CBB</td>
</tr>
<tr>
<td>8/18</td>
<td>Monthly Work Place Safety Meeting at the BRB</td>
</tr>
<tr>
<td>8/19</td>
<td>Monthly Bridge Directors meeting with Safety, Risk Management, and Fleet Management</td>
</tr>
<tr>
<td>8/25</td>
<td>Monthly Work Place Safety Meeting at the WWB</td>
</tr>
<tr>
<td>8/28</td>
<td>Central Safety &amp; Health Committee meeting</td>
</tr>
</tbody>
</table>

**Risk Management Meetings Attended By Risk Management**

<table>
<thead>
<tr>
<th>DATE</th>
<th>MEETING</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/4</td>
<td>Quarterly Certificates of Insurance Review Meeting with OPC Building Management staff and DGC</td>
</tr>
<tr>
<td>8/5</td>
<td>Meeting with Engineering staff to discuss Certificates of Insurance for the 2014 GEC tasks</td>
</tr>
<tr>
<td>8/11</td>
<td>Pre-proposal meeting regarding DRPA/PATCO Threat And Vulnerability Assessment</td>
</tr>
<tr>
<td>8/14</td>
<td>Weekly conference call on OCIP litigated claims with AIG claim representatives, TSIB and defense counsel</td>
</tr>
<tr>
<td>8/21</td>
<td>Senior Staff Meeting</td>
</tr>
<tr>
<td>8/25</td>
<td>Meeting with General Counsel, DGC and CFO regarding OCIP claim Jesse Metz</td>
</tr>
<tr>
<td>8/27</td>
<td>Pre-Construction Meeting- PATCO-28-2007 Westmont Viaduct</td>
</tr>
<tr>
<td>8/27</td>
<td>Administration Division Agenda Review Meeting</td>
</tr>
</tbody>
</table>
The DRPA Risk Management & Safety Staff were involved in the following training activities for the month of August.

<table>
<thead>
<tr>
<th>DATE</th>
<th>TYPE OF TRAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/6, 8/7, 8/11, 8/25</td>
<td>Training conducted by Claims Administration &amp; Safety regarding completion of accident injury forms</td>
</tr>
<tr>
<td>8/10, 8/11</td>
<td>New Hire Orientation for two C&amp;M Mechanics</td>
</tr>
<tr>
<td>8/21</td>
<td>Monthly Mandatory OSHA Training General Safety conducted by DRPA Safety staff at the BFB and BRB</td>
</tr>
<tr>
<td>8/25</td>
<td>New Hire Orientation for an Administrative Secretary and a Customer Service Coordinator</td>
</tr>
<tr>
<td>8/26</td>
<td>Monthly Mandatory OSHA Training General Safety conducted by DRPA Safety staff at the CBB &amp; WWB</td>
</tr>
</tbody>
</table>

The DRPA Risk Management & Safety Staff were involved in the following activities for the month of August.

- The Safety staff conducted day time and night time random drug & alcohol testing on both Public Safety personnel (under policy 147A) and Construction & Maintenance personnel (under policy 147B).
- Safety Specialists reviewed various Health and Safety plans from contractors who were awarded construction and/or design projects during the month of August.
- Safety Specialists reviewed and commented on various engineering Technical and Special Provisions documents for future DRPA projects. Safety Specialist conducted various site safety visits and inspections at DRPA Non-OCIP construction projects at the four bridges.
- Risk Management reviewed and recommended the inclusion of proper insurance requirements on various Requests for Bids from the Purchasing Department, Request for Proposals from the Engineering Department, Finance Department and third party contracts for the Legal Department.
- Safety Specialist updated the Risk Management & Safety e.net page with the monthly safety tip for August, “Stay Sober or Be Pulled Over”.

The DRPA Risk Management & Safety Staff were involved in the following training activities for the month of August.
REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 5
AFFIRMATIVE ACTION REPORT
NO AFFIRMATIVE ACTION REPORT (ATTACHMENT 5)
REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 6
LEGAL STATISTICS REPORT
### Matter Count Report

**by Matter Sub-Type**

**Date Range:** 08/01/2015 to 08/31/2015

by Open Date; opendate: from 08/01/2015 up to 08/31/2015

![Pie Chart](image)

<table>
<thead>
<tr>
<th>Matter Sub-Type</th>
<th>Total Pending</th>
<th>Opened In</th>
<th>Closed In</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracts / Assignment</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Construction</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Contracts / Consulting</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Insurance</td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Contracts / Operating</td>
<td>9</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Purchase</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Real Estate Right of Entry</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Real Estate Sale</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Service</td>
<td>6</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>Contracts / Termination</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Employment / ADA</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Employment / Discipline</td>
<td>0</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Employment / Workers’ Compensation</td>
<td>11</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>Insurance / Application</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Personal Injury / Slip and Fall</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Property Damage / Bridges</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Property Damage / Vehicle</td>
<td>3</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Real Estate / Access/Right of Entry</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Real Estate / Redevelopment</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Real Estate / Taxes</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Real Estate / Zoning</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>RFP/Bid / Consulting Services</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>RFP/Bid / Service</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Total: 100.0%
<table>
<thead>
<tr>
<th>Matter Sub-Type</th>
<th>Total Pending</th>
<th>Opened In</th>
<th>Closed In</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right to Know / Open Public Records</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Subpoena / Documents</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Subpoena / Videotape</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>26 Items</td>
<td>52</td>
<td>61</td>
<td>9</td>
</tr>
</tbody>
</table>
CFO REPORT
### DRPA DASHBOARD

**YEAR TO DATE SUMMARY SHEET**

**REPORTING MONTH: JUNE 2015**

<table>
<thead>
<tr>
<th>DRPA Bridge Traffic</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>102.01%</td>
<td>100%-105%</td>
<td>ON TARGET</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>102.73%</td>
<td>100%-105%</td>
<td>ON TARGET</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRPA Bridge Revenue</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>104.65%</td>
<td>100%-110%</td>
<td>ON TARGET</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>104.66%</td>
<td>100%-110%</td>
<td>ON TARGET</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRPA Operating Budget</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>108.81%</td>
<td>95%-100%</td>
<td>8.81%</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>89.02%</td>
<td>95%-100%</td>
<td>-5.98%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRPA Capital Budget</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>72.14%</td>
<td>95%-100%</td>
<td>-22.86%</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>57.17%</td>
<td>95%-100%</td>
<td>-37.83%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PATCO Ridership</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>98.77%</td>
<td>96.5%-105%</td>
<td>ON TARGET</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>95.99%</td>
<td>96.5%-105%</td>
<td>-0.51%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PATCO Revenue</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>102.23%</td>
<td>100%-110%</td>
<td>ON TARGET</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>97.60%</td>
<td>100%-110%</td>
<td>-2.40%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PATCO Operating Budget</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>82.45%</td>
<td>95%-105%</td>
<td>-12.55%</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>89.49%</td>
<td>95%-105%</td>
<td>-5.51%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PATCO Operating Ratio: Actual vs. Budget</th>
<th>% of Budget</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>123.99%</td>
<td>100%-110%</td>
<td>13.99%</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>109.06%</td>
<td>100%-110%</td>
<td>ON TARGET</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PATCO On Time Performance</th>
<th>% On Time</th>
<th>Target</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Month</td>
<td>93.24%</td>
<td>98%-100%</td>
<td>-4.76%</td>
</tr>
<tr>
<td>Year to Date Average</td>
<td>96.77%</td>
<td>98%-100%</td>
<td>-1.23%</td>
</tr>
</tbody>
</table>
DRPA Dashboard

July, 2014 ---- June, 2015

DRPA Bridge Traffic

102.67%
12 MONTH ROLLING AVERAGE

Legend:
- On Budget
- Under Budget between 0-5%
- Under Budget by more than 5%

DRPA Bridge Revenue

104.01%
12 MONTH ROLLING AVERAGE

Legend:
- On Budget
- Under Budget between 0-2%
- Under Budget by more than 2%

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>4,351,977</td>
<td>4,266,290</td>
<td>102.01 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>4,339,498</td>
<td>4,207,412</td>
<td>103.14 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>4,107,071</td>
<td>3,972,676</td>
<td>103.38 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>3,863,428</td>
<td>3,786,418</td>
<td>101.98 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>3,405,260</td>
<td>3,286,821</td>
<td>102.80 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>3,543,767</td>
<td>3,462,430</td>
<td>102.35 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>3,909,594</td>
<td>3,697,880</td>
<td>105.74 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>3,767,587</td>
<td>3,777,048</td>
<td>99.73 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>4,163,042</td>
<td>3,932,941</td>
<td>105.85 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>4,110,736</td>
<td>3,993,256</td>
<td>102.94 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>4,451,673</td>
<td>4,435,013</td>
<td>99.91 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>4,417,869</td>
<td>4,330,038</td>
<td>102.03 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>$27,159,986</td>
<td>$25,954,242</td>
<td>104.65 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>$26,908,175</td>
<td>$25,849,950</td>
<td>104.09 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>$25,760,799</td>
<td>$24,475,445</td>
<td>105.25 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>$24,298,879</td>
<td>$23,255,523</td>
<td>104.49 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>$21,373,138</td>
<td>$20,219,451</td>
<td>105.71 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>$22,220,916</td>
<td>$21,383,450</td>
<td>103.92 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>$24,392,215</td>
<td>$22,678,761</td>
<td>107.56 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>$23,381,577</td>
<td>$24,403,215</td>
<td>95.61 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>$26,367,709</td>
<td>$24,450,380</td>
<td>107.84 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>$25,724,931</td>
<td>$24,394,440</td>
<td>105.45 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>$27,257,905</td>
<td>$27,091,721</td>
<td>100.61 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>$27,325,324</td>
<td>$26,357,106</td>
<td>103.67 %</td>
</tr>
</tbody>
</table>
DRPA Dashboard

July, 2014 ---- June, 2015

DRPA Operating Budget

94.21 %
12 MONTH ROLLING AVERAGE

Legend
- Over Budget
- Under Budget between 0-5%
- Under Budget between 5-10%
- Under Budget by more than 10%

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>$6,072,797</td>
<td>$7,419,026</td>
<td>108.81 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>$6,631,469</td>
<td>$7,419,026</td>
<td>89.38 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>$6,987,155</td>
<td>$7,419,026</td>
<td>94.18 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>$6,265,536</td>
<td>$7,419,026</td>
<td>84.47 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>$6,929,243</td>
<td>$7,419,026</td>
<td>93.40 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>$4,740,091</td>
<td>$7,419,026</td>
<td>63.89 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>$9,473,004</td>
<td>$7,181,403</td>
<td>131.91 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>$6,707,052</td>
<td>$7,181,403</td>
<td>93.39 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>$7,185,636</td>
<td>$7,181,403</td>
<td>100.07 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>$6,654,695</td>
<td>$7,181,403</td>
<td>92.57 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>$7,222,690</td>
<td>$7,181,403</td>
<td>100.57 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>$5,657,961</td>
<td>$7,181,403</td>
<td>78.79 %</td>
</tr>
</tbody>
</table>

DRPA Capital Budget

67.09 %
12 MONTH ROLLING AVERAGE

Legend
- Over Budget
- Under Budget between 0-5%
- Under Budget between 5-10%
- Under Budget by more than 10%

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>$9,669,342</td>
<td>$13,679,892</td>
<td>72.14 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>$7,914,920</td>
<td>$12,708,769</td>
<td>62.28 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>$11,349,030</td>
<td>$11,523,381</td>
<td>98.49 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>$2,959,172</td>
<td>$8,317,558</td>
<td>35.58 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>$5,534,067</td>
<td>$6,959,190</td>
<td>79.52 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>$2,169,745</td>
<td>$16,418,328</td>
<td>13.22 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>$10,104,550</td>
<td>$7,703,471</td>
<td>131.17 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>$4,782,131</td>
<td>$9,523,273</td>
<td>50.22 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>$5,557,326</td>
<td>$10,669,347</td>
<td>52.09 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>$18,290,666</td>
<td>$15,157,516</td>
<td>120.72 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>$10,526,246</td>
<td>$17,795,794</td>
<td>59.15 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>$11,511,894</td>
<td>$19,460,573</td>
<td>59.15 %</td>
</tr>
</tbody>
</table>
DRPA Dashboard

July, 2014 to June, 2015

PATCO Ridership

97.67 %
12 MONTH ROLLING AVERAGE

Legend:
- On Budget or under budget by less than 3.5%
- Under Budget between 3.5-5%
- Under Budget by more than 5%

PATCO Revenue

110.12 %
12 MONTH ROLLING AVERAGE

Legend:
- On Budget
- Under Budget between 0-2%
- Under Budget by more than 2%

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>844,362</td>
<td>854,878</td>
<td>98.77 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>844,218</td>
<td>891,945</td>
<td>94.65 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>866,830</td>
<td>995,356</td>
<td>86.81 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>865,316</td>
<td>836,836</td>
<td>97.57 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>768,061</td>
<td>896,759</td>
<td>85.26 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>792,865</td>
<td>854,157</td>
<td>92.82 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>814,585</td>
<td>764,595</td>
<td>106.53 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>773,867</td>
<td>787,814</td>
<td>98.23 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>920,916</td>
<td>914,402</td>
<td>100.71 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>846,012</td>
<td>834,848</td>
<td>101.34 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>809,051</td>
<td>852,228</td>
<td>94.93 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>843,410</td>
<td>884,478</td>
<td>95.36 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Actual</th>
<th>Budgeted</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun, 2015</td>
<td>$2,224,233</td>
<td>$2,175,771</td>
<td>102.23 %</td>
</tr>
<tr>
<td>May, 2015</td>
<td>$2,159,950</td>
<td>$2,250,473</td>
<td>95.98 %</td>
</tr>
<tr>
<td>Apr, 2015</td>
<td>$2,229,944</td>
<td>$2,266,527</td>
<td>96.39 %</td>
</tr>
<tr>
<td>Mar, 2015</td>
<td>$2,271,983</td>
<td>$2,257,265</td>
<td>100.65 %</td>
</tr>
<tr>
<td>Feb, 2015</td>
<td>$1,957,978</td>
<td>$2,059,566</td>
<td>95.55 %</td>
</tr>
<tr>
<td>Jan, 2015</td>
<td>$2,028,346</td>
<td>$2,189,168</td>
<td>92.65 %</td>
</tr>
<tr>
<td>Dec, 2014</td>
<td>$5,126,586</td>
<td>$1,932,798</td>
<td>265.24 %</td>
</tr>
<tr>
<td>Nov, 2014</td>
<td>$2,016,038</td>
<td>$2,047,264</td>
<td>98.47 %</td>
</tr>
<tr>
<td>Oct, 2014</td>
<td>$2,386,201</td>
<td>$2,378,285</td>
<td>100.33 %</td>
</tr>
<tr>
<td>Sep, 2014</td>
<td>$2,158,372</td>
<td>$2,160,844</td>
<td>99.39 %</td>
</tr>
<tr>
<td>Aug, 2014</td>
<td>$2,081,082</td>
<td>$2,175,188</td>
<td>95.57 %</td>
</tr>
<tr>
<td>Jul, 2014</td>
<td>$2,209,592</td>
<td>$2,314,735</td>
<td>95.48 %</td>
</tr>
</tbody>
</table>
DRPA Dashboard

July, 2014 ---- June, 2015

PATCO On Time Performance

96.34%
12 MONTH ROLLING AVERAGE

Goal: 98%

Legend
- On Time Over 98%
- On Time between 95-98%
- On Time below 95%

PATCO Incidents

<table>
<thead>
<tr>
<th>Equipment Defect</th>
<th>33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of Equipment</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
<tr>
<td>Transit Operations</td>
<td>5</td>
</tr>
<tr>
<td>Public Safety Issues</td>
<td>5</td>
</tr>
<tr>
<td>Trespassers</td>
<td>2</td>
</tr>
<tr>
<td>Passenger Issues</td>
<td>2</td>
</tr>
<tr>
<td>Weather</td>
<td>2</td>
</tr>
<tr>
<td>W&amp;P Elect. Signal - Radio</td>
<td>1</td>
</tr>
<tr>
<td>Speed Restrictions</td>
<td></td>
</tr>
<tr>
<td>W&amp;P Track - Wayside</td>
<td></td>
</tr>
<tr>
<td>Deer/Animals</td>
<td></td>
</tr>
</tbody>
</table>

JUNE 2015
## DRPA/PATCO UNAUDITED FINANCIAL SUMMARY - September Finance Committee Meeting

**September 9, 2015**

### DRPA TRAFFIC / PATCO RIDERSHIP AND REVENUE

#### YEAR-TO-YEAR COMPARISON

<table>
<thead>
<tr>
<th></th>
<th>2014 Actual</th>
<th>2015 Actual</th>
<th>Year-to-Year Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRPA Traffic</td>
<td>23,031,512</td>
<td>23,611,001</td>
<td>579,489</td>
<td>2.52%</td>
</tr>
<tr>
<td>DRPA Toll Revenues</td>
<td>$142,817,075</td>
<td>$147,721,709</td>
<td>$4,904,634</td>
<td>3.43%</td>
</tr>
</tbody>
</table>

#### Average Toll

<table>
<thead>
<tr>
<th></th>
<th>2014 Actual</th>
<th>2015 Actual</th>
<th>Year-to-Year Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$6,209</td>
<td>$6,256</td>
<td>$0.055</td>
<td>0.90%</td>
</tr>
</tbody>
</table>

Note: Snow impacted January and February 2014

### 2014 vs. 2015 YTD thru 7/31/15

<table>
<thead>
<tr>
<th></th>
<th>2014 Actual</th>
<th>2015 Actual</th>
<th>Year-to-Year Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>PATCO Ridership</td>
<td>5,842,823</td>
<td>5,861,999</td>
<td>19,176</td>
<td>0.33%</td>
</tr>
<tr>
<td>PATCO Net Passenger Revenues</td>
<td>$14,243,920</td>
<td>$14,399,978</td>
<td>$156,058</td>
<td>1.10%</td>
</tr>
</tbody>
</table>

#### Average Fare

<table>
<thead>
<tr>
<th></th>
<th>2014 Actual</th>
<th>2015 Actual</th>
<th>Year-to-Year Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$2.4378</td>
<td>$2.4565</td>
<td>$0.019</td>
<td>0.76%</td>
</tr>
</tbody>
</table>

### 2015 YTD thru 6/30/15

<table>
<thead>
<tr>
<th></th>
<th>2015 Budget (6 mo)</th>
<th>2015 Actual (6 mo)</th>
<th>(Under) / Over Budget</th>
<th>% (Under) / Over Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRPA Traffic</td>
<td>22,984,146</td>
<td>23,611,001</td>
<td>$626,855</td>
<td>2.73%</td>
</tr>
<tr>
<td>DRPA Toll Revenues</td>
<td>$141,139,101</td>
<td>$147,721,709</td>
<td>$6,582,608</td>
<td>4.66%</td>
</tr>
</tbody>
</table>

Note: Snow impacted January and February 2014

### 2015 YTD thru 7/31/15

<table>
<thead>
<tr>
<th></th>
<th>2015 Budget (7 mo)</th>
<th>2015 YTD Actual (7 mo)</th>
<th>(Under) / Over Budget</th>
<th>% (Under) / Over Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>PATCO Ridership</td>
<td>6,072,752</td>
<td>5,861,999</td>
<td>(210,753)</td>
<td>-3.47%</td>
</tr>
<tr>
<td>PATCO Net Passenger Revenues</td>
<td>$14,601,013</td>
<td>$14,399,978</td>
<td>$201,035</td>
<td>-1.38%</td>
</tr>
</tbody>
</table>

### OPERATING EXPENSES - YTD July 31, 2015

<table>
<thead>
<tr>
<th></th>
<th>2015 Budget</th>
<th>2015 YTD Actual</th>
<th>(Under) / Over Budget</th>
<th>% (Under) / Over Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRPA Budget</td>
<td>$51,933,184</td>
<td>$49,127,793</td>
<td>(2,805,391)</td>
<td>-5.40%</td>
</tr>
<tr>
<td>PATCO Budget</td>
<td>$30,858,853</td>
<td>$28,466,111</td>
<td>(2,392,742)</td>
<td>-7.75%</td>
</tr>
<tr>
<td>Total</td>
<td>$82,792,037</td>
<td>$77,593,904</td>
<td>(5,198,133)</td>
<td>-6.28%</td>
</tr>
</tbody>
</table>

### TOTAL CAPITAL EXPENDITURES

#### Funding Source

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>08/31/2014 Actual</th>
<th>09/31/2015 Actual</th>
<th>Year-to-Year Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Fund Drawdowns</td>
<td>$71.6</td>
<td>$58.9</td>
<td>$12.6</td>
<td>0%</td>
</tr>
<tr>
<td>Economic Development</td>
<td>$1.4</td>
<td>$1.4</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>General Fund</td>
<td>$-</td>
<td>-</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

| Total Capital Expenditures - Major Projects | $71.6 | $60.3 | $(11.2) | -15.7% |

Increase in expenditures since last month: 9.1 million

### (CAPITAL) PROJECT FUND BALANCE

- Estimated Balance as of 08/31/2015: $180.8 million
- Decrease in project fund balances since last month: 9.1 million

*Project fund consists of proceeds from the December 2013 revenue bond issuance. $348.8 million in net proceeds (after costs of issuance, debt reserve fund requirements and reimbursement to the General Fund (per the Board’s Resolution #12-051:Reimbursement of Expenditures Resolution). $168.2 million in proceeds used to fund December 2013’s through August’s 2015’s capital expenditures.

### ESTIMATED GENERAL FUND BALANCE

- Estimated Balance as of 8/31/2015: $497.2 million
- Est. Change from previous month: $7.2 million - increase since 7/31/2015

*includes receipt of $4.3 million repayment of Victor Loans loan
CONSULTATIVE AND DELIBERATIVE WORKPAPERS
DRPA/PATCO UNAUDITED FINANCIAL SUMMARY - September Finance Committee Meeting
September 9, 2015

**TOTAL DRPA BOND DEBT**

<table>
<thead>
<tr>
<th>Outstanding Bond Issues</th>
<th>08/31/15</th>
<th>08/31/14</th>
<th>1/1/2016</th>
<th>Maturities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 Rev. Refunding Bonds</td>
<td>$270,180</td>
<td>$287,800</td>
<td>$(18,625)</td>
<td></td>
</tr>
<tr>
<td>2010 Rev. Refunding Bonds</td>
<td>$316,955</td>
<td>$337,255</td>
<td>$(18,575)</td>
<td></td>
</tr>
<tr>
<td>2010 Revenue Bonds</td>
<td>$308,375</td>
<td>$308,375</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2013 Revenue Bonds</td>
<td>$476,585</td>
<td>$476,585</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Senior (Revenue) Bonds</strong></td>
<td>$1,372,095</td>
<td>$1,410,015</td>
<td>$(37,920)</td>
<td></td>
</tr>
<tr>
<td>1998 A&amp;B Port District Project Bonds</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1999 A Port District Project Bonds</td>
<td>$24,010</td>
<td>$27,675</td>
<td>$(3,945)</td>
<td></td>
</tr>
<tr>
<td>1999 B Port District Project Bonds</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2001 A Port District Project Bonds</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2001 B Port District Project Bonds</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2012 Port District Project Refunding Bonds</td>
<td>$141,440</td>
<td>$147,240</td>
<td>$(6,030)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Subordinated Bonds</strong></td>
<td>$165,450</td>
<td>$174,915</td>
<td>$(9,465)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Debt Outstanding</strong></td>
<td>$1,537,545</td>
<td>$1,584,930</td>
<td>$(47,385)</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL BOND DEBT BY TYPE**

<table>
<thead>
<tr>
<th>Principal Outstanding</th>
<th>% of Total</th>
<th>(Moody’s/S&amp;P)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Rate Bonds</td>
<td>$950,410</td>
<td>61.8%</td>
</tr>
<tr>
<td>Variable Rate Bonds</td>
<td>$587,135</td>
<td>38.2%</td>
</tr>
<tr>
<td><strong>Total Debt</strong></td>
<td>$1,537,545</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

| Revenue Bonds         | $1,372,095 | 89.2%         | A3 stable/ A positive |
| PDP Bonds             | $165,450   | 10.8%         | Baa3 stable / BBB positive |
| **Total Debt**        | $1,537,545 | 100.0%        |             |


**Key 2013/2014/2015 finance plan actions**

1. LOC restructuring for 2010 Revenue Refunding Bonds closed on March 21, 2013. Three new LOC providers. LOCs fees range from 0.45% to 0.70%.
2. 2008 Revenue Bond LOC extensions were completed on June 28. Retaining TD Bank and Bank of America with fees at 0.65% to 0.70%, respectively.
3. New bond issue - Ratings agency (Moody’s & S&P) and investor presentations completed in November. S&P Ratings increased from A- to A.

**2015 Action Plan Initiatives**

5. Barclays agreed to extend the LOC to March 20, 2018, at a reduced facility rate of 7.5 basis points - expected $95k reduction in annual fees.
6. Swap Novation - UBS replaced as swap counterparty on both DRPA active swaps. TD Securities and Wells Fargo are the new counterparties

**Total Swap Valuation - 8/31/2015 (in millions)**

<table>
<thead>
<tr>
<th>Original Notional</th>
<th>Current Notional Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>Active Swaps*</td>
</tr>
<tr>
<td>$811</td>
<td>$587</td>
</tr>
</tbody>
</table>

*Current Notional Amounts: 1995 Revenue Bond swap currently $270.2 million; 1999 swap $317.0 million. Total $587.2 million
DELAWARE RIVER PORT AUTHORITY

BOARD MEETING

Pennsylvania Convention Center
1101 Arch Street
Philadelphia, Pennsylvania

Wednesday, August 19, 2015
PRESENT

Pennsylvania Commissioners
Ryan Boyer, Chairman
Antonio Fiol-Silva
Marian Moskowitz
Elinor Haider
Rohan K. Hepkins
John Dougherty (for Pennsylvania Auditor General Eugene DePasquale)
Timothy Reese, Pennsylvania State Treasurer
Carl Singley, Esquire

New Jersey Commissioners
Jeffrey Nash, Esquire, Vice Chairman
Richard Sweeney
Charles Fentress
Albert Frattali
Tamarisk Jones (via telephone until 11:02 a.m.)

DRPA/PATCO Staff
John Hanson, Chief Executive Officer
Raymond Santarelli, General Counsel and Corporate Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen P. Vandy, Assistant General Counsel
Richard J. Mosback, Jr., Assistant General Counsel
James White, Chief Financial Officer
Dan Auletto, Acting Chief Operating Officer
Toni Brown, Chief Administrative Officer
Michael Venuto, Chief Engineer
William Shanahan, Director, Government Relations
John Rink, General Manager, PATCO
Bennett Cornelius, Assistant General Manager, PATCO (via telephone)
Jack Stief, Chief, Public Safety
**DRPA/PATCO Staff (continued)**

Robert Finnegan, Lieutenant, Public Safety, Ben Franklin Bridge
Michael Voll, Sergeant, Public Safety, Ben Franklin Bridge
Sean Longfellow, Corporal, Public Safety, Ben Franklin Bridge
Jim Simpson, Manager, IS
David Gentile, Inspector General
Susan Squillace, Manager, Procurement and Stores, DRPA/PATCO
Howard Korsen, Manager, Contract Administration
Christina Maroney, Director, Strategic Initiatives
Kyle Anderson, Director, Corporate Communications
Fran O'Brien, Manager, Corporate Communications & Community Relations
Mike Williams, Acting Manager, Corporate Communications
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
Nancy Farthing, Executive Assistant to the CEO
Dawn Whiton, Administrative Coordinator to the CEO

**Others Present**

Amy Herbold, Esq., New Jersey Governor's Authorities Unit (via telephone; arrived at 10:35 a.m.)
David Dix, Assistant to Chairman Boyer
Obra Kernodle, Deputy Chief of Staff, Pennsylvania Governor's Office
Dionne Frith, Assistant to Chairman Boyer
Chelsea Guzowski, Director of Special Projects, Pennsylvania Governor's Office of the Budget
Victoria Madden, Chief Counsel for Auditor General Eugene DePasquale (via telephone)
Christopher Gibson, Esq., Archer & Greiner, (New Jersey Counsel)
Alan Kessler, Esq., Duane Morris LLP (Pennsylvania Counsel)
**Others Present (continued)**

Stephanie Kosta, Esq., Duane Morris LLP
(Pennsylvania Counsel)
Olivia C. Glenn, Regional Manager, New Jersey Conservation Foundation
Tara Chupka, Assistant to John Dougherty
Marcia Perry, Assistant to Kyle Anderson
Phoebe Coles, Community Marketing Concepts
John Boyle, DRPA/PATCO Citizen Advisory Committee
Tony DeSantis, DRPA/PATCO Citizen Advisory Committee
Brian Stevenson
Frank Keel
Sara Hershler
| Swearing in of New Commissioner | 9 |
| Roll Call | 9 |
| Report of the CEO - August 2015 | 11 |
| Report of the CFO | 27 |
| Key Performance Indicators |  |
| Approval of July 15, 2015 Board Meeting Minutes | 46 |
| Monthly List of Previously Approved Payments | 46 |
| Covering Month of July 2015/Monthly List of Previously Approved Purchase Orders and Contracts of July 2015 |  |
| Balance Sheet - First Quarter Financials - March 31, 2015 | 47 |
| Approval of Operations & Maintenance Committee Minutes of August 5, 2015 | 48 |
| Adopt Resolutions Approved by Operations & Maintenance Committee of August 5, 2015: |  |
| DRPA-15-097 | Contract No. BF-44-2015, Ben Franklin Bridge Miscellaneous Pavement Repairs | 48 |
| DRPA-15-098 | Construction Monitoring Services for Contract No. WW-20-2015, Walt Whitman Bridge Painting Suspension Span & Towers | 49 |
| DRPA-15-099 | Capital Project Contract Modifications | 51 |
INDEX

(continued)

| DRPA-15-100 | Purchase Bid B0006348 Procurement of Ameristar Aegis II Fence and Fence Materials for the Ben Franklin Bridge - No Substitutions | 52 |
| DRPA-15-101 | Carpet Replacement for One Port Center Building | 54 |
| DRPA-15-102 | City of Philadelphia Request for Office of Emergency Management Use of Lots Under the Ben Franklin Bridge | 55 |

Adopt Resolutions Approved by Finance Committee of August 12, 2015:

| DRPA-15-103 | Camera and Call Box Maintenance Agreement | 60 |
| DRPA-15-104 | Active, Benefit-Eligible Employees/Under Age 65 Retirees, and Eligible Dependents - Health Benefits 2016 (DRPA/PATCO) | 56 |
| DRPA-15-105 | Employee Dental Coverage 2016-2017 (DRPA/PATCO) | 56 |

Unfinished Business:

| DRPA-15-060 | Amended Audiolog Recorder Upgrades | 62 |
INDEX (continued)

New Business:

DRPA-15-107 Consideration of Pending DRPA Contracts (Between $25,000 & $100,000) 63

Citizen Advisory Committee Report 66
Public Comment 69
Adjournment 73
PROCEDINGS

(10:00 a.m.)

CHAIRMAN BOYER: The meeting of the Delaware River Port Authority will now come to order.

I would like to first welcome everyone to the beautiful, newly expanded Pennsylvania Convention Center. I take great pride in this building, as we, my union, has been in this building since its inception. John Dougherty -- one of the commissioners, myself, Michael Barnes, and Sam Malone helped fuel the renaissance that is going on today at the Pennsylvania Convention Center. So I wanted to acknowledge this building and I'm very proud that we are having our meeting here.

Now, I'm going to ask for a moment of silence, and then we'll stand for the pledge to the American flag.

(Pause/Pledge)

CHAIRMAN BOYER: I would like to ask the Corporate Secretary to come forward and administer the oath of office to the new Commissioner, Carl Singley, who is a friend, who is my guy, and who has been
properly vetted by every authority known to mankind.

I'm proud to have Carl as a Commissioner. He is a very thoughtful, intelligent leader within this Philadelphia community, and I'm proud to welcome Carl Singley to the Board.

MR. SANTARELLI: Thank you, Mr. Chairman.

Good morning, everyone.

At this time, we'll administer the oath of office to Mr. Singley.

(Oath administered)

MR. SANTARELLI: Mr. Chairman, he is sworn.

(Applause)

CHAIRMAN BOYER: I'd like to have the Corporate Secretary call the roll.

MR. SANTARELLI: Chairman Boyer?

CHAIRMAN BOYER: Present.

MR. SANTARELLI: Vice Chairman Nash?

VICE CHAIRMAN NASH: Here.

MR. SANTARELLI: Commissioner Dougherty?

COMMISSIONER DOUGHERTY: Present.

MR. SANTARELLI: Commissioner Fentress?

COMMISSIONER FENTRESS: Here.
MR. SANTARELLI: Commissioner Fiol-Silva?

COMMISSIONER FIOl-SILVA: Present.

MR. SANTARELLI: Commissioner Sweeney?

COMMISSIONER SWEENEY: Here.

MR. SANTARELLI: Commissioner Moskowitz?

COMMISSIONER MOSKOWITZ: Here.

MR. SANTARELLI: Commissioner Frattali?

COMMISSIONER FRATTALI: Here.

MR. SANTARELLI: Treasurer Reese?

TREASURER REESE: Here.

MR. SANTARELLI: Commissioner Jones?

COMMISSIONER JONES: Here.

MR. SANTARELLI: On the phone.

COMMISSIONER JONES: Yes.

Commissioner Hepkins?

COMMISSIONER HEPKINS: Present.

MR. SANTARELLI: Commissioner Haider?

COMMISSIONER HAIDER: Here.

MR. SANTARELLI: Commissioner Singley?

COMMISSIONER SINGLEY: Here.

MR. SANTARELLI: You have a quorum.

CHAIRMAN BOYER: Thank you, sir. We'll now
have the report of the Chief Executive Officer, John Hanson.

MR. HANSON: Thank you, Chairman.

On behalf of my colleagues, the staff of the Delaware River Port Authority and the Port Authority Transit Corporation, I'd like to welcome our new Board member, Commissioner Singley. We look forward to working with you; your expertise and your input will be very valuable as we continue to make fiscal responsibility, operational efficiencies, and exemplary customer service a top priority.

Commissioner Singley, if you want to say a few words at this time, I invite you to make any --

COMMISSIONER SINGLEY: I would like to, if I could.

MR. HANSON: Sure.

COMMISSIONER SINGLEY: I'd like to just take a moment to say that I am honored to have an opportunity to work with what I know is a very dedicated group of folks who are doing a difficult job, during difficult times, and, indeed, a thankless job. You are constantly under scrutiny. You're constantly trying
to keep the brand positive in the minds of people who use the bridges and the like. And I'm just delighted to be here.

I also want to say that one of the biggest mistakes I made is I called Johnny Dougherty to let him know I was coming. I said, “Johnny, do I have to wear a tie?” And he said, “No.”

(Laughter)

COMMISSIONER SINGLEY: So, as usual, I can count on John to give me solid advice. Thank you very much, and I look forward to working with you and living up to the expectations that you justifiably have. Thank you.

MR. HANSON: Thank you, Commissioner. Again, on behalf of the staff, welcome.

Under the heading of "Stewardship," I have a couple of items. A customer emailed us and said, "I was in a car accident this morning at 6th and Vine, and two DRPA officers were the first to respond. They were so incredibly kind and helpful. I had my four-and-a-half-year-old nephew with me in the car and the officers made sure we were both safe and that we both
safely got out of the car to go to the sidewalk and
wait.

"Officer John -- I don't know his last name --
spent so much time with us and he even gave my crying
nephew a sticker, which he proudly wore all day. He
talked about his daughter, Sammy, who is also 4, and
this made my nephew feel so much better. I want to
thank Officer John and the other officer who
responded. I was hit by someone who ran a red light.
I was frightened and upset and these officers made the
situation much easier for me and I am incredibly
grateful. Thank you so much."

During a recent PATCO train delay, a customer
wrote, "You have a female employee, Manager of
Passenger Services Sylvia Cuevas, at 8th and Market.
She is frequently there around 4:00 to 5:00 p.m. and
she does a phenomenal job and did a phenomenal job
handling the delay, today. She was attentive,
friendly, informative, and calming. Information was
coming in and she relayed it immediately. She made
the best of a difficult situation."

A customer tweeted the following regarding our
sale of Papal passes, "I just wanted to let you know
the customer service rep on the phone and the two
ladies at the Broadway ticket window were very helpful
and very nice to this first-time FREEDOM ticket buyer
#papalvisitfrenzyandfrazzled."

A customer wrote to commend staff, "It was my
mom's first time riding the train back to New Jersey
alone and the train operator was so helpful in making
sure she got off at the correct stop. She made it to
Woodcrest safe and sound."

Also, during August, we had a special Vendor
Outreach event. Chairman Boyer and I welcomed more
than 60 vendors to this event. The Purchasing
Department, and OBD&EO worked together to develop a
pilot program that will afford minority, women-owned,
and other small businesses an opportunity to compete
for annual contracts in four commodity areas; gloves,
trash can liners, safety equipment, and fasteners.
Instead of supplying these commodities in small
quantities, vendors will now have the opportunity to
compete for larger annual contracts.

Press from Al Dia and the Philadelphia Tribune
newspapers were in attendance. Buyers, Adam Carmasine, Natasha Roman, Michelle Dinella and Linda Willis, from the Purchasing Department were on hand to distribute packets. Event organizers, EEO Specialists, Erin Watterson, Purchasing Manager Susan Squillace, Compliance Specialist Ron Kelly, Project Analyst Ann DuVall, Administrative Coordinator Thaddeus Abbott and Administrative Division Summer Intern Francis Haggerty, worked collaboratively under the direction of Chief Administrative Officer Toni Brown.

The event supports the Board’s goals of diversity and inclusion and the subcommittee's goals as well. It also supports the Authority's new-shared vision and new-shared values of community stewardship.

Earlier this year, under the leadership of Chief Administrative Officer Toni Brown, a new Cultural Integration Program was introduced. This cultural integration session is in addition to an employee’s new hire orientation and it helps the individual departments onboard with their new employees.
We also have upcoming, mandatory Equal Employment Opportunity training for the Authority staff, together with the Human Resources Training Administrator. The Office of Business Development/Equal Opportunity is managing biannual EEO training for all Authority employees. It is mandatory training and being conducted by a subject-expert from the Equal Employment Opportunity Commission.

The Organizational Structure and Resource Allocation Study is well underway. Our consultant, CCI, met with executive and senior staff on July 16th to discuss Phase 1 of the study and we will have further updates on this going forward, in the future.

I'd like to, at this time, ask Chief Engineer Mike Venuto to provide us with an update on the Car Rehab Project.

MR. VENUTO: Yes. Thank you, John. Good morning, Commissioners.

The Car Rehabilitation Project -- we have received 8 married pairs to date, 16 total cars. They have all been accepted and they are apparently in revenue service. We received one additional married
pair earlier this week and that's moving onto the testing phase. Upon completion of the testing phase, it will go into revenue service. Another married pair is scheduled to be delivered to Lindenwold next week. As we receive refurbished married pairs, we provide two more cars to the rebuilder to go into their production line.

MR. HANSON: So, there are 16?

MR. VENUTO: Yes, sir, 16 cars in service.

MR. HANSON: Great.

Mr. Rink, any other comments?

MR. RINK: No. As you mentioned, currently, we have a fleet of 100 cars at PATCO. We have 82 of our existing fleet and 16 of the Alstom in service, and the 2 delivered; so, 100 cars currently, out of our 120, are at Lindenwold.

MR. HANSON: Great.

Mr. Venuto, track rehab?

MR. VENUTO: Yes. The track rehabilitation across the Ben Franklin Bridge, this $103 million project is nearing completion. We are on schedule to complete the north track outage by September 6th, and
complete the entire project by December 31st of this year. The major work that is ongoing during this outage is signal and power work, under bridge platform removal, along with some punch list items for steel, track, and painting work.

MR. HANSON: The key point is that as we complete this last outage, there will be no more work done. There will be no more outages during the regular rush hours and it will be just on the weekends. Finally --

MR. RINK: John, just one correction on that. Between Labor Day and mid-October, we will have extended week outages on Thursday evening and Friday; so Thursday, from 10 a.m. to Sunday/Monday morning, we will have extended outage, only on Track 2.

MR. HANSON: In October.

MR. RINK: Correct.

MR. HANSON: All right. Thank you. Finally, Mr. Venuto, Franklin Square?

MR. VENUTO: Yes, Franklin Square. We recently updated estimates on the reopening of Franklin Square. The study identified a capital cost
of approximately $26 million to fully open the
station. We have since identified the operating cost
of reopening the station to be about $900,000 a year.
Our Grants Department has recently submitted a TIGER
grant application in the amount of $26 million for the
estimated cost of reopening the station and we should
hear back in another month or so.

We have prepared draft schedules and
advertisements for qualifications. This past O&M
meeting, we sat with the Operations & Maintenance
Committee to discuss steps going forward. The plan
will be that at the next O&M meeting in September we
will make a presentation to the O&M Committee in
anticipation of moving forward to the Board for their
consideration.

MR. HANSON: Thank you, Mr. Venuto.

Finally, the summer is coming to a close and
that means it is coming to a close for our summer
interns. We would like to thank the Board again for
the changes that you made to the Summer Intern Program
this year. I'd like our Chief Administrative Officer,
Toni Brown, to talk a little bit about that program.
MS. BROWN: Yes. Good morning, Commissioners.

In June, we welcomed 48 summer students to our program. These 48 interns worked in divisions across the Authority of DRPA and PATCO. For most students, as John has indicated, this is their last week at work for us.

While they worked with us, they learned the importance of reporting to work on time; they learned the importance of the value of hard work; they learned workplace protocol; and they received many meaningful work assignments. They also left with a clear understanding about their stewardship role here at the Authority.

We took the time to survey some of the summer interns and you have in front of you the results of the survey. One hundred percent of the respondents told us that they enjoyed their work. They found their contributions valuable and feel more prepared for future employment as a result of their work here in our Summer Intern Program.

More importantly, 87.5 percent of the students told us that they would consider applying to the DRPA
for future full-time employment, so we think that
that's a real positive result.

Earlier in the summer, Chairman Boyer and also
Vice Chairman Nash expressed interest in seeing the
summer students in action, at work. So, we took the
time to put together a video, a short video
presentation for you. This presentation was created
by a team of students and we hope that you enjoy what
they have to say.

(Video played)

MR. HANSON: Toni, any further comments?

MS. BROWN: No, that concludes my report.

MR. HANSON: And that concludes my report,

Mr. Chairman.

CHAIRMAN BOYER: Thank you.

Questions for the CEO?

Commissioner Dougherty?

COMMISSIONER DOUGHERTY: Yes, thank you,

Mr. Chairman.

I'd like to take a second to not only welcome
Mr. Singley to the Board, but also Tim Reese, Kyle
Anderson, Dave Gentile, and Ray Santarelli. I've
dealt with all five of them and to be honest with you, I've disagreed with all of them more than once in my other life. But I want to let you know -- you talk about intellect, and passion, and success in where they all came from -- all five of them are great additions to this Authority.

Again, I think it's a step in the right direction. It goes forward. It changes some of the old culture. I know I make people nervous when I say the word "culture," but there was a comfort zone that -- again, I'm very happy to see that we have an organizational structure going on, -- but I hope we're moving from welcoming the five new additions, but jumping into the new organizational structure.

I want to make sure that we are included in that conversation, too, because that's not just moving the chairs around. That was because we have a serious lack of equality in job distribution. That was the initial part of the conversation and we wanted to place people in positions that would be able to fix that. I haven't been included in any of that conversation and I made that motion both times I've
been on this Board -- about adding some structure here which would help. And, again, we've already seen a few other pieces that we have discussed in the past.

Last, but not least -- well, two other pieces. I wasn't present at the Operations & Maintenance, but there was some discussion again about Franklin Square. And, I want additional scrutiny on everything. I understand now there's some concerns about the cost. But all you have to do is open up the paper and realize that the Papal visit, the DNC -- and walk around town; there's more cranes in Philadelphia than at any time in my lifetime. The people need that open. The City needs that open. Again, that was done in a conversation early on and I haven't had much -- I haven't been included in too many memos or conversations about if there are any changes or any problems we bumped into other than the Operations & Maintenance meeting minutes.

MR. HANSON: There are no problems. And I wouldn't necessarily describe the discussion at O&M as concern. I think the numbers were presented and there was a very healthy discussion at O&M about the
project. The committee members asked for a formal presentation at the next O&M Committee meeting, which Mr. Venuto is preparing and we will be doing at the next O&M Committee meeting.

From my perspective, Commissioner, I've said all along that this is an exciting project. I think it has the potential to enhance the service of the PATCO line and I think I agree with you that proper scrutiny is warranted; I think we're on that path.

COMMISSIONER DOUGHERTY: I just want to make sure we're consistent, because -- for some of our new members -- each year we get asked to vote on about a $25 to $30 million subsidy for PATCO. I just want to make sure that the distribution was fair between the Commonwealth of Pennsylvania and the good State of New Jersey. So, I've been raising these points for quite a few years. And last year, we had a 30 percent increase in the subsidy in PATCO. And that's when the Franklin Square conversation started.

I just want to make sure that the Franklin Square -- that we give PATCO the same type of scrutiny we're giving Franklin Square. I think the people on
both sides of the river deserve it.

MR. HANSON: You have made that point consistently. You have been consistent.

COMMISSIONER DOUGHERTY: But now, on the Pennsylvania side of it. Usually, I say it in Jersey.

(Laughter)

MR. HANSON: You have been instrumental in us getting to this point and we are continuing to proceed with this.

COMMISSIONER DOUGHERTY: Two other pieces of quick business. Two topics I've been fighting for are transparency and some consistent funding of the employees in the sense of raises and benefits and not always having the workers be the last people on the totem pole.

I understood we gave a 2, 2-1/2 percent increase across the board. I had conversation with the Auditor General of Pennsylvania, Eugene DePasquale, the only elected official on our side, and he wasn't properly notified of that. And here I am screaming for transparency and sitting at his pleasure. I just want to make sure that when we make
significant moves like that, especially things that he has championed, that he is included in the conversation.

MR. HANSON: I will make sure that that happens. These raises were discussed at the Labor Committee, which is typically where we discuss them. But I apologize for the oversight and we will include -- we will make sure that we include General DePasquale, in the future.

COMMISSIONER DOUGHERTY: Nice job with the interns.

MR. HANSON: Thank you.

CHAIRMAN BOYER: Any other Commissioners have any questions of the CEO's report?

I will ask for a motion to accept the CEO's report.

COMMISSIONER SWEENEY: Move the motion.

CHAIRMAN BOYER: Second?

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?
The motion carries.

Now, we'll have the report of the Chief Financial Officer, Jim White.

MR. WHITE: Good morning, Mr. Chairman, Mr. Vice Chairman, and all the Commissioners.

Congratulations to Commissioner Singley for coming on board at the DRPA.

Before I get into an update on some financial matters, I just wanted to again lend some support to the Summer Intern Program. The gentleman who worked for us is cited in our Annual Report as making a significant contribution and he was very helpful to us during a time when our staff is a little short-handed. One of the things I do as a chief officer at the DRPA is I give a test -- usually at the end of the day -- and he's been doing a pretty good job. So, I just wanted to add those remarks.

There are a number of things that I just wanted to update the Board on. We did have this conversation or summary in the Finance Committee meeting. But given when that happened, some of the minutes -- I think the minutes are not included, so I
just wanted to update the Commissioners on the status of a few of the resolutions that were passed.

On September 18, 2014, we passed DRPA-14-116. It essentially was the approval of the swap policy and the approval for us to proceed with a swap novation transaction. So, you'll see we did that in September.

I am happy to report on July 15th, we finalized that swap novation transaction. What that means essentially is that we replaced UBS as our swap counterparty with two new banks. That's a significant thing to us for several reasons.

Number one, it insulates us from collateralization in termination consequences related to any DRPA revenue bond downgrade. It removes a key element in the former provisions, which was a cross default provision related to the revenue bond swaps, related to the PDP bond, so that has been stricken out of the new deal.

The third is it gives us unilateral, optional termination rights, full or partial, at the election of the DRPA. We did not have those rights prior to this transaction. We increased the swap counterparty
credit quality. We diversified our swap counterparty exposure, for we now have two counterparties as opposed to one, so that puts us in a much better position should we look to do any optional terminations.

And surprisingly to us, we netted over $800,000 in proceeds; I did a happy dance in John Hanson's office when we got that transaction finished. So it really worked out well for us.

DRPA-15-048, Loan Guarantee for the U.S.S. Battleship New Jersey that was passed on April 15, 2015: the Board approved a 10-year loan guarantee, in an amount not to exceed $800,000, for the U.S.S. Battleship. I'm happy to report documents have been signed. The loan guarantee is effective with TD Bank.

This is a really important thing. Obviously, we have been exiting the economic development business. In the early 2000’s, DRPA loan guarantees totaled $24 million. At this point, we only have one loan guarantee effective. That is for $795,931.24 related to the Battleship. So that shows that over a period of 10 years, we have exited the business in
terms of loan guarantees and, obviously, it reduces our exposure going forward.

DRPA-15-090, Commuter Discount Implementation: we are proceeding with a contract with Xerox to get that moving. Again, our expected target date for that is December the 1st.

DRPA-15-095, the Camden Stadium Restructuring: that was passed at the July 2015 Board meeting and that transaction was concluded. After some pushback by the DRPA, the transaction occurred on August the 7th, one day after the veto period, so that deal is being concluded.

Those are the key updates I wanted to make on resolutions passed by the Board and that have, at this point, all been executed.

If you'll turn to the section in your binders or on your computers, there are three reports essentially to give some idea of the financial status of the DRPA, particularly for the new commissioner. There are additional financial reports throughout the binder or throughout the Board packet, but we tend to focus on these particularly in the Finance Committee.
and at the Board meetings to update everyone.

What I would like to do is briefly go over the DRPA Dashboard. You'll see the reporting month is May 2015.

TREASURER REESE: Excuse me. Can you please say the page number?

MR. WHITE: I'm not sure there is a page number, per se.

COMMISSIONER SINGLEY: Page 46.

TREASURER REESE: Page 46? Thank you.

MR. WHITE: Oh, is there? Okay. Thank you.

COMMISSIONER SINGLEY: The Dashboard starts at 44, actually.

TREASURER REESE: 44 is the Dashboard, yeah.

MR. WHITE: Thank you. In fact, the Dashboard is on view on the screen there. Some of the positive things there: DRPA traffic, you'll see, is on target. The current month is 3.14 percent higher than the budget. Year to date, we are above the budget. And, in fact, and I'm referring to the unaudited financial summary that we provided that is toward the latter part of the section, we are, year to date,
$4.5 million higher than last year in terms of tolls and we are roughly 600,000 vehicles higher than last year. Again, the key issue there is we were not socked with the inclement weather during January, February, and March in 2015, like we were in 2014.

So you'll see in terms of bridge ridership that we are above budget, on target, or above target.

DRPA operating budget: we're still roughly 10 percent below budget at this point and that number will continue to shrink as we get towards the end of the year. We're typically somewhere 5 percent -- give or take -- under budget historically the last 10 years or so.

In terms of the DRPA capital budget, you'll see that our expenditures are still less than budget. However, one of the things not reflected in this is that we have made significant payments to Alstom. Those payments are made using grant funds, so they do not appear in the DRPA contribution piece that's reflected here in the Dashboard.

PATCO ridership is roughly around 5 percent under budget and PATCO revenues are roughly the same.
Again, some of that relates to the snows related to PATCO, but most of that is related to, I think, the Track Rehab Program and the fact that gas prices were been low during much of the beginning of the year.

Operating Budget: PATCO is roughly 10 percent under budget, year-to-date. Its operating ratio is actually in better shape, positive related to the budget. On-time performance is around 97 percent. And now, I usually give John Rink an opportunity to share anything he wants to on that issue.

John, are you there?
MR. RINK: Thank you, Jim.

Commissioners, as you know, for the month we are at 97.64 percent, with our goal of 98 percent. Year-to-date, our on-time performance is 97.48 percent, right near our goal of 98 percent for the year. And, this was during our integration of the Alstom cars into our fleet and also the Bridge Rehab Project that has been on-going since last year.

MR. WHITE: Is that it, John? Okay, thank you very much.

In conclusion, I just want to -- as we
approach the end of the year, I just to make the comment that DRPA revenues are roughly $5.4 million above budget through the main numbers; so, we have experienced a tremendous increase both in terms of traffic and revenues, in some cases unexpected. That concludes my remarks.

CHAIRMAN BOYER: Any questions for Jim White?

TREASURER REESE: Yes, I have some questions.

I have a question first going back to the PATCO numbers. How does that on-time goal compare nationally?

MR. RINK: We have our on-time performance goal higher than other regional agencies. SEPTA, I believe, is at 95 percent. Washington is lower than that. We have a goal of 98 percent, which is high compared to our regional transit partners.

TREASURER REESE: Okay. I'm having some difficulty, Chairman, trying to follow, because you have a hard copy and I have an electronic copy. I've gone through a lot of this document, staying on pace with the discussion, and trying to find out exactly where we may be reading from, or looking at, so that
it gives me in my ability to give my fullest to this Board. So maybe that's something we can look at later.

But what do you attribute -- I was looking at the increase numbers. I saw it in the CEO report.

MR. WHITE: Right.

TREASURER REESE: I also saw something regarding minority, the MBE participation in the CEO report, so I'll just use this time, if you will. On the increase that you're seeing on the Walt Whitman, I see a lot of that is really Walt Whitman and the Commodore Barry. Is there anything that gives you an indication why year-over-year the ridership is higher, the traffic is higher, coming through there? Is it related to gas prices being low? Is this an anomaly? Do we expect it to go down?

I mean, when you do your budgeting and all, just give me a sense of how you're looking at this number and if that is statistically something that happens year-over-year, or something like that?

MR. WHITE: That's a very good question. In 2013, we did a traffic study as part of our 2013 bond
offering when we went out for roughly $470 million to support the Capital Program. Based on that traffic study, the increase in traffic, I believe, was somewhere around traffic and revenue, I believe; I don't have that in front of me, but I think it was around 1/2 a percent.

So, certainly -- and one of the things they look at in the traffic study, they look at population growth. They look at capital projects throughout the region. They look at employment trends both in terms of Pennsylvania and New Jersey. So we are experiencing a higher increase -- both in traffic and revenue -- than projected by the traffic study that was done at the end of 2013.

One of the major things we do when budgeting for traffic, is use that traffic study to kind of give us a sense of where we are and then we look back historically to see what kind of trends we've seen. One of the things that we also do is we decrement the traffic and the revenue numbers, typically by three days. So, that equates to around $3 million, because historically we've been hit in some years by as much
as three days related to inclement weather. One year, we had a hurricane that impacted the traffic. So what we tend to do is use the traffic study numbers, and then we pull back the numbers by $3 million.

One of the reasons we are so far ahead is because we essentially did not have the impact this year of the inclement weather. Maybe we were hit by $300 to $500,000; I don't know the numbers right offhand. But the fact that we didn't get hit by the three days automatically puts you ahead of budget, maybe around $2.5 million, give or take.

And then, the other piece is that the traffic thus far in terms of vehicles is three percent, which, again, is higher than projected under the traffic study. So essentially those combinations -- probably the gas prices have something to do with it, too, but a lot of it has to do with the lack of inclement weather and the fact that there is a greater growth than even projected by the study we had from an outside consultant.

MR. HANSON: And, Treasurer, another issue is that the average toll has gone up by nearly 4.8 cents,
so that means that the increase in traffic is weighted more heavily toward trucks and passenger vehicles.

MR. WHITE: Right.

MR. HANSON: Which we would say is probably indicative of an improving economy.

TREASURER REESE: Okay.

MR. HANSON: So there are more trucks. But the budgeting this year -- we had a current traffic study, as Jim said, so we based the budgeted numbers on the traffic study, decremented for weather as we normally do, allowing for three total weather loss days, which has been common in recent years.

TREASURER REESE: Right.

MR. HANSON: But the average toll, which is kind of the big surprise, goes from $6.21 to $6.26. That’s nearly a nickel on the average toll, which means the traffic mix is richer, weighted towards bigger trucks, which pay higher tolls.

TREASURER REESE: Right.

MR. WHITE: And to add to John's comment, you typically see that over the Commodore Barry and Walt Whitman Bridges where you have most of your commercial
traffic coming across.

TREASURER REESE: Okay. Just to finish up, so what I'm hearing is it's a mix. It's a rather complex mix, I'm hearing, where you're having more freight or trucks coming across certain bridges --

MR. WHITE: Right.

TREASURER REESE: -- with a higher toll, so that's giving you a higher revenue and a higher traffic, but not necessarily you can say that it's more, if you say residential or pedestrian drivers as well are increasing your traffic?

MR. HANSON: Probably all traffic is going up, but it's weighted towards the --

TREASURER REESE: That's what I'm --

MR. HANSON: Weighted towards trucks.

TREASURER REESE: And that's what I'm trying to say. So it's weighted -- it's more of a weighted thing, okay.

MR. WHITE: Right, that's exactly right. So of that roughly three percent increase, some of that is related to passenger traffic; but in terms of the mix, you're seeing more commercial vehicles coming
across, which push up your average toll.

TREASURER REESE: Okay. And then finally I guess then that bleeds into your forecasting studies around being able to manage the debt, debt repayment with increased revenues, lower operating costs.

Are you going to do any new -- does this cause any new forecasting, any new projections for the upcoming year that you may see given the fact that the numbers are trending higher and more than expected by a study done two years ago?

MR. WHITE: What we would expect is the numbers will be higher as a result of growth percentage. So we'll again kind of look at the study, maybe tweak it a little bit, but I would expect the numbers will be higher next year.

What happens with the DRPA is that essentially we're governed by our bond indentures. So, the toll revenues flow into what we call the Revenue Fund. After we pay the expenses related to Bridge Ops and Administration, it then goes to pay --

TREASURER REESE: Debt service.

MR. WHITE: Revenue bond, debt service, and it
flows into -- after that, it flows into the General Fund --

TREASURER REESE: Right.

MR. WHITE: -- we pay our PDP debt service.

We pay the PATCO subsidy and then from there, the surplus goes into the General Fund.

One of the things we did earlier, we did this last -- we have positioned ourselves in terms of the 5-year Capital Plan, which is around $750 million, to be able to fund that. There are two ways we fund that. One is through bond issuance; we had the 2013 issuance late in 2013. When those funds are exhausted by our existing plan -- and I project that may be somewhere in the late 2017/early 2018 timeframe -- we have a General Fund that -- what we did is we subdivided the General Fund into what we call a Pay-Go Capital Fund.

So the combination of our General Fund and the Project Funds, together -- we project that based on the present Capital Plan, we will be able to fund that out at least three or four years. So when you look at the better operating results --
TREASURER REESE: Right.

MR. WHITE: What that means is more money ultimately gets to the General Fund --

TREASURER REESE: General Fund, um-hum.

MR. WHITE: -- which gives us better capacity to fund the Capital Program.

TREASURER REESE: More liquidity.

MR. WHITE: Right.

MR. HANSON: In a real way, it keeps us -- it holds toll increases at bay. And this is something Jim and I are particularly proud of -- and Jim was the architect of this as the Director of Finance -- that for the first time in a long time, the DRPA is going to be in a position where we're going to be funding our Capital Program not out of borrowed funds, but out of money that we have accumulated in the General Fund.

The strategy, before Jim and I got here, to fund the Capital Plan was to raise the tolls, take the revenue stream that you have and monetize that through debt. And that's how DRPA and PATCO have paid for their Capital Program.

TREASURER REESE: Right.
MR. HANSON: Thanks to the hard work by the Board, the hard work by the staff, and in particular by the hard strategic and analytical work by CFO Jim White --

TREASURER REESE: Right.

MR. HANSON: -- we're in a position now where we're accumulating money in the General Fund so that when these Project Funds that have been borrowed run out, we're going to be paying not with borrowed funds any longer, but --

TREASURER REESE: Right.

MR. HANSON: -- with funds that we've been able to save, probably $300 million or more.

Right, Jim, when we get to that part?

MR. WHITE: Right, right.

CHAIRMAN BOYER: I think the term-of-art is "flush with cash."

TREASURER REESE: Or, yeah, well, liquidity.

CHAIRMAN BOYER: Yes, liquidity.

MR. WHITE: Yes, I like that term.

TREASURER REESE: But flush generates a different concept.
MR. WHITE: And, actually, the rating agencies like that term, “liquidity.” That's one of the things they looked at when they -- it's part of the 2013 bond issue.

TREASURER REESE: Right.

MR. WHITE: And so we were successful for the first time in I don't know how long by S&P. They raised that and one of the key things was our ability to fund the Capital Program and the second thing was the liquidity that we had to run our operations and also to fund the Capital Program.

CHAIRMAN BOYER: Thank you. This is a great discussion. I think that the press should take note, because I hate when they always start with and reference the “debt-ridden DRPA.” So we are great financials stewards of money.

And I have Commissioner Hepkins?

COMMISSIONER HEPKINS: I wanted to get in a little quicker to add to the point that the Treasurer is making as far as the reason for high variance and toll revenue. Is it -- can part of that be attributed to the low gas prices? I've heard it said that in the
last year gas prices are about .80 cents to $1 lower --
- depending where you are in the country -- per
gallon. It's down to $42 a barrel, from a high of
around $100 a barrel, and oil futures are going down.
Could you speak on not just our current
positive variance, but on the inverse effect of how
usually when you have low gas prices, public
transportation usage goes down; people flock to cars.
Could you speak on that a little bit?

MR. WHITE: Actually, I think you've explained
it pretty well. We don't have sophisticated models
that give us insight into that, but that certainly is
what's happening. When there are lower gas prices,
people have a tendency to go over the bridge. I think
I might have mentioned that. But that certainly is a
part of the equation.

I would say the bulk of what we've seen is,
though, the fact that we did not have inclement
weather and that accounts for, I would say, at least
50 percent of the overage. But, no doubt gas prices
have had an impact.

CHAIRMAN BOYER: Thank you. We're going --
MR. WHITE: By the way, John Hanson was a little generous with his comments about my role here as CFO for 10 years. He has to take a whole lot of the credit, so I just wanted to put that on the public record.

CHAIRMAN BOYER: We thank you both. With no more comments from any Commissioners, we're going to move onto approval of the July 15, 2015 DRPA minutes. The minutes were previously provided to all Commissioners. Are there any corrections?

With no necessary corrections, I'll accept a motion to approve the minutes.

COMMISSIONER FENTRESS: Move the motion.

CHAIRMAN BOYER: Can I get a second?

COMMISSIONER MOSKOWITZ: Second.

CHAIRMAN BOYER: All those in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it, motion carries.

Next on the agenda: Monthly List of Previously Approved Payments and a Monthly List of Previously Approved Purchase Orders and Contracts Covering the
Month of July 2015.

I will accept a motion to receive and file the monthly list of previously approved payments and monthly list of previously approved purchase orders and contracts covering the month of July 2015. Can I have a motion?

COMMISSIONER HEPKINS: So moved.

CHAIRMAN BOYER: A second?

COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed? Ayes have it.

Approval of the Balance Sheet - First Quarter Financials - March 31, 2015. We've had a chance to look at those.

Can I have a motion to accept?

COMMISSIONER HEPKINS: So moved.

CHAIRMAN BOYER: A second?

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All those in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?
Ayes carry.

Approval of the Operations & Maintenance Committee Minutes of August 5, 2015.

Can I have a motion to accept those minutes?

COMMISSIONER FENTRESS: Move the motion.

CHAIRMAN BOYER: Can I have a second?

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All those in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

Adopt Resolutions Approved by the Operations & Maintenance Committee Meeting of August 5, 2015. There are six items that the Operations & Maintenance Committee considered for approval. They are as follows:

Contract Number BF-44-2015, Ben Franklin Bridge Miscellaneous Pavement Repairs.

Mr. Venuto?

MR. VENUTO: Yes, sir, Mr. Chairman. Staff is seeking authorization to negotiate a construction contract with A.E. Stone to perform milling and
resurfacing on portions of the roadway service at the Ben Franklin Bridge in an amount of $708,000.

The asphalt pavement on the Camden approach spans is in need of repairs due to the constant heavy vehicular loads that have caused some cracking and potholes. This project will repair the deteriorated pavement to provide a smooth driving surface. The bridge was last resurfaced in 2004 and similar partial repairs were performed in 2009 and 2010.

CHAIRMAN BOYER: Thank you.

Any questions for Mr. Venuto? If not, I'll accept a motion for adoption.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes carry.


Again, Mr. Venuto?
MR. VENUTO: Thank you, Mr. Chairman.

Staff is seeking authorization to negotiate an agreement with Johnson, Mirmiram & Thompson to provide construction monitoring service for Contract WW-20-2015, the Walt Whitman Bridge Painting Suspension Spans and Towers in an amount of $7,386,065.95.

This Board previously approved the painting -- the overall painting contract, last month. This agreement will provide full-time, on-site construction inspection and monitoring services for the Walt Whitman Bridge Painting Project. The services will include a full-time resident engineer and support inspection staff for inspecting all contract field activities, and monitoring the contractor's compliance with our plans and specifications.

CHAIRMAN BOYER: Any questions of Mr. Venuto?

I'll entertain a motion.

COMMISSIONER FENTRESS: So moved.

CHAIRMAN BOYER: Can I get a second?

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?
ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes carry.


Again, Mr. Venuto?

MR. VENUTO: Thank you.

Staff is seeking Board authorization to execute a contract modification to the Ben Franklin Bridge, New Jersey Approach, North Parapet Rehabilitation Project. This was an emergency authorization project.

When the design was completed under the emergency basis, we designed it on the conditions that we saw at the time. The original contract value was $728,396. This contract modification is for $101,127.06, and a time extension of 14 days.

After demolition of the north parapet wall, our resident engineer did some further investigation and sounding and uncovered additional unsound concrete that needed to be replaced, plus some deterioration to the steel guardrail. We also want to include an
additional taper at the end of the barrier; that was not included in the original contract.

So this change order is for two additional contract -- I'm sorry -- is for the modification to two existing contract items and three new contract items.

CHAIRMAN BOYER: Thank you. I'll accept a motion for adoption.

COMMISSIONER FENTRESS: So moved.

CHAIRMAN BOYER: Can I get a second?

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All those in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.


Mike Venuto?

MR. AULETTO: Good morning, Mr. Chair.

CHAIRMAN BOYER: Oh, we've got a new guy now.

MR. AULETTO: I'll try. Staff is seeking
authorization to award a contract with the firm of
South Camden Iron Works, Mickleton, New Jersey, to
purchase fence material for installation at the Ben
Franklin Bridge in the amount of $173,523.32. The
project will improve access and security of the bridge
lots, and replace an existing eight-foot chain link
fence with a 10-foot climb-resistant estate fence.
The new fence will match the existing fence already
installed in the Camden under bridge areas. All
removal and installation will be completed by DRPA
in-house forces.

The project was publicly advertised on
June 30, 2015, and mailed to 18 bidders. Three bids
were received. The low responsive and responsible bid
was submitted by South Camden Iron Works in the amount
of $173,523.32. Thank you.

CHAIRMAN BOYER: I'll accept the motion for
adoption.

COMMISSIONER FRATTALI: Move the motion.
COMMISSIONER FENTRESS: Second.
CHAIRMAN BOYER: I have a motion and second.
All in favor signify by saying aye.
ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes carry.

DRPA-15-101, Carpet Replacement for One Port Center Building. Mr. Holden?

MR. HOLDEN: Good morning, Mr. Chairman.

Thank you.

CHAIRMAN BOYER: Good morning.

MR. HOLDEN: The carpeting in the building is the original carpeting installed when the building was constructed. We will be doing a phase-in replacement of the carpeting on Floors 7 through 11. That will be 16 by 16 squares and will be done in the evenings. The installation includes the movement of furniture, the laying of the carpet, and the replacement of the furniture. We are a bit under what was budgeted at $250,150 and, hopefully, we'll get it done between December and February.

CHAIRMAN BOYER: Thank you.

I'll entertain a motion for adoption.

COMMISSIONER FRATTALI: Move the motion.

CHAIRMAN BOYER: Can I get a second?
COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All in favor signify by saying aye.

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

DRPA-15-102, City of Philadelphia Request for Office of Emergency Management; Use of Lots under the Ben Franklin Bridge.

Ms. Shiver?

MR. SHIVER: Good morning. This request comes to us from the Philadelphia Office of Emergency Management. They are asking to access the lots between 2nd and 3rd Streets and east of 2nd Street for the period of September 21st through the 28th for fiscal reasons related to the Papal visit. They are asking to put EMS signs and also things that would support DRPA in the event of an incident relating to the Papal visit.

CHAIRMAN BOYER: Thank you. I'll entertain a motion.

COMMISSIONER FRATTALI: So moved.
CHAIRMAN BOYER: Second?

COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All those in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

Adopt Resolutions Approved by the Finance Committee of August 12, 2015. There are four items from the Finance Committee for consideration and approval. They are as follows: DRPA-15-103, Camera and Call Box Maintenance Agreement; DRPA-15-104, Active Benefit-Eligible Employees Under 65, Retiree, and Eligible Dependent Benefits, DRPA/PATCO; DRPA-15-105, Employee Dental Coverage, 2016-2017; DRPA-15-106, Employee Vision Coverage, 2016 to 2017, DRPA and PATCO.

I would like to take the last three and put them all together, and let Toni Brown talk about the total medical coverage benefits.

MS. BROWN: Yes, good morning, Commissioners.

The first item is the medical and prescription renewal for the DRPA benefit-eligible employees and
our active retirees under the age of 65. Staff is seeking authorization to accept the renewal that has been presented to us by our incumbent carrier, AmeriHealth, to continue to provide this coverage.

If approved, the estimated annual premium for 2016 will be $12.9 million. Gallagher, our broker, marketed this coverage to five carriers, including AmeriHealth, Aetna, Cigna, Horizon Blue Cross/Blue Shield, and United Health Care. They also considered two self-insured options, AmeriHealth Administrators and IBA/TPA.

AmeriHealth's preliminary renewal came in at 2.8 percent over the current premium, which would have been an increase of more than $357,000. After Gallagher's negotiations with AmeriHealth, the renewal was reduced from 2.8 percent to a plus one percent, which would be an increase of $126,166. This will be a savings to the Port Authority of $231,660.22.

In addition to this one percent increase renewal, AmeriHealth has offered to increase our wellness budget from the $15,000 annually that we receive to $20,000. In addition to that, they have
also put on the table a target cost ratio guarantee for 2017. This one percent premium increase is significantly less than the estimated medical trend for 2016, which is projected to be 8.5 percent and the estimated prescription trend for 2016, which is estimated to be 10 percent.

It is our broker's recommendation that we accept this renewal proposal from AmeriHealth and staff concurs with that recommendation.

The next item for the Board's consideration is dental renewal. Again this is for our active benefit-eligible employees and their eligible dependents. If approved, the estimated annual premium would be $461,981. Our broker marketed this coverage to nine carriers and the quotes were outlined for you in detail in the Summary Statement.

Our incumbent carrier, Delta Dental, came back with two options for our consideration. One was a one-year renewal at a seven percent decrease, which would have amounted to a savings of $31,278. The second option was a two-year rate guarantee of a 3.5 percent decrease annually, which would result in a
projected annual savings of $15,620.

It is our broker's recommendation that we accept the two-year rate guarantee that is on the table and staff agrees with that recommendation. I do want to say that there were a couple of carriers that did submit lower quotes. But in doing an interruption or disruption analysis, it was the broker's recommendation that we remain with Delta because of the deep discount that we would get from Delta and also their vast network. We did not want to see disruption to the employees, nor did we want to see increased out-of-pocket expenses. So it is staff's recommendation that we accept that two-year renewal.

Finally, with the vision renewal, again, our incumbent is Vision Benefits of America. This also was marketed by our broker. The incumbent has come in with an estimated annual premium of $47,263. This would be a two-year rate guarantee.

The renewal amounts to a one percent increase, which is $467.95 over the premium that we are currently paying. As I said, this would be a two-year rate guarantee. We did receive quotes from five other
vision carriers, whose proposals ranged from a plus five percent increase over current to a plus 41 percent increase over current. The details of the marketing are outlined for you in the Summary Statement. It is our broker's recommendation that we accept the two-year rate guarantee and staff concurs with that recommendation as well.

CHAIRMAN BOYER: Any questions? We want to do DRPA-15-104, 105, and 106 together in an omnibus fashion. I'll take a motion for all three of those.

COMMISSIONER FRATTALI: So moved.

CHAIRMAN BOYER: Second?

COMMISSIONER HEPKINS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

Now, could we have Mr. Simpson talk about the Camera and Call Box Maintenance Agreement?

MR. SIMPSON: Yes. This is an annual contract --

MR. SANTARELLI: Mr. Simpson, could you come
up to the microphone, because they can't pick you up.

MR. SIMPSON: I apologize for that.

Staff is asking the Board to authorize staff
to negotiate a one-year contract with Schneider
Electric for an amount not to exceed $181,239, for the
renewal of our Camera and Call Box Maintenance
Agreement.

This is an annual agreement for which we
engage Schneider to keep our cameras and call boxes
up-to-date. It's a 24/7 service. We have right now
600 cameras throughout the Authority. With the coming
of the new trains, we're going to be doubling that, so
we're looking at close to 1,200 cameras. This gives
us the flexibility to make sure that these cameras and
call boxes are up and running.

CHAIRMAN BOYER: Thank you, Mr. Simpson.
I'll entertain a motion for adoption.

COMMISSIONER FRATTALI: So moved.

COMMISSIONER HEPKINS: Second.

CHAIRMAN BOYER: All those in favor signify by
saying aye.

ALL: Aye.
CHAIRMAN BOYER: All opposed?
Ayes have it.

Unfinished Business: we have one item of unfinished business, which is the Amendment to the Analog Records Upgrade.

Mr. Santarelli?

MR. SANTARELLI: Thank you, Mr. Chairman.

Resolution 15-060 for Audiolog Recorder Upgrades was passed by the Board on May 20, 2015. The resolution incorrectly stated the name of the vendor as Kova Corp. Kova Corp. is actually the manufacturer. The vendor is properly identified as Communication Marketing Associates and will be paid under the Pennsylvania State Contract. This resolution simply amends the May resolution to accurately reflect the proper contracting party.

CHAIRMAN BOYER: May I have a motion?

COMMISSIONER FENTRESS: So moved.

CHAIRMAN BOYER: Second?

COMMISSIONER FIOL-SILVA: Second.

CHAIRMAN BOYER: All in favor signify by saying aye.
ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

MR. SANTARELLI: Thank you.

CHAIRMAN BOYER: New Business: there are two items of new business for consideration for approval. They are as follows: DRPA-15-107, Consideration of Pending DRPA Contracts between $25,000 and $100,000.

Can I get a motion?

COMMISSIONER FRATTALI: Move the motion.

CHAIRMAN BOYER: Can I have a second?

COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All in favor signify by saying aye.

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.


——— Ms. Brown?

——— MS. BROWN: Yes. Good morning. At the time that I presented the renewals for the other lines of
coverage to the Finance Committee, we were still in
negotiations with our incumbent carrier for the group
life and disability coverage. Those numbers have just
come in. This morning staff is seeking authorization
to renew DRPA and PATCO's group life, accidental death
and dismemberment coverage with the incumbent carrier,
the Standard Life Insurance Company.

If approved, we would be able to lock-in on a
two-year rate guarantee beginning January 1, 2016, and
continuing through December 31, 2017. The estimated
annual premium would be $1.2 million, which is a
19.83 percent increase over current. The premium
increase is due to the significant losses that the
company has encountered in terms of short and long-
term disability claims and death benefit claims
payments.

At our direction, our broker did market this
coverage to several carriers. Three responded,
including the incumbent. The details of those quotes
are outlined for you in the Summary Statement that has
been provided.

Initially, Standard submitted a renewal quote,
which was 40 percent over the current premium. That would have been an almost $590,000 increase over what we are currently paying. They later reduced the renewal to a 24.69 percent increase and ultimately they came down to a 19.83 percent increase, which is about $209,086. The Symetra proposal came in at 19.05 percent, slightly under the Standard, which is about an $8,100 difference between the two.

It is our broker's recommendation that this $8,100 difference is not worth the disruption and the administrative effort that we would have to go through to transition this account from one carrier to another. Our broker also notes that Standard has a very large footprint in the public sector market and, therefore, it believes that the carrier continues to be a very strong partner for the Authority.

Given the way that the Plan is running, it is our recommendation that we take advantage of the opportunity to lock-in on the two-year rate guarantee and accept this proposal.

CHAIRMAN BOYER: Any questions for Ms. Brown?

I'll entertain a motion for adoption.
TREASURER REESE: So moved.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor signify by saying aye.

ALL: Aye.

CHAIRMAN BOYER: All those opposed?

Ayes carry.

(Pursuant to DRPA-10-060, this Resolution has been withdrawn and will be considered at a future meeting).

We have the Citizens Advisory Committee report. The Citizen Advisory report by John Boyle and Tony DeSantis.

MR. BOYLE: Thank you, Mr. Chair.

So, we have three items to sort-of bring to your attention. The first one that I want to talk about is regarding the Capital Program; so, great news about having the ability for DRPA to pay for the Capital Program, to have its own money.

Being a bicycle and transit advocate, I am also sort-of kind-of like, “wow, more traffic is good for the DRPA, but for the region it is really, I don't know.” It's just an interesting paradox, in my
opinion. But, obviously, getting projects done is very, very important to keep the system up.

So, the issue that I want to bring up is the bike ramp or the ADA accessible ramp on the Camden side. We've seen -- we're almost two years now into the process of development for this project. It is not going as fast as we hoped it would be. But, I realize these things never go as projected. It's always -- you always have to double it.

But, I think that 2016 needs to be the year that we break ground on the ramp, on the Camden side. I hope that when the Capital Program gets discussed, that this goes back to the top of the priority list.

An issue that was brought to us by the public -- again I'm putting sort-of my advocacy hat on here -- is the issue of the bike lane in the 5th Street Tunnel in Philadelphia. It is very heavily used, but some citizens are really concerned because the bike lane doesn't have the physical separation that I think we really need to make sure that bicyclists feel sufficiently comfortable riding in the tunnel with motor vehicle traffic, which really
accelerates through the tunnel.

I'm hoping that there will be some discussion about how do can improve the bike lane in the tunnel. And I'm certainly open to discussion about how to do that and I have some ideas.

The final issue that we want to talk about, Tony DeSantis is going to ask about the status of PATCO during the Papal weekend.

MR. DeSANTIS: I just wanted to ask just a couple of questions. One is; what is the frequency going to be of these trains on the weekend of the Papal visit? And the other question I wanted to ask is; why was 9th and 10th chosen as the station downtown?

MR. HANSON: We will be running from Lindenwold, from Woodcrest, from Ferry Avenue, and from Broadway. Express trains will run from each one of those stations every 16 minutes and that will be an arrival of every four minutes at 9th and 10th. So, they will be staggered every 16 minutes from each station, but they'll arrive every four minutes.

That is the plan; as long as dwell times don't
expand and as long as we can continue to clear the
platforms and get people out of the station, that's
what it will be.

Ninth and 10th was chosen because of its ADA
accessibility and because of our ability to fit in
with the other partners and where they are going to be
to try and evenly distribute the crowds throughout the
area of the subway there.

MR. DeSANTIS: Fine.

MR. BOYLE: Thank you very much. That's all
we have.

CHAIRMAN BOYER: Thank you. Before we have
the public comment period, I'm going to take a moment
of personal privilege to say that as a hallmark of
this agency, we're trying to achieve transparency, and
you can't have transparency without an informed
public. The press does the job of informing for us.
And I've been informed that Paul Nussbaum is ending
his distinguished career at the Inquirer at the end of
the month, and I want him to stand so we can notice
him.

Thank you for great, fair coverage on
transportation.

Paul, could you please stand up?

(Applause)

CHAIRMAN BOYER: If we don't have a good press, we don't have transparency, and I've found Paul to be very fair; firm but fair. You know, you don't want the press against you.

Paul, have a great life. You've done a great service for the people of this region. Thanks.

Do we have any other public comments?

With no public comments, we're going to hold the -- on, one?

I'm sorry. Please, what is your name, ma'am?

MS. HERSHLER: Sara, Sara Hershler.

CHAIRMAN BOYER: Sara Hershler.

MS. HERSHLER: Hi. My name is Sara Hershler and I live and work in Philadelphia. I am a bicycle commuter. My husband and I both ride bicycles. I just came because I do feel strongly about the 5th Street Tunnel. Currently, it is an absolutely terrifying experience for cyclists to bike through there. But, because it is such an efficient way to
get from Old City to Northern Liberties, Fishtown and beyond, it's really still the best way.

    Just kind-of throwing out there that if there is any way to make it feel safer -- You know, Philadelphia is on the rise in terms of people riding bikes, women included. I think we have one of the higher percentages of women riding bikes.

    So, just simple things like putting in bollards, just separating the bikeway from the cars -- which really are speeding through there -- would be really a wonderful thing. Thank you.

    CHAIRMAN BOYER: Thank you. It is a point well taken.

    Mr. Venuto, I think that you can work with Commissioner Dougherty to get some lighting in there, as well. I'm sure he knows how to get some lighting and the bollards. I ride through there and it's pretty dark. We should make that safer, especially if we're going to open up Franklin Square, and we'll have a bike share probably there.

    So, Commissioner Dougherty?

    COMMISSIONER DOUGHERTY: Thanks for the
profile.

But also on philly.com today, Philly mag has an article talking about the fact that Philadelphia has one of the largest urban decreases in car commuting and increase in biking, so the statistics are there. It's a trend in most urban areas, but Philly is going to drop three to five percent just in the last year in commuters using cars.

CHAIRMAN BOYER: Thank you.

MR. VENUTO: Mr. Chairman, I'll just add two quick things on the 5th Street Tunnel. We are going to be doing a rehabilitation project that the Board passed a couple of months ago. It does not include paving and line striping; it is more structural repairs and lighting. So, there will be improved lighting in there for some improved safety conditions.

The bike lane was installed in 2001. It was the City of Philadelphia's. The 5th Street Tunnel is our jurisdiction, but the bike lane was installed in a combination project with the City of Philadelphia in 2001. We have attended a CAC meeting to talk about the bike ramp and things like that, and we'll be happy
to come back to the CAC and talk about suggestions of
some positive improvement there as far as separation
of traffic. Thank you.

CHAIRMAN BOYER: Thank you.

Any more public comments?

We are going to now hold the DRPA meeting in
abeyance and convene the PATCO Board meeting.

(Off the record.)

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: The ayes have it.

(Whereupon, at 12:46 p.m., on Wednesday,
August 19, 2015, the meeting adjourned.)

There being no further business, on motion duly
made and seconded, the meeting was adjourned.

Respectfully submitted,

Raymond J. Santarelli
Corporate Secretary
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority on August 19, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

_______________________________
Timothy J. Atkinson, Jr.
Official Reporter
DRPA MONTHLY LIST OF PREVIOUSLY APPROVED MONTHLY LIST OF PAYMENTS
<table>
<thead>
<tr>
<th>VENDOR NAME</th>
<th>ITEM DESCRIPTION</th>
<th>RESOLUTION #</th>
<th>AUTHORIZATION</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD INSURANCE COMPANY</td>
<td>A/P Group Life &amp; Accident</td>
<td>13-104</td>
<td></td>
<td>$112,007.07</td>
</tr>
<tr>
<td></td>
<td>A/P Group Life &amp; Accident Total</td>
<td></td>
<td></td>
<td>$112,007.07</td>
</tr>
<tr>
<td>COUNTRY GAS SERVICES INC</td>
<td>Alternate Fuel</td>
<td>25KTHRES</td>
<td></td>
<td>$21,000.00</td>
</tr>
<tr>
<td>ARCHER &amp; GREINER</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$48,262.01</td>
</tr>
<tr>
<td>BROWN &amp; CONNERY, LLP</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$6,603.88</td>
</tr>
<tr>
<td>DEASEY MAHONEY &amp; VALENTINI, LTD.</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$7,828.44</td>
</tr>
<tr>
<td>DUANE MORRIS, LLP</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$2,677.50</td>
</tr>
<tr>
<td>NAPLES LAW, LLP</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$1,507.50</td>
</tr>
<tr>
<td>PARKER MCCAY P.A.</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>13-032</td>
<td></td>
<td>$810.00</td>
</tr>
<tr>
<td>STEVENS &amp; LEE</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>14-104</td>
<td></td>
<td>$5,319.45</td>
</tr>
<tr>
<td>BENEFIT HARBOR, LP</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>15-061</td>
<td></td>
<td>$4,634.50</td>
</tr>
<tr>
<td>MOODY'S INVESTORS SERVICES</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>25KTHRES</td>
<td></td>
<td>$21,000.00</td>
</tr>
<tr>
<td>MOODY'S INVESTORS SERVICES</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>25KTHRES</td>
<td></td>
<td>$15,000.00</td>
</tr>
<tr>
<td>STANDARD &amp; POOR'S</td>
<td>Audit, Legal, Consultant &amp; Other</td>
<td>25KTHRES</td>
<td></td>
<td>$5,000.00</td>
</tr>
<tr>
<td>UNI-SELECT USA, INC</td>
<td>Batteries</td>
<td>15-023</td>
<td></td>
<td>$1,018.14</td>
</tr>
<tr>
<td>HNTB CORPORATION</td>
<td>BFB Parapet Monitoring</td>
<td>11-094</td>
<td></td>
<td>$30,564.99</td>
</tr>
<tr>
<td>RAILROAD/IRON BRIDGE - A JOINT VENTURE</td>
<td>BFB Parapet Monitoring</td>
<td>15-068</td>
<td></td>
<td>$167,724.00</td>
</tr>
<tr>
<td>HNTB CORPORATION</td>
<td>BFB PATCO Track Rehabilitation</td>
<td>12-080</td>
<td></td>
<td>$265,008.71</td>
</tr>
<tr>
<td>RAILROAD/IRON BRIDGE - A JOINT VENTURE</td>
<td>BFB PATCO Track Rehabilitation</td>
<td>13-079</td>
<td></td>
<td>$4,356,733.28</td>
</tr>
<tr>
<td>AMMANN &amp; WHITNEY CONSULTING ENGINEERS</td>
<td>BFB South Walkway</td>
<td>12-082</td>
<td></td>
<td>$38,664.19</td>
</tr>
<tr>
<td>BANK OF NEW YORK - MELLON</td>
<td>Bond Service</td>
<td></td>
<td>Bond Resolutions</td>
<td>$480,784.11</td>
</tr>
<tr>
<td>BD BANK, N.A.</td>
<td>Bond Service</td>
<td></td>
<td>Bond Resolutions</td>
<td>$7,678,857.81</td>
</tr>
<tr>
<td>JOHNSON, MIRMIRAN &amp; THOMPSON, INC.</td>
<td>BRB Construction Monitoring</td>
<td>14-099</td>
<td></td>
<td>$49,702.34</td>
</tr>
<tr>
<td>THE LOUIS BERGER GROUP, INC.</td>
<td>BRB Ramp Expansion Bearing</td>
<td>11-094</td>
<td></td>
<td>$19,923.80</td>
</tr>
<tr>
<td>IEW CONSTRUCTION GROUP INC</td>
<td>BRB Resurfacing</td>
<td>14-098</td>
<td></td>
<td>$638,451.66</td>
</tr>
<tr>
<td>CHAMBER OF COMMERCE OF SOUTHERN NJ</td>
<td>Business Meetings</td>
<td>25KTHRES</td>
<td></td>
<td>$30.00</td>
</tr>
<tr>
<td>CORCON INC</td>
<td>CBB Painting</td>
<td>14-149</td>
<td></td>
<td>$1,124,649.50</td>
</tr>
<tr>
<td>REMINGTON &amp; VERNICK ENGINEERS, INC</td>
<td>CBB Switchgear Replacement</td>
<td>11-094</td>
<td></td>
<td>$806.97</td>
</tr>
<tr>
<td>ANTHONY GARDNER</td>
<td>CDL License</td>
<td>25KTHRES</td>
<td></td>
<td>$44.00</td>
</tr>
<tr>
<td>DAVID MCCABE</td>
<td>CDL License</td>
<td>25KTHRES</td>
<td></td>
<td>$69.50</td>
</tr>
<tr>
<td>JOSEPH MCAROY</td>
<td>CDL License</td>
<td>25KTHRES</td>
<td></td>
<td>$69.50</td>
</tr>
<tr>
<td>FREE STATE REPORTING, INC.</td>
<td>Commissioner Meeting Expense</td>
<td>14-046</td>
<td></td>
<td>$203,259</td>
</tr>
<tr>
<td>PENNSYLVANIA CONVENTION CENTER/SMG</td>
<td>Commissioner Meeting Expense</td>
<td>25KTHRES</td>
<td></td>
<td>$2,128.00</td>
</tr>
<tr>
<td>RICHARD MOSBACK</td>
<td>Commissioner Meeting Expense</td>
<td>25KTHRES</td>
<td></td>
<td>$77.72</td>
</tr>
<tr>
<td>SPIKE'S TROPHIES LIMITED</td>
<td>Commissioner Other Expense</td>
<td>25KTHRES</td>
<td></td>
<td>$40.00</td>
</tr>
<tr>
<td>DELL MARKETING L.P.</td>
<td>Computer Equipment</td>
<td>25KTHRES</td>
<td></td>
<td>$6,904.72</td>
</tr>
<tr>
<td>ISLAND TECH SERVICES, LLC</td>
<td>Computer Equipment</td>
<td>25KTHRES</td>
<td></td>
<td>$2,639.00</td>
</tr>
<tr>
<td>MODSPACE</td>
<td>Computer Equipment</td>
<td>25KTHRES</td>
<td></td>
<td>$600.00</td>
</tr>
<tr>
<td>VERIZON WIRELESS</td>
<td>Computer Equipment</td>
<td>25KTHRES</td>
<td></td>
<td>$8,999.50</td>
</tr>
<tr>
<td>IRON MOUNTAIN INCORPORATED</td>
<td>Contractual Services</td>
<td>12-044</td>
<td></td>
<td>$4,237.85</td>
</tr>
<tr>
<td>HOMELAND DEFENSE SOLUTIONS INC</td>
<td>Contractual Services</td>
<td>13-101</td>
<td></td>
<td>$4,757.00</td>
</tr>
<tr>
<td>COURT Liaison Services, LLC</td>
<td>Contractual Services</td>
<td>14-088</td>
<td></td>
<td>$2,500.00</td>
</tr>
<tr>
<td>TRANS TECH MANAGEMENT INC</td>
<td>Contractual Services</td>
<td>14-097</td>
<td></td>
<td>$29,561.52</td>
</tr>
<tr>
<td>DELAWARE VALLEY REGIONAL PLANNING</td>
<td>Contractual Services</td>
<td>14-113</td>
<td></td>
<td>$86,366.17</td>
</tr>
<tr>
<td>TACTICAL PUBLIC SAFETY</td>
<td>Contractual Services</td>
<td>14-141</td>
<td></td>
<td>$5,148.66</td>
</tr>
<tr>
<td>CANON FINANCIAL SERVICES INC</td>
<td>Copier Lease</td>
<td>11-027</td>
<td></td>
<td>$7,598.82</td>
</tr>
<tr>
<td>SOFTWARE HOUSE INTERNATIONAL</td>
<td>Data Processing</td>
<td>15-076</td>
<td></td>
<td>$28,540.88</td>
</tr>
</tbody>
</table>
LEXISNEXIS Data Processing 25KTHRES $1,159.00
Data Processing Total $29,699.88
RIGGINS Diesel Fuel 14-082 $12,906.23
Diesel Fuel Total $12,906.23
SAFETY-KLEEN SYSTEMS, INC. Disposal Fees 25KTHRES $251.77
Disposal Fees Total $251.77
ATLANTIC CITY ELECTRIC Electricity UTILITY $16,222.86
DIRECT ENERGY BUSINESS Electricity UTILITY $11,982.07
P S & G Electricity UTILITY $38,729.71
PECO ENERGY Electricity UTILITY $14,612.29
DELTA DENTAL Employee Dental Insurance 13-103 $59,958.07
Employee Dental Insurance Total $59,958.07
AMERIHEALTH INSURANCE Employee Medical Insurance 14-115 $1,350,822.40
Employee Medical Insurance Total $1,350,822.40
ANTHONY FAVAZZA Employee Mileage 25KTHRES $11.50
BARRABAR HOLCOMB Employee Mileage 25KTHRES $77.48
CURTIS JACKSON Employee Mileage 25KTHRES $5.18
DONALD TATHAM Employee Mileage 25KTHRES $16.10
FRANCIS HAGARTY Employee Mileage 25KTHRES $29.33
JEFFREY HARTNETT Employee Mileage 25KTHRES $10.36
JOHANNE CORKER Employee Mileage 25KTHRES $15.41
JOHN CUDIK Employee Mileage 25KTHRES $11.50
JOHN ROBB Employee Mileage 25KTHRES $51.18
JOSEPH DESIMONE Employee Mileage 25KTHRES $11.50
KAREN MONACO Employee Mileage 25KTHRES $47.15
KRISTEN KIRK MAYOCK Employee Mileage 25KTHRES $720.48
MARIANNE STASZEWSKI Employee Mileage 25KTHRES $94.30
MARINO MORrone Employee Mileage 25KTHRES $11.50
MECCA MUSE Employee Mileage 25KTHRES $11.50
MICHAEL VENUTO Employee Mileage 25KTHRES $80.70
PATRICIA GRIFFITY Employee Mileage 25KTHRES $236.90
RICH BETTS Employee Mileage 25KTHRES $39.68
ROXANNE LEANDER LA ROC Employee Mileage 25KTHRES $76.00
SABRINA SPEI Employee Mileage 25KTHRES $11.50
SUSAN SQULACE Employee Mileage 25KTHRES $31.00
THOMAS CAREY Employee Mileage 25KTHRES $11.50
THOMAS LOFARO Employee Mileage 25KTHRES $3.45
THOMAS M KNETZ Employee Mileage 25KTHRES $70.73
TYSHIA RAMOS Employee Mileage 25KTHRES $10.35
VISON BENEFITS OF AMERICA Employee Mileage Total $1,636.28
Employee Vision Insurance 13-105 $2,960.20
Employee Vision Insurance Total $2,960.20
ALM Equipment 25KTHRES $189.00
DELL MARKETING L.P. Equipment 25KTHRES $521.57
EPLUS TECHNOLOGY INC Equipment 25KTHRES $656.29
GRAYBAR ELECTRIC COMPANY INC Equipment 25KTHRES $3,610.86
SCHNEIDER ELECTRIC Equipment 25KTHRES $1,604.40
SISRTABLET SAFETY Equipment & Tools 25KTHRES $6,582.12
Equipment Total $6,582.12
E-ZP Fixed Monthly Operations Fee 04-031 $27,810.29
E-ZP Fixed Monthly Operations Fee Total $27,810.29
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP Clearing Account 04-031 $42,482.92
E-ZP Clearing Account Total $42,482.92
AMERICAN EXPRESS E-ZP Credit Card Fee 04-031 $15.56
NJ TURNPIKE AUTHORITY (NJ E-ZPASS) E-ZP Credit Card Fee 04-031 $245,568.04
PAYMENTECH E-ZP Credit Card Fee 04-031 $318.78
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP Credit Card Fee Total $245,902.38
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP VPC 04-031 $18,268.81
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP VPC Total $18,268.81
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP Walk In CSC 04-031 $44,597.50
XEROX STATE & LOCAL SOLUTIONS, INC. E-ZP Walk In CSC Total $44,597.50
INTERNAL REVENUE SERVICE-CHICAGO Federal/FICA Payroll Taxes $443,846.27
Federal/FICA Payroll Taxes Total $443,846.27
VERIZON WIRELESS Fleet GPS UTILITY $2,812.53
Fleet GPS Total $2,812.53
RIGGINS Gasoline - Unleaded 14-082 $35,897.06
Gasoline - Unleaded Total $35,897.06
HATCH MOTT MACDONALD, LLC Gateway Park Soil Investigation 15-019 $209,882.68
HATCH MOTT MACDONALD, LLC Gateway Park Soil Investigation Total $209,882.68
RINTB CORPORATION General Engineering Support 14-048 $3,384.71
General Engineering Support 14-048 $32,697.25
P S & G Heat UTILITY $459.83
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>WELLS FARGO BANK, NA Net Payroll</td>
<td>$2,022,052.25</td>
</tr>
<tr>
<td>NATIONAL UNION FIRE INSURANCE OCIP Accrual</td>
<td>$86,429.80</td>
</tr>
<tr>
<td>DELL MARKETING L.P. License</td>
<td>$14,176.00</td>
</tr>
<tr>
<td>PORTER LEE CORPORATION License</td>
<td>$2,464.00</td>
</tr>
<tr>
<td>SIMPLEXGRINNELL, LP License</td>
<td>$3,558.80</td>
</tr>
<tr>
<td>CANON SOLUTIONS AMERICA, INC. License</td>
<td>$1,179.50</td>
</tr>
<tr>
<td>PA DEPT OF REVENUE License</td>
<td>$2,473.80</td>
</tr>
<tr>
<td>RICHARD MOSBACK License</td>
<td>$19,998.57</td>
</tr>
<tr>
<td>CAMDEN PARKING AUTHORITY License</td>
<td>$166,214.25</td>
</tr>
<tr>
<td>DAVID J. AUBREY License</td>
<td>$195.00</td>
</tr>
<tr>
<td>AMERICAN BAR ASSOCIATION License</td>
<td>$289,062.00</td>
</tr>
<tr>
<td>JACOBS ENGINEERING GROUP INC License</td>
<td>$11,094.00</td>
</tr>
<tr>
<td>BRINKERHOFF ENVIRONMENTAL SERVICES License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>GANNETT FLEMING, INC. License</td>
<td>$83,080.19</td>
</tr>
<tr>
<td>SIMPLEXGRINNELL, LP License</td>
<td>$436.09</td>
</tr>
<tr>
<td>BANK OF AMERICA License</td>
<td>$52,905.60</td>
</tr>
<tr>
<td>VERIZON License</td>
<td>$486.78</td>
</tr>
<tr>
<td>BANK OF AMERICA License</td>
<td>$30.00</td>
</tr>
<tr>
<td>AON RISK SERVICES CENTRAL, INC. Insurance</td>
<td>$97,500.00</td>
</tr>
<tr>
<td>SOUTH JERSEY GAS COMPANY Heat</td>
<td>$2,022,052.25</td>
</tr>
<tr>
<td>STV, INC</td>
<td>$412.00</td>
</tr>
<tr>
<td>PATCO Fleet Rehabilitation License</td>
<td>$15,949.00</td>
</tr>
<tr>
<td>PATCO Vitigation Vaults License</td>
<td>$634.09</td>
</tr>
<tr>
<td>BRINKERHOFF ENVIRONMENTAL SERVICES License</td>
<td>$2,473.80</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$11,094.00</td>
</tr>
<tr>
<td>BRINKERHOFF ENVIRONMENTAL SERVICES License</td>
<td>$195.00</td>
</tr>
<tr>
<td>SIMPLEXGRINNELL, LP License</td>
<td>$2,464.00</td>
</tr>
<tr>
<td>CAMDEN PARKING AUTHORITY License</td>
<td>$166,214.25</td>
</tr>
<tr>
<td>PATCO Ventilation Vaults License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>UNI-SELECT USA, INC License</td>
<td>$289,062.00</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$11,094.00</td>
</tr>
<tr>
<td>PATCO Ventilation Vaults License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>TD BANK, N.A. License</td>
<td>$2,473.80</td>
</tr>
<tr>
<td>PATCO Outbound Survey License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Telephone License</td>
<td>$1,936.17</td>
</tr>
<tr>
<td>PORTER LEE CORPORATION License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>CAMDEN PARKING AUTHORITY License</td>
<td>$166,214.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$18,998.57</td>
</tr>
<tr>
<td>SIMPLEXGRINNELL, LP License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>JACOBS ENGINEERING GROUP INC License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Ventilation Vaults License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>RICHARD MOSBACK License</td>
<td>$19,998.57</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>JACOBS ENGINEERING GROUP INC License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$14,291.25</td>
</tr>
<tr>
<td>PATCO Escalator Replacements License</td>
<td>$12,252.35</td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>P-Card Total</td>
<td>$121,110.24</td>
</tr>
<tr>
<td>CITY OF PHILADELPHIA</td>
<td></td>
</tr>
<tr>
<td>Phila Employee W/H Taxes</td>
<td>$20,725.06</td>
</tr>
<tr>
<td>Phila Employee W/H Taxes Total</td>
<td>$20,725.06</td>
</tr>
<tr>
<td>AMERICAN EXPEDITING COMPANY</td>
<td></td>
</tr>
<tr>
<td>Postage 25KTHRES</td>
<td>$77.12</td>
</tr>
<tr>
<td>Postage 25KTHRES</td>
<td>$420.58</td>
</tr>
<tr>
<td>Postage Total</td>
<td>$497.70</td>
</tr>
<tr>
<td>QUAL-LYNX</td>
<td></td>
</tr>
<tr>
<td>Professional Services 12-006</td>
<td>$3,829.50</td>
</tr>
<tr>
<td>Professional Services 13-008</td>
<td>$1,996.05</td>
</tr>
<tr>
<td>Professional Services 13-108</td>
<td>$240.00</td>
</tr>
<tr>
<td>Professional Services 14-103</td>
<td>$8,950.00</td>
</tr>
<tr>
<td>MARCO POLO DESIGN</td>
<td></td>
</tr>
<tr>
<td>Professional Services</td>
<td></td>
</tr>
<tr>
<td>Professional Services 25KTHRES</td>
<td>$1,800.00</td>
</tr>
<tr>
<td>INTERNATIONAL MOBILE CARE, INC.</td>
<td></td>
</tr>
<tr>
<td>Professional Services 25KTHRES</td>
<td>$1,800.00</td>
</tr>
<tr>
<td>NAVEX GLOBAL, INC.</td>
<td></td>
</tr>
<tr>
<td>Professional Services</td>
<td></td>
</tr>
<tr>
<td>Professional Services 25KTHRES</td>
<td>$1,800.00</td>
</tr>
<tr>
<td>GRANT RELATED PASS-THROUGH</td>
<td></td>
</tr>
<tr>
<td>Reimbursable Payments Related To Grants</td>
<td>$16,815.55</td>
</tr>
<tr>
<td>RBC CAPITAL MARKETS</td>
<td></td>
</tr>
<tr>
<td>Remarketing Fees - VRDO Bonds 08-021</td>
<td>$27,093.57</td>
</tr>
<tr>
<td>Remarketing Fees - VRDO Bonds Total</td>
<td>$27,093.57</td>
</tr>
<tr>
<td>INTERSTATE AERIALS, LLC</td>
<td></td>
</tr>
<tr>
<td>Repair Facilities - Equip Rental 25KTHRES</td>
<td>$13,800.00</td>
</tr>
<tr>
<td>Repair Facilities - Equip Rental Total</td>
<td>$13,800.00</td>
</tr>
<tr>
<td>AVANTI DATA PRODUCTS</td>
<td></td>
</tr>
<tr>
<td>Repair/Replacement Toll Equip 25KTHRES</td>
<td>$1,680.00</td>
</tr>
<tr>
<td>Repair/Replacement Toll Equip Total</td>
<td>$1,680.00</td>
</tr>
<tr>
<td>T SLACK ENVIRONMENTAL SERVICES INC</td>
<td></td>
</tr>
<tr>
<td>Repairs - Bridges 14-022</td>
<td>$2,370.00</td>
</tr>
<tr>
<td>Repairs - Bridges 14-095</td>
<td>$42,400.00</td>
</tr>
<tr>
<td>Repairs - Bridges 25KTHRES</td>
<td>$3,424.00</td>
</tr>
<tr>
<td>Repairs - Bridges Total</td>
<td>$55,186.58</td>
</tr>
<tr>
<td>Repairs - Buildings 25KTHRES</td>
<td>$6,907.19</td>
</tr>
<tr>
<td>Repairs - Buildings Total</td>
<td>$6,907.19</td>
</tr>
<tr>
<td>JOHNSTONE SUPPLY</td>
<td></td>
</tr>
<tr>
<td>Repairs - Heating/AC System 25KTHRES</td>
<td>$2,974.37</td>
</tr>
<tr>
<td>Repairs - Heating/AC System Total</td>
<td>$2,974.37</td>
</tr>
<tr>
<td>R &amp; R RADAR INC.</td>
<td></td>
</tr>
<tr>
<td>Repairs - Other Equipment 25KTHRES</td>
<td>$265.00</td>
</tr>
<tr>
<td>Repairs - Other Equipment Total</td>
<td>$265.00</td>
</tr>
<tr>
<td>PENNSYLVANIA ONE CALL SYSTEM INC</td>
<td></td>
</tr>
<tr>
<td>Repairs - Signs 25KTHRES</td>
<td>$1,086.41</td>
</tr>
<tr>
<td>Repairs - Signs Total</td>
<td>$1,086.41</td>
</tr>
<tr>
<td>R. E. PIERSON MATERIALS CORP.</td>
<td></td>
</tr>
<tr>
<td>Repairs Bridge 25KTHRES</td>
<td>$1,060.00</td>
</tr>
<tr>
<td>Repairs Bridge Total</td>
<td>$1,060.00</td>
</tr>
<tr>
<td>INTERBANK-EXCHANGE, LLC</td>
<td></td>
</tr>
<tr>
<td>Repairs to Buildings 25KTHRES</td>
<td>$4,530.00</td>
</tr>
<tr>
<td>Repairs to Buildings Total</td>
<td>$4,530.00</td>
</tr>
<tr>
<td>JOSEPH FAZZIO, INC.</td>
<td></td>
</tr>
<tr>
<td>Replacement of Roadway 25KTHRES</td>
<td>$2,633.40</td>
</tr>
<tr>
<td>Replacement of Roadway 25KTHRES</td>
<td>$3,463.25</td>
</tr>
<tr>
<td>Replacement of Roadway Total</td>
<td>$6,096.65</td>
</tr>
<tr>
<td>STANDARD INSURANCE COMPANY</td>
<td></td>
</tr>
<tr>
<td>Retiree Life Insurance 13-104</td>
<td>$52,752.48</td>
</tr>
<tr>
<td>Retiree Life Insurance Total</td>
<td>$52,752.48</td>
</tr>
<tr>
<td>AMERHEALTH INSURANCE</td>
<td></td>
</tr>
<tr>
<td>Retiree Medical Insurance 14-115</td>
<td>$206,623.79</td>
</tr>
<tr>
<td>Retiree Medical Insurance Total</td>
<td>$206,623.79</td>
</tr>
<tr>
<td>HORIZON BLUE CROSS BLUE SHIELD</td>
<td></td>
</tr>
<tr>
<td>Retiree Medical Insurance 14-132</td>
<td>$104,211.01</td>
</tr>
<tr>
<td>Retiree Medical Insurance Total</td>
<td>$104,211.01</td>
</tr>
<tr>
<td>UNITED HEALTHCARE/AARP</td>
<td></td>
</tr>
<tr>
<td>Retiree Medical Insurance 14-133</td>
<td>$229,307.21</td>
</tr>
<tr>
<td>Retiree Medical Insurance Total</td>
<td>$229,307.21</td>
</tr>
<tr>
<td>HNTB CORPORATION</td>
<td></td>
</tr>
<tr>
<td>RFP Development 14-048</td>
<td>$39,350.16</td>
</tr>
<tr>
<td>RFP Development Total</td>
<td>$39,350.16</td>
</tr>
<tr>
<td>CAREER CONCEPTS, INC.</td>
<td></td>
</tr>
<tr>
<td>Salary Review/Audit Services 13-134</td>
<td>$9,700.00</td>
</tr>
<tr>
<td>Salary Review/Audit Services Total</td>
<td>$9,700.00</td>
</tr>
<tr>
<td>MCCORMICK TAYLOR INC.</td>
<td></td>
</tr>
<tr>
<td>Signs 25KTHRES</td>
<td>$24,570.05</td>
</tr>
<tr>
<td>Signs Total</td>
<td>$24,570.05</td>
</tr>
<tr>
<td>MORTON SALT INC.</td>
<td></td>
</tr>
<tr>
<td>Snow Removal - Salt 15-079</td>
<td>$8,609.61</td>
</tr>
<tr>
<td>Snow Removal - Salt Total</td>
<td>$8,609.61</td>
</tr>
<tr>
<td>SUNGARD AVAILABILITY SERVICES LP</td>
<td></td>
</tr>
<tr>
<td>Soft/Hardware Service Contracts 10-135</td>
<td>$4,023.00</td>
</tr>
<tr>
<td>Schenider Electric</td>
<td></td>
</tr>
<tr>
<td>Soft/Hardware Service Contracts 14-102</td>
<td>$3,101.75</td>
</tr>
<tr>
<td>EPLUS TECHNOLOGY INC</td>
<td></td>
</tr>
<tr>
<td>Soft/Hardware Service Contracts 15-028</td>
<td>$204,597.18</td>
</tr>
<tr>
<td>NOREGON SYSTEMS, INC.</td>
<td></td>
</tr>
<tr>
<td>Soft/Hardware Service Contracts 25KTHRES</td>
<td>$798.00</td>
</tr>
<tr>
<td>ATLAS FLASHER AND SUPPLY CO INC</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory 25KTHRES</td>
<td>$1,447.00</td>
</tr>
<tr>
<td>CHEMSEARCH</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$1,438.96</td>
</tr>
<tr>
<td>EASTERN DATA PAPER</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$3,379.20</td>
</tr>
<tr>
<td>LANDSMAN UNIFORM</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>lawson PRODUCTS INC</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$1,429.39</td>
</tr>
<tr>
<td>MULTIFACET, INC.</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$6,628.12</td>
</tr>
<tr>
<td>OLD DOMINION BRUSH</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$2,053.50</td>
</tr>
<tr>
<td>SALERNO TIRE CORPORATION</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$2,342.80</td>
</tr>
<tr>
<td>SHERWIN WILLIAMS</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$2,378.02</td>
</tr>
<tr>
<td>UNITED ELECTRIC SUPPLY COMPANY</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$1,906.61</td>
</tr>
<tr>
<td>W W GRAINGER INC.</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$275.00</td>
</tr>
<tr>
<td>Y-PERS</td>
<td></td>
</tr>
<tr>
<td>Stores Inventory</td>
<td>$4,329.75</td>
</tr>
<tr>
<td>DIRECTV</td>
<td></td>
</tr>
<tr>
<td>Subscriptions 25KTHRES</td>
<td>$13.00</td>
</tr>
<tr>
<td>GOVERNMENT NEWS NETWORK - GOVNET</td>
<td></td>
</tr>
<tr>
<td>Subscriptions 25KTHRES</td>
<td>$82.50</td>
</tr>
<tr>
<td>THOMSON REUTERS- WEST</td>
<td></td>
</tr>
<tr>
<td>Subscriptions 25KTHRES</td>
<td>$407.67</td>
</tr>
<tr>
<td>WEEDS, INC.</td>
<td></td>
</tr>
<tr>
<td>Supplies 15-026</td>
<td>$12,833.00</td>
</tr>
<tr>
<td>SOUTH JERSEY WELDING</td>
<td></td>
</tr>
<tr>
<td>Supplies 25KTHRES</td>
<td>$477.71</td>
</tr>
<tr>
<td>Vendor/Merchant/Department</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Tri-County Termite &amp; Pest Control Inc.</td>
<td>Supplies 25KTHRES</td>
</tr>
<tr>
<td>TD Bank, N.A.</td>
<td>Swap Interest Payments 01-019</td>
</tr>
<tr>
<td>Wells Fargo Bank, NA</td>
<td>Swap Interest Payments 01-019</td>
</tr>
<tr>
<td>Sprint</td>
<td>Telephone UTILITY</td>
</tr>
<tr>
<td>The Conference Group, LLC</td>
<td>Telephone UTILITY</td>
</tr>
<tr>
<td>Verizon</td>
<td>Telephone UTILITY</td>
</tr>
<tr>
<td>Verizon Business</td>
<td>Telephone UTILITY</td>
</tr>
<tr>
<td>Verizon Wireless</td>
<td>Telephone UTILITY</td>
</tr>
<tr>
<td>Dunbar Armored, Inc.</td>
<td>Toll Deposit Processing Fee 25KTHRES</td>
</tr>
<tr>
<td>Alyssa Blanche</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>Charlotte Anderson</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>Christine Morrissey</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>Jacqueline Davis</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>Sheriff Giddeng</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>William Del Rosario</td>
<td>Toll Refunds 25KTHRES</td>
</tr>
<tr>
<td>EEOC Training Institute</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>Alcorn University</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>New Jersey Institute</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>New Jersey State Association of Chiefs of Police</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>Rutgers, The State University</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>SkillPath Seminars</td>
<td>Training - Registration 25KTHRES</td>
</tr>
<tr>
<td>Allen Sullivan</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>David J. Aubrey</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>Gerald Faber</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>Kelly L. Forbes</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>Mark Armbruster</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>SkillPath Seminars</td>
<td>Training, Travel and Subsistence 25KTHRES</td>
</tr>
<tr>
<td>Xerox State &amp; Local Solutions, Inc.</td>
<td>Transaction Fees 04-031</td>
</tr>
<tr>
<td>Alstom Transportation Incorporated</td>
<td>Transit Car Overhaul 10-154</td>
</tr>
<tr>
<td>Waste Management of PA Inc</td>
<td>Trash Removal 13-071</td>
</tr>
<tr>
<td>Courtney L. McHugh</td>
<td>Tuition Reimbursement 25KTHRES</td>
</tr>
<tr>
<td>George Bollendorf, Jr</td>
<td>Tuition Reimbursement 25KTHRES</td>
</tr>
<tr>
<td>American Uniform Sales Inc</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>Berben Insignia Company</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>Lawmen Supply Co. of New Jersey, Inc.</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>Lehigh Valley Safety Supply Co., Inc.</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>Red Wing Brands of America, Inc.</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>United Parcel Service (UPS)</td>
<td>Uniforms 25KTHRES</td>
</tr>
<tr>
<td>City of Phila</td>
<td>Water and Sewer UTILITY</td>
</tr>
<tr>
<td>New Jersey American Water</td>
<td>Water and Sewer UTILITY</td>
</tr>
<tr>
<td>Penneumen Sewerage Auth.</td>
<td>Water and Sewer UTILITY</td>
</tr>
<tr>
<td>Qual-Lynx</td>
<td>Workmen's Compensation 12-105</td>
</tr>
<tr>
<td>Hak's Engineers, PC</td>
<td>WWB Biennial Inspection 14-014</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>WWB Pavement &amp; Pier Total</td>
</tr>
</tbody>
</table>

**Total:** $28,425,832.21
DRPA MONTHLY LIST OF PREVIOUSLY APPROVED PURCHASE ORDERS & CONTRACTS
<table>
<thead>
<tr>
<th>VENDOR NAME</th>
<th>ITEM DESCRIPTION</th>
<th>PO NUMBER</th>
<th>AMOUNT</th>
<th>RESOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>503 CORP</td>
<td>Stores Inventory Account</td>
<td>P1SP0283</td>
<td>$993.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A&amp;A GLOVE &amp; SAFETY CO.</td>
<td>Stores Inventory Account</td>
<td>P1SP0278</td>
<td>$1,172.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A-1 UNIFORM CITY INC</td>
<td>Uniforms</td>
<td>P1SE0021</td>
<td>$363.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>AFA PROTECTIVE SYSTEMS, INC.</td>
<td>Repairs to Buildings</td>
<td>P1SP0300</td>
<td>$2,330.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ANDAX INDUSTRIES</td>
<td>Stores Inventory Account</td>
<td>P1SP0292</td>
<td>$720.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ATLANTIC TACTICAL</td>
<td>Miscellaneous Equipment</td>
<td>P1SP0112</td>
<td>$9,383.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ATTACHMATE CORPORATION</td>
<td>Licensing Fees - Software</td>
<td>P1SP0291</td>
<td>$850.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BILLOWS ELECTRIC SUPPLY</td>
<td>Electric Lamps</td>
<td>P1SP0302</td>
<td>$4,740.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BILLOWS ELECTRIC SUPPLY</td>
<td>Repairs to Buildings</td>
<td>P1SP0281</td>
<td>$3,134.12</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BILLOWS ELECTRIC SUPPLY</td>
<td>Stores Inventory Account</td>
<td>P1SP0293</td>
<td>$1,059.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BUCKS COUNTY INTERNATIONAL, INC.</td>
<td>Vehicles</td>
<td>P1SL0039</td>
<td>$14,336.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>COMMONWEALTH METAL CO.</td>
<td>Miscellaneous Supplies</td>
<td>P1SP0274</td>
<td>$3,881.43</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CRESCENT PRODUCTS INC dba ZEBRA MATS</td>
<td>Miscellaneous Supplies</td>
<td>P1SL0037</td>
<td>$5,726.45</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CYBETECH</td>
<td>Repair/Replacement Toll Equip</td>
<td>P1SP0276</td>
<td>$4,396.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>DAUPHIN ELECTRIC SUPPLY</td>
<td>Repair/Replacement Toll Equip</td>
<td>P1SP0288</td>
<td>$3,504.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>DIMEGLIO SEPTIC INC.</td>
<td>Repairs - Bridges</td>
<td>P1SL0038</td>
<td>$20,648.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>EPLUS TECHNOLOGY INC</td>
<td>Computer Equipment</td>
<td>P1SP0118</td>
<td>$4,221.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GLOBAL C/O: KERSHNER OFFICE FURNITURE</td>
<td>Equipment &amp; Tools</td>
<td>P1SP0121</td>
<td>$838.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GOLD TYPE BUSINESS MACHINES (GTBM)</td>
<td>Computer Equipment</td>
<td>P1SP0116</td>
<td>$4,083.32</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GROVE SUPPLY</td>
<td>Repairs - Buildings</td>
<td>P1SE0027</td>
<td>$3,452.03</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>HMW ENTERPRISES, INC.</td>
<td>Repair/Replacement Toll Equip</td>
<td>P1SL0036</td>
<td>$7,636.98</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>INTERSTATE AERIALS, LLC</td>
<td>Repairs Bridge</td>
<td>P1SL0034</td>
<td>$6,200.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>INTERSTATE AERIALS, LLC</td>
<td>Repairs Bridge</td>
<td>P1SL0035</td>
<td>$6,200.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ISLAND TECH SERVICES, LLC</td>
<td>Computer Equipment</td>
<td>P1SP0280</td>
<td>$2,639.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>LANDSMAN UNIFORM</td>
<td>Stores Inventory Account</td>
<td>P1SP0289</td>
<td>$1,100.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>LAWREN SUPPLY CO OF NEW JERSEY, INC.</td>
<td>Uniforms</td>
<td>P1SP0296</td>
<td>$1,832.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>LAWREN SUPPLY CO OF NEW JERSEY, INC.</td>
<td>Uniforms</td>
<td>P1SP0119</td>
<td>$880.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MORTON SALT INC.</td>
<td>Snow Removal - Salt</td>
<td>P1SP0050</td>
<td>$13,052.71</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MULTIFACET, INC.</td>
<td>Stores Inventory Account</td>
<td>P1SP0286</td>
<td>$977.36</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MULTIFACET, INC.</td>
<td>Stores Inventory Account</td>
<td>P1SP0295</td>
<td>$297.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>OLD DOMINION BRUSH</td>
<td>Stores Inventory Account</td>
<td>P1SP0282</td>
<td>$960.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PEIRCE-PHELPS INC</td>
<td>Repairs - Buildings</td>
<td>P1SP0301</td>
<td>$3,429.53</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PENDERGAST SAFETY EQUIP</td>
<td>Stores Inventory Account</td>
<td>P1SP0284</td>
<td>$235.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PEPCO MANUFACTURING CO.</td>
<td>Computer Equipment</td>
<td>P1SP0304</td>
<td>$11,732.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PUBLIC SAFETY UNLIMITED</td>
<td>Uniforms</td>
<td>P1SP0297</td>
<td>$2,200.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SALERNO TIRE CORPORATION</td>
<td>Stores Inventory Account</td>
<td>P1SP0287</td>
<td>$1,786.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SALERNO TIRE CORPORATION</td>
<td>Stores Inventory Account</td>
<td>P1SP0299</td>
<td>$3,099.98</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SHERWIN WILLIAMS</td>
<td>Repairs to Buildings</td>
<td>P1SP0290</td>
<td>$417.95</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SHERWIN WILLIAMS</td>
<td>Stores Inventory Account</td>
<td>P1SP0285</td>
<td>$1,851.07</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SOFTWARE HOUSE INTERNATIONAL</td>
<td>Licensing Fees - Software</td>
<td>P1SP0115</td>
<td>$1,200.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SOFTWARE HOUSE INTERNATIONAL</td>
<td>Licensing Fees - Software</td>
<td>P1SP0120</td>
<td>$13,670.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>T SLACK ENVIRONMENTAL SERVICES INC</td>
<td>Repairs - Bridges</td>
<td>P1SE0026</td>
<td>$4,596.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>TACTICAL PUBLIC SAFETY</td>
<td>Miscellaneous Equipment</td>
<td>P1SP0298</td>
<td>$2,681.25</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>TRU-FIT FRAME AND DOOR</td>
<td>Replacement Equipment</td>
<td>P1SP0303</td>
<td>$617.69</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>W W GRAINGER INC</td>
<td>Miscellaneous Equipment</td>
<td>P1SP0117</td>
<td>$1,890.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>W W GRAINGER INC</td>
<td>Stores Inventory Account</td>
<td>P1SP0279</td>
<td>$540.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>WILLIAMS SCOTSMAN INC</td>
<td>Rentals</td>
<td>P1SP0294</td>
<td>$4,520.18</td>
<td>25KTHRES</td>
</tr>
</tbody>
</table>
OPERATIONS & MAINTENANCE
DELAWARE RIVER PORT AUTHORITY

Operations and Maintenance Committee Meeting

One Port Center
2 Riverside Drive
Camden, New Jersey
Tuesday, September 1, 2015

Committee Members:

Ryan Boyer, Chairman to DRPA/PATCO Boards
Albert Frattali, Chairman
Rohan Hepkins, Vice Chairman
Frank DiAntonio
Charles Fentress
Richard Sweeney
Antonio Fiol-Silva
Carl E. Singley

Others Present:

Christopher Howard, Assistant Counsel,
New Jersey Governor's Authorities Unit
David Dix, Assistant to Chairman Ryan Boyer

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer
Raymond J. Santarelli, General Counsel &
Corporate Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Gerald Faber, Assistant General Counsel
Kathleen P. Vandy, Assistant General Counsel
Dan Auletto, Acting Chief Operating Officer
Michael Venuto, Chief Engineer
Michael Howard, Senior Engineer, Planning & Design
Christina Maroney, Director, Strategic Initiatives
William Shanahan, Director, Government Relations
Mark Lopez, Manager, Government Relations
DRPA/PATCO Staff: (continued)

David Gentile, Inspector General
Howard Korsen, Manager, Contract Administration
Jack Stief, Chief, Public Safety
John Rink, General Manager, PATCO
Bennett Cornelius, Assistant General Manager, PATCO
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
INDEX

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roll Call 4</td>
</tr>
<tr>
<td>Contract No. CB-30-2015, Commodore Barry Bridge, New Jersey Approach Repaving (Presenter M. Venuto) 5</td>
</tr>
<tr>
<td>Amendment to DRPA-15-071, Right of Entry Permit and Related Agreements with 4th Coast Productions (Presenter M. Venuto) 7</td>
</tr>
<tr>
<td>General Discussion: 8</td>
</tr>
<tr>
<td>Right of Entry Permit, License and Indemnification Agreement - Fringe Arts 8</td>
</tr>
<tr>
<td>Spending Tracking 12</td>
</tr>
<tr>
<td>Adjournment 15</td>
</tr>
</tbody>
</table>
PROCEEDINGS

(9:02 a.m.)

CHAIRMAN FRATTALI: All right. I want to call to order the meeting of the Operation & Maintenance Committee of the Delaware River Port Authority and have the Corporate Secretary call the roll.

MR. SANTARELLI: Good morning, Mr. Chairman.
Board Chairman Boyer?
CHAIRMAN BOYER: Present.

MR. SANTARELLI: Chairman Al Frattali?
CHAIRMAN FRATTALI: Present.

MR. SANTARELLI: Vice Chairman Hepkins?
VICE CHAIRMAN HEPKINS: Present.

MR. SANTARELLI: Commissioner Fentress?
COMMISSIONER FENTRESS: Here.

MR. SANTARELLI: Commissioner Fiol-Silva?
COMMISSIONER FIOl-SILVA: Present.

MR. SANTARELLI: Commissioner DiAntonio?
COMMISSIONER DIANTONIO: Present.

MR. SANTARELLI: Commissioner Singley I know it not here yet.

Commissioner Sweeney?
COMMISSIONER SWEENEY: Here.

MR. SANTARELLI: And Commissioner Lisko was supposed to be joining us, but my understanding is he's not called in yet.

We have a quorum.

CHAIRMAN FRATTALI: All right. We've got two items on the agenda today. The first item is Contract Number CB-30-2015, Commodore Barry Bridge, New Jersey Approach Repaving.

Mike?

MR. VENUTO: Yes. Thank you. Good morning, Commissioners.

Staff is seeking authorization to negotiate a construction contract with the firm of Richard E. Pierson Construction Company to perform the repaving of the New Jersey approach to the Commodore Barry Bridge, the access road and the Administration Building parking lot in the amount of $1,905,869.98.

The work includes repaving the approach roadway from Route 130 to the New Jersey abutment on the bridge. The work also includes the toll plaza, the parking lot, the access road, and the ramp on
Route 322, east of Route 130 South. Basically, it will consist of milling 2.5 inches and replacing the surface course. The asphalt pavement on the New Jersey approach is in fair condition, but showing signs of distress. The constant heavy vehicular loads have caused cracking, potholes and rutting. The deterioration of the pavement has exceeded the capacity of our in-house Bridge Operations to maintain it; it was last paved in 2001.

The project was publicly advertised. Bid documents were offered to the public on June 30th. Bid opening date was July 22nd. Five sets of documents were sold. Four bids were received. The lowest responsive and responsible bidder was submitted by Richard E. Pierson Construction Company in the amount of $1,905,869.98.

CHAIRMAN FRATTALI: Any questions?
Seeing none, I need a motion.

COMMISSIONER HEPKINS: So moved.

CHAIRMAN FRATTALI: Is there a second?

COMMISSIONER SWEENEY: Second.

CHAIRMAN FRATTALI: All in favor?
ALL: Aye.

CHAIRMAN FRATTALI: Any opposed?

Ayes have it.

CHAIRMAN FRATTALI: Second item is DRPA-15-071, Right of Entry Permit and Related Agreements with 4th Coast Productions.

MR. VENUTO: Yes. Thank you.

CHAIRMAN FRATTALI: Mike Venuto is going to star in.

MR. VENUTO: This is really to amend DRPA-15-071. A few months ago we came to the Board to seek authorization for 4th Coast Productions to enter onto DRPA property in locations adjacent to the Commodore Barry Bridge to film a documentary on bridge painting in conjunction with Corcon.

Corcon has since been the low bidder on the Walt Whitman Bridge Project and has amended their request to film both the Commodore Barry and the Walt Whitman Bridge. So this summary statement and resolution amends DRPA-15-071 to add the Walt Whitman Bridge.

CHAIRMAN FRATTALI: Any questions?
Seeing none, I need a motion.

COMMISSIONER FENTRESS: Move the motion.

CHAIRMAN FRATTALI: Second?

COMMISSIONER DIANTONIO: Second.

CHAIRMAN FRATTALI: All in favor.

ALL: Aye.

CHAIRMAN FRATTALI: Any opposed?

CHAIRMAN FRATTALI: Ayes have it.

We've got two items for discussion today.

First item is Fringe Festival Use of DRPA property, Right of Entry.

Steve?

MR. HOLDEN: Good morning. Fringe Arts is a 501(c)(3) charitable organization that promotes the arts in Philadelphia, and it talks about them being connected to issues of social policy. Fringe Arts has recently purchased a former pumping station at the intersection of Race Street and Columbus Boulevard. Over the years they have had annual festivals.

One of their festivals, which is pegged for September 17th this year, they call "Feastival" and will have a number of local chefs presenting food.
They asked us about two weeks ago through Joe Forkin at the DRWC, where they had previously conducted their festivals, if the apron on the south side of the Ben Franklin Bridge on Race Street at the intersection of Race and Columbus Boulevard might be available for them to use for their Feastival. They advised us that they had received cooperation from the City of Philadelphia to close that portion of Race Street. It will be down to one lane during the day and from 5 p.m. to 5 a.m. it will be closed. They had some difficulty finalizing their concepts because of the productions and clearances necessary for the Pope's visit.

At the end of last week, they came to us and asked if they could use that portion of the sidewalk to put up a tent of about 100 feet by 40 feet and have in there vendors who would provide food services -- no seating and no open flames -- to promote their Feastival. I had previously checked it out with Val and with Dan in terms of the ability to use that space. They cleared it. They thought it was fine. Mr. Venuto and I discussed it and had a conversation.
I prepared a Right of Entry for them to be able to use it. We thought we would discuss it and bring it to the attention of the O&M Committee. Although my understanding of our own bylaws is that the CEO would have the ability or authority to approve because it is property that we own. However, in the interest of collegiality, openness and cooperation, we thought we'd bring it to your attention.

MR. SANTARELLI: Mr. Chairman, if I could for one second, I just wanted to note for the record that Commissioner Singley has joined us, to add to the roll.

CHAIRMAN FRATTALI: Steve, I know we had a discussion about the generator. Did you ever find out about that generator?

MR. HOLDEN: It will be a diesel-powered generator that will have a safety plan. It will be off to the side, not under the tent.

MR. HANSON: I would say that I'm supportive of this request. It's a great organization. I think it fits within our mission of stewardship to the community to allow it to happen. There are some
requests that we can't always honor. Last year, Fringe Arts wanted to use the tram footing for a high wire acrobatic act, and we had to turn that down because --

(Laughter)

MR. HANSON: But, I think this is something we should be doing. It's not going to cost us anything. It doesn't seem to be high liability.

CHAIRMAN FRATTALI: Any other thoughts on this?

MR. FIOL-SILVA: Yes. Full disclosure, I was the architect for the Fringe Festival; but I'm no longer involved with them, other than being a friend of the Fringe. But, I had a chance to interact with all of their Board and with some of their major supporters, which includes people like Ed Rendell, who at one point thought Fringe was going to be dancing naked in the streets -- which they sometimes do. But, actually, it's a fantastic organization. It really has been the first to finally bring activities onto in the waterfront and it's just really the most fantastic place to take in the majesty of the Ben Franklin...
Bridge. So, if you ever have the chance you should go there and have a drink at night or something.

But, most importantly, it's really bringing a lot of economic activity to the waterfront and the neighborhood of Olde City. The waterfront at that strategic location and the pier that's across the street are really beginning to be the seed for all of this and it's really right at the foot of the Ben Franklin Bridge.

So, from my point of view, having experienced how they do things and how they run, they just really have a very devoted following and a really very enthusiastic Board that has people of, you know, the highest levels. So, I think it would be a good thing to continue and it would raise our profile by supporting this.

And, again, I don't know if I should recuse myself because of my prior relationship. I don't have any relationships now with them.

MR. SANTARELLI: No motion --

CHAIRMAN FRATTALI: All right. The next item for discussion is the Spending Track.
MR. VENUTO: Okay. Thank you. Each month we track the capital projects -- the engineering capital projects -- that are part of the budget. I'll just kind of give an overview.

This year, out of the $146 million, about $111 million was for the engineering capital projects. As of July, we're tracking spending at about $45 million. We had anticipated spending about $67 by this point. So, we're somewhat behind in our spending.

There are a couple issues that we're continuing to track and our goal was to be within the 10 percent range of the budget. We're actually going through budgeting right now for 2016. We take what we learn each year and factor that in so that we can get better and better each year in closing those margins.

We've had a couple of issues that came up this year. The slightly lower spending is reflective of the late start that we had on the Walt Whitman Bridge Painting Project. We started much later than we anticipated. And we also started later than we anticipated on the Commodore Barry Bridge Project.

Those two projects were a big part of the spending for
this year. And the Betsy Ross Bridge, which we'll talk about later, is trending as not moving as fast as we want it to.

On top of that, we did handle four emergency projects this year that were pretty significant. We did the gusset plates. We did the crack at the Betsy Ross. We had the overturned truck on the ramp at the Betsy Ross and we had the Ben Franklin parapet. So, those were some significant dollars that were spent that were not part of the planned capital program and that affected the numbers a little bit. So, it is a little deceiving. But we continue to track it, like I said, every year, and we'll be -- we're working on the budget now for next year. We've already started.

CHAIRMAN FRATTALI: Any questions?

All right. At this time I need a motion to go into Executive Session. The decisions made in Executive Session will be made public when the issues are resolved.

COMMISSIONER SWEENEY: Move the motion.

COMMISSIONER DIANTONIO: Second.

CHAIRMAN FRATTALI: Second.
All in favor?

ALL: Aye.

CHAIRMAN FRATTALI: We're in Executive Session.

(Off the record at 9:13 a.m.)

(On the record at 9:54 a.m.)

CHAIRMAN FRATTALI: I need a motion to adjourn Executive Session and re-open Public Session.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER DiANTONIO: Second.

CHAIRMAN FRATTALI: All in favor?

ALL: Aye.

CHAIRMAN FRATTALI: All right, at this time, I need a motion to adjourn.

COMMISSIONER FENTRESS: So moved.

CHAIRMAN FRATTALI: And second?

COMMISSIONER DiANTONIO: Second.

CHAIRMAN FRATTALI: All in favor?

ALL: Aye.

CHAIRMAN FRATTALI: Any opposed? We're adjourned.
(Whereupon, at 9:55 a.m., on September 1, 2015, the Open Session was adjourned.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority Operations & Maintenance Committee on September 1, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

______________________________
Tom Bowman
(Official Reporter)
# Program Performance Report

**Jul-15**

## Program Performance Report (Excluding Federal Funding)

<table>
<thead>
<tr>
<th>Project Category</th>
<th># of Projects</th>
<th>2015 Projected Spending</th>
<th>2015 Spent to Date</th>
<th>2015 % Value Spent</th>
<th>2015 Target % Spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ben Franklin Bridge</td>
<td>10</td>
<td>$6,319,790</td>
<td>$1,038,644</td>
<td>16.4%</td>
<td>48.3%</td>
</tr>
<tr>
<td>Walt Whitman Bridge</td>
<td>8</td>
<td>$16,050,000</td>
<td>$2,086,394</td>
<td>13.0%</td>
<td>39.7%</td>
</tr>
<tr>
<td>Commodore Barry Bridge</td>
<td>7</td>
<td>$27,300,000</td>
<td>$5,833,669</td>
<td>21.4%</td>
<td>57.0%</td>
</tr>
<tr>
<td>Bayross Bridge</td>
<td>2</td>
<td>$9,400,000</td>
<td>$3,322,690</td>
<td>35.3%</td>
<td>69.1%</td>
</tr>
<tr>
<td>Multi - or All Bridges</td>
<td>7</td>
<td>$5,475,000</td>
<td>$1,714,811</td>
<td>31.3%</td>
<td>50.0%</td>
</tr>
<tr>
<td>DRPA Other</td>
<td>2</td>
<td>$729,000</td>
<td>$155,674</td>
<td>21.5%</td>
<td>48.3%</td>
</tr>
<tr>
<td>PATCO - DRPA Funded</td>
<td>9</td>
<td>$35,366,214</td>
<td>$24,996,438</td>
<td>70.7%</td>
<td>79.1%</td>
</tr>
<tr>
<td>PATCO - FTA Funded</td>
<td>6</td>
<td>$10,551,000</td>
<td>$6,098,876</td>
<td>57.8%</td>
<td>48.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>11</strong></td>
<td><strong>$111,187,004</strong></td>
<td><strong>$45,249,196</strong></td>
<td><strong>40.7%</strong></td>
<td><strong>60.9%</strong></td>
</tr>
</tbody>
</table>

### 2015 Cumulative Budget

- **Data Date**
- **2015 Projected Spending**
- **Spent to Date**

### 2015 Monthly Budget

- **2015 Projected Spending**
- **Actual Monthly Spending**

### Performance Comparison Table (Cumulative)

<table>
<thead>
<tr>
<th>Last Month</th>
<th>This Month</th>
<th>Vars</th>
</tr>
</thead>
<tbody>
<tr>
<td>65%</td>
<td>67%</td>
<td>2%</td>
</tr>
</tbody>
</table>

### Performance Comparison Table (Monthly)

<table>
<thead>
<tr>
<th>Last Month</th>
<th>This Month</th>
<th>Vars</th>
</tr>
</thead>
<tbody>
<tr>
<td>74%</td>
<td>78%</td>
<td>4%</td>
</tr>
</tbody>
</table>
SUMMARY STATEMENT

ITEM NO.: DRPA-15-071

SUBJECT: Right of Entry Permit and Related Agreements with 4th Coast Productions

COMMITTEE:

Operations and Maintenance

COMMITTEE MEETING DATE:

June 3, 2015

BOARD ACTION DATE:

June 17, 2015

PROPOSAL:

That the Board authorizes staff to negotiate and enter into appropriate property access agreements permitting 4th Coast Productions to enter DRPA property locations located on and adjacent to the Commodore Barry Bridge and the Walt Whitman Bridge.

PURPOSE:

To provide property access to 4th Coast Productions at the Commodore Barry Bridge and the Walt Whitman Bridge to enter upon and use the facility and adjacent locations to photograph, film, reproduce and replicate the real and personal property (including the name, trademark, signs and identifying features thereof) and to bring limited personnel and equipment onto the premises for the purpose of filming a documentary motion picture.

BACKGROUND:

The Commodore Barry Bridge was last painted in 1996. The suspension span and towers of the Walt Whitman Bridge was last painted in 1992. Biennial Inspections and coating condition assessment of the Bridges recommended that the Bridges be de-leaded and painted. On December 10, 2014, the Board approved Resolution DRPA-14-149 authorizing staff to negotiate a contract with Corcon, Inc. to perform Phase 1 of the Bridge painting project, which is scheduled to commence in 2015 (the “Project”). On July 15, 2015, the Board approved Resolution DRPA-15-081 authorizing staff to negotiate a contract with Corcon, Inc. to perform the Walt Whitman Bridge painting project, which is scheduled to commence in 2015.

In March 2015, filmmaker Matthew White, owner of 4th Coast Productions, and Louis Lytras, President and CEO of Corcon, Inc., contacted the Authority seeking permission to enter the Authority’s property located on and adjacent to the Commodore Barry Bridge for the purpose of recording footage of the bridge painting work, bridge
rehabilitation and steel repair to be performed during the Project for a documentary film production. They now wish to also include the Walt Whitman Bridge in the documentary.

Specifically, 4th Coast Productions plans to produce a documentary television show or film highlighting bridge painting and rehabilitation work and the contractors that paint and restore large bridges. According to the filmmaker, the production will highlight and celebrate the dedication, professionalism, hard-work and history of the bridge painting and restoration industry, as well as the importance of maintaining and keeping safe our highway infrastructure.

Staff has engaged in preliminary discussions with 4th Coast Productions as to its intentions and believes that the production will not adversely impact operations or safety due, in part, to the limited amount of personnel and equipment planned for the production.

Staff recommends that an appropriate property access agreements be negotiated with 4th Coast Productions permitting access to Authority property located on or adjacent to the Commodore Barry Bridge and the Walt Whitman Bridge for the purpose of obtaining video footage for a documentary motion picture. Insurance and Indemnification provisions will be included as part of such an agreement. The agreement will also include a reservation of the Authority’s rights to review and edit any footage for SSI and/or other operational purposes, as well as a limitation on Corcon’s use of the footage for its own commercial advertising purposes.

**SUMMARY:**

| Amount: | N/A |
| Source of Funds: | N/A |
| Operating Budget: | N/A |
| Capital Project #: | N/A |
| Master Plan Status: | N/A |
| Other Fund Sources: | N/A |
| Duration of Contract: | Two (2) years |
| Other Parties Involved: | N/A |
RESOLUTION

RESOLVED: That the Board authorizes staff to negotiate and enter into appropriate property access agreements permitting 4th Coast Productions to enter upon Authority property located on and adjacent to the Commodore Barry Bridge and the Walt Whitman Bridge to photograph, film, reproduce and replicate the real and personal property (including the name, trademark, signs and identifying features thereof) and to bring limited personnel and equipment onto the premises for the purpose of filming a documentary motion picture; and be it further

RESOLVED: The Chair, Vice Chair and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and Chief Executive Officer and if thereafter, either the Chair or Vice Chair is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chair and Vice Chair are absent or unavailable and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount:</th>
<th>Source of Funds:</th>
<th>Operating Budget:</th>
<th>Capital Project #:</th>
<th>Master Plan Status:</th>
<th>Other Fund Sources:</th>
<th>Duration of Contract:</th>
<th>Other Parties Involved:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount:</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Two (2) years</td>
<td>N/A</td>
</tr>
</tbody>
</table>
SUMMARY STATEMENT


COMMITTEE: Operations & Maintenance

COMMITTEE MEETING DATE: September 1, 2015

BOARD ACTION DATE: September 16, 2015

PROPOSAL: That the Board authorizes staff to negotiate a construction contract with the firm of Richard E. Pierson Construction Company, Incorporated to perform the repaving of the New Jersey approach to the Commodore Barry Bridge as well as the access road and Administration Building parking lot.

Amount: $1,905,869.98

Contractor: Richard E. Pierson Construction Company, Inc. 426 Swedesboro Road Pilesgrove, NJ 08098

Other Bidders: Tony DePaul & Son $2,178,247.50 A.E. Stone $2,085,000.00 A.P. Construction Co. $3,370,775.00

Engineers Estimate: $1,663,360.00

PURPOSE: To replace the deteriorated pavement on the New Jersey Approach to the bridge as well as the access road and parking lot.

BACKGROUND: The asphalt pavement on the New Jersey Approach is in fair to poor condition with areas of severe distress. Constant heavy vehicular loads have caused cracking, potholes, and rutting of the pavement. Deterioration of the pavement surface has exceeded the capacity of bridge operations to maintain and repair the roadway which was last paved in 2001.

The project was publicly advertised and bid documents were offered to the public beginning on June 30, 2015 with a bid opening date of July 22, 2015. Five (5) sets of documents were sold. A total of four (4) bids were received. The low responsive and responsible bid was submitted by Richard E. Pierson, Construction Company, Incorporated in the amount of $1,905,869.98.
SUMMARY STATEMENT
O&M September 1, 2015
Contract No. CB-30-2015,
Commodore Barry Bridge,
New Jersey Approach Repaving

Staff has completed the evaluation of bids and recommends that the contract be awarded to Richard E. Pierson Construction Company, Incorporated, in the amount of $1,905,869.98 as the low responsive and responsible bidder.

SUMMARY:
Amount: $1,905,869.98
Source of Funds: 2013 Revenue Bonds
Capital Project #: CB1301
Operating Budget: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: 180 Calendar Days
Other Parties Involved: N/A
Estimated Number of Jobs Supported: 57
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the bid of $1,905,869.98 to Richard E. Pierson Construction Company, Incorporated, to replace the deteriorated pavement on the New Jersey Approach to the bridge as well as the access road and parking lot, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with Richard E. Pierson Construction Company, Incorporated for the required work in an amount not to exceed $1,905,869.98, as per the attached Summary Statement; and be it further

RESOLVED: The Chairman, Vice Chairman and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairman or Vice Chairman is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chairman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY:

| Amount:                        | $1,905,869.98 |
| Source of Funds:              | 2013 Revenue Bonds |
| Capital Project #:           | CB1301          |
| Operating Budget:           | N/A             |
| Master Plan Status:      | N/A             |
| Other Fund Sources:        | N/A             |
| Duration of Contract:      | 180 Calendar Days |
| Other Parties Involved:   | N/A             |
| Estimated Number of Jobs Supported: | 57 |
FINANCE
DELAWARE RIVER PORT AUTHORITY

Finance Committee Meeting

One Port Center
2 Riverside Drive
Camden, New Jersey

Wednesday, August 12, 2015

Commissioners:

Jeffrey Nash, Chairman
John Lisko, Esq., Chief of Staff, PA Treasury (for
State Treasurer Timothy A. Reese) (via telephone)
E. Frank DiAntonio
Elinor Haider
Rohan Hepkins

Others Present:

Ryan Boyer, Chairman to DRPA/PATCO Board
Amy Herbold, Senior Counsel, New Jersey Governor's
Authorities Unit
Chelsea Rosebud Guzowski, Director of Economic and
Strategic Initiatives, Pennsylvania Office of the
Budget
Arnold Alston, Vice President, Wells Fargo
Craig Hrinekevich, Managing Director, Wells Fargo

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer
Raymond Santarelli, General Counsel & Corporate
Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen Vandy, Assistant General Counsel
James White, Chief Financial Officer
Toni Brown, Chief Administrative Officer
David Gentile, Inspector General
Kevin LaMarca, Director, Information Services
DRPA/PATCO Staff: (continued)
Christina Maroney, Director, Strategic Initiatives
Kyle Anderson, Director, Corporate Communications
John Rink, General Manager, PATCO
(via telephone)
Bennett Cornelius, Assistant General Manager, PATCO
(via telephone)
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
<table>
<thead>
<tr>
<th>INDEX</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roll Call</td>
<td>4</td>
</tr>
<tr>
<td>Financial Update</td>
<td>5</td>
</tr>
<tr>
<td>SS&amp;R Action Items</td>
<td>6</td>
</tr>
<tr>
<td>Camera and Call Box Maintenance Agreement</td>
<td>54</td>
</tr>
<tr>
<td>Executive Session</td>
<td>65</td>
</tr>
<tr>
<td>AmeriHealth Medical/Prescription Benefits</td>
<td>66</td>
</tr>
<tr>
<td>Delta Dental</td>
<td>67</td>
</tr>
<tr>
<td>Vision Benefits</td>
<td>68</td>
</tr>
<tr>
<td>Adjournment</td>
<td>69</td>
</tr>
</tbody>
</table>
PROCEEDINGS

(9:04 a.m.)

CHAIRMAN NASH: I'm going to call the meeting to order and ask the Corporate Secretary to please call the roll.

MR. SANTARELLI: Thank you. Good morning, Mr. Chairman.

CHAIRMAN NASH: Good morning, Counsel.

MR. SANTARELLI: Chairman Boyer?

BOARD CHAIRMAN BOYER: Present.

MR. SANTARELLI: Chairman Nash?

CHAIRMAN NASH: Here.

MR. SANTARELLI: Commissioner Haider?

COMMISSIONER HAIDER: Present.

MR. SANTARELLI: Commissioner DiAntonio?

COMMISSIONER DiANTONIO: Here.

MR. SANTARELLI: Commissioner Lisko?

COMMISSIONER LISKO: On the phone.

MR. SANTARELLI: Commissioner Hepkins?

COMMISSIONER HEPKINS: Present.

MR. SANTARELLI: You have a quorum, Mr. Chairman.
CHAIRMAN NASH: Thank you. Well done.

Is that your first one?

MR. SANTARELLI: I was here last week, but thank you.

CHAIRMAN NASH: Oh, okay. There are two items on the agenda, today. The first is our financial update.

Mr. White?

MR. WHITE: Good morning, Commissioners. How are you, today?

CHAIRMAN NASH: Good.

MR. WHITE: Before I go through, very briefly, through the stats sheet that we provided, I just wanted to update you on the status of a number of resolutions that were passed and give you a status update as to where we stand in terms of implementation.

The first one I wanted to bring to your attention is on September 18th, the Board passed DRPA-14-116. It was a resolution approving the swap policy and also provided us with the ability to proceed with a swap novation transaction wherein UBS
would be replaced by one or two new counterparties.

   We went through an RFQ process. We received three initial bids. We eliminated one bank, proceeded to negotiate with two banks, and I'm happy to say that the afternoon after the Board meeting in July the transaction was completed. The DRPA will receive a net, upfront payment as a result of the transaction; the payment which will approach $800,000, certainly a lot more than we anticipated; so a real victory for us.

   Our advisors did an excellent job. This was a nine-month process and we came to a situation where we've now insulated ourselves from some of the consequences related to possible termination or collateralization related to any DRPA downgrades. We now have unilateral, optional terminal right -- I'm sorry -- termination rights.

   We have increased the swap counterparty credit quality and we've diversified our swap counterparty exposure and removed cross-default provisions on our revenue swaps related to the PDP bonds. So this was a great transaction for us to do and it puts us in a
less exposed situation as it relates to our swaps.

    CHAIRMAN NASH: Great job.

    MR. WHITE: Number two --

    MR. HANSON: Hey, Jim.

    MR. WHITE: Yes?

    MR. HANSON: Can I just make a couple of comments on that? This really was a big thing because as Jim mentioned, it eliminates the cross-default provisions on our swaps to the PDP bonds, which dramatically strengthens our swap portfolio and it gives us the ability to, on our own, make the decision to terminate piecemeal cash settlement or terminate piecemeal the swaps and not have to do the whole thing.

    Also, another thing that you touched on, but really didn't mention, we were able to get a counterparty not only -- really good counterparties that not only who are stronger counterparties, but who also have been far more responsive to DRPA's needs than UBS ever was. UBS has been very, very difficult to work with.

    The two banks stepped in here; TD, a bank
that we've worked with for a long time, and has been very responsive to DRPA's needs and, in particular, I want to mention Wells Fargo, which has been very responsive to DRPA's needs and representatives of which regularly attend our meetings.

We have Mr. Hrinekevich and Mr. Alston from Wells Fargo with us here, today. They are people who have always worked with us to try and find a solution that obviously benefits Wells Fargo, but is good for the DRPA. And we appreciate that partnership and good to see you guys again.

MR. WHITE: Thank you for elaborating on that, John. That's well said, because we certainly did have -- well, we were working with UBS on this for like three years and we were getting like nowhere, so it's great that this transaction has happened.

I’d also like to discuss DRPA-15-048, related to the loan guarantee for the Battleship. If you'll recall, in April -- April 15th -- the Board passed this resolution, which approved a 10-year loan guarantee in the amount of $800,000 for the U.S. Battleship. It required amortizing the loan that would be repaid
within a 10-year period.

It has taken a while to get everything in sync, but I appreciate the work done by the DRPA legal team, in particular Steve Holden, in pulling this together. Obviously, TD Bank had to negotiate with the Home Port Alliance related to the loan. We had to then have some negotiations related to the loan documents. But, we are now in a position, I believe, to approve those documents and put that loan guarantee in place.

Anything you want to say, Steve?

MR. HOLDEN: Thank you, Jim. We are entering a guarantee for $795,931.24. TD Bank was helpful with that. We went through an interesting negotiation because the original bank notes had the guarantor essentially as signatory to the notes and we negotiated our name out of that.

Additionally, it was important to us that we had a backup security agreement and a specific managing agreement with the Battleship. So, before we executed the bank notes, we got a document from the Battleship which gave us a secured position right
behind the bank and provided for us -- in the event of
a default by the Battleship and a call of the
guarantee upon us -- to receive all of the security
that the Battleship had given to the bank. We also
negotiated with the bank that we would then jump in
their agreement, to take their position on the secured
items.

Phil Rowan and the Battleship worked hard with
us. Peter Musumeci at TD Bank worked hard with us.
He got the documents. And I think we're in a much
stronger position. And, as Jim said, it's a 10-year,
self-amortizing note. So, theoretically, if
everything goes well on the Battleship and it's not
called into service anymore, the note will be paid
from the tourist visits -- and from the overnights
with the Pope, at $75 a night, plus 2 meals.

CHAIRMAN NASH: Steve, what happens if they do
not make payment?

MR. HOLDEN: If they don't make payment, the
bank didn't want to have to make a demand upon them.
We changed that; it's in the agreement. But then we're
on the hook. The bank tried to take our defenses out
of the agreement, but we put them back in. So, if the
guarantee gets called, we then are in a negotiation
with them. The difficult part is that the guarantee
is a guarantee. We will then have whatever assets the
bank would have had.

However, we also arranged with Home Port to
get periodic reports of what they've paid and what
they haven't paid, so that we should have an idea of
how close they are to making the payments.

CHAIRMAN NASH: I guess my question is “let's
say in Year 3 they're paying back, I guess on an
average, $100,000-something a year, and let's say in
Year 3 they only pay $50,000.” What happens then?

MR. HOLDEN: The bank declares it a default.
It's a default and they call the guarantee. We're
only on -- we're on a decreasing balance in terms of
what we have guaranteed. We get full credit for any
payments that were made. But that's the nature of the
guarantee.

MR. HANSON: But this has a required
amortization in this agreement --

MR. HOLDEN: It has a required amortization.
MR. HANSON: -- which is different than what they have had.

CHAIRMAN NASH: No, I know that's what we said; there is a requirement that it be paid back, because the prior guarantee did not require any repayment of the loan.

MR. HANSON: Right.

CHAIRMAN NASH: And we could have been on the hook forever.

MR. HOLDEN: That's correct. And an interesting part of the negotiation had to do with the bank insisting that this guarantee was a continuation of the last guarantee and we were insisting “no, it wasn't.” And so everywhere in the guarantee, we defined the term “new loan guarantee, which is the amended and restated amount of $795,000.” So, yes, that's correct; we get credit for it and it's a decreasing balance. It's not open-ended and it terms out at 10 years.

MR. HANSON: I think we did the best we could.

CHAIRMAN NASH: Yeah. No, we did it.

MR. HANSON: We did, to protect the DRPA. The
fact of the matter is that the Battleship has
struggled for whatever reason to be a growing concern.
I expect them to continue to struggle with that. And
we're in the best position that we can be in.

The other thing that this whole discussion
underscores for me is our need to continue with this
strategy, to do everything we can to exit completely
the economic development business, because it depletes
managerial focus. We spent a lot of time here talking
about this. We spent a lot of time with our attorneys
involved in these issues. We need to do whatever we
can do to wrap these things up and get out of it,
because long ago we got rid of the people that were
associated with the program, which makes things hard
to get done.

This is -- it's not a great deal, but it's a
better deal than we had. It's a better deal for the
Battleship because it gives them a longer horizon to
try and plan. But who knows?

CHAIRMAN NASH: There is an exit strategy;
that's the kick.

MR. HOLDEN: And, interestingly, the rumor was
that the U.S. Navy owned the Battleship. In fact, 
Home Port Alliance does. So, I'm going to make sure 
that we have copies of all of the security documents 
and we'll get Home Port to give us all of the 
captain's license exams; if, heaven forbid, we, in 
fact, own the Battleship after we pay the guarantee, 
we'll be able to know how to use it.

MR. HANSON: At least we can rename it.

CHAIRMAN NASH: So, an excellent job.

MR. WHITE: Just to put this into perspective, 
in the early 2000s, the Board authorized $27 million 
in loan guarantees. They executed, I think, $24 
million. But, as of the signing of this loan 
guarantee, it will be the only loan guarantee that the 
DRPA is on the hook for.

So we have -- it just shows you that we've 
made substantial progress in exiting the business, 
exiting loan guarantees. Legal has done a great job 
in assisting us with that. I mean, even at the end of 
last year, we had $10.9 million on the books. We're 
now down to less than $800,000; so that's really good 
news.
MR. HANSON: It's excellent news. It's good news, but there's more to do.

MR. WHITE: There's still more to do. Next up is DRPA-15-095, the CCIA (Camden County Improvement Authority) stadium restructuring and, of course, we had a love fest on this particular project. The refinancing was accomplished on Friday. Again, great work, assisted by Legal and our outside attorneys. We had to hustle because we got a number of those documents very, very late, and still had a Friday, August the 7th deadline; so, again, my appreciation to Legal.

Under the terms, there has been discharge of the mortgage by both NJEDA and the DRPA, a new stadium lease agreement with CCIA and Camden Baseball and, of course, the insertion of a 30-cent surcharge for paid admission for CCIA events and also tentative events, which was a result of the strong negotiation. And I appreciate Commissioner Haider's input and Chairman Boyer's input that got us the best bad deal that we could get.

So there is a victory in that one. And I
should be seeing some money from them this year, which
is even great for me.

MR. HANSON: You mean, DRPA. You're not
talking about yourself.

MR. WHITE: Oh, yes, certainly.

MR. HANSON: I don't want anybody here
thinking that you're --

CHAIRMAN NASH: I was going to question that.

MR. WHITE: That was actually the royal "we."

MR. HANSON: I know; I know. But I didn't
want anybody -- we have a new Inspector General and I
didn't want anybody --

MR. WHITE: That's right; that's right. Just
keep an eye on me; that's all.

Okay. DRPA-15-090, the commuter discount
implementation. I'm just looking to see if I see a
smile from the Vice Chair on this one.

With the expiration of the Governor's veto
period on Friday, we prepared sole-source
documentation for programming. The programming is
authorized already in the resolution, so we will be
communicating to Xerox as soon as that sole-source
documentation is signed off and away we go.

    Again, we're expecting it will take roughly
three months. My expectation is that, again, we will
be looking for implementation on December 1st; but if
we can do it before then, we'll certainly look to do
that.

    CHAIRMAN NASH: How are we looking with the
Pennsylvania Turnpike?

    MR. WHITE: Actually, I have not heard
anything from them.

    John, have you had --

    MR. HANSON: We haven't heard back from them
since the last time we talked to them.

    MR. WHITE: Yeah, since the last time we
talked.

    MR. HANSON: So, we'll reach out to them
again. There are issues. There's an agreement that
has to be signed and there is obviously the
programming that's going to have to be done on their
end to allow it to happen, and they weren't quite
ready to do it.

    MR. WHITE: Right. My understanding is, off
the record, might be --

CHAIRMAN NASH: We're not off the record.

MR. HANSON: We're on the record here.

MR. WHITE: Well, okay. Let's say there are
delays. And they would also have to, in fact -- they
would have to pass a resolution authorizing it and the
programming, and so we'll have to check back with
them.

MR. HANSON: I'll call them today again and
see what they say.

CHAIRMAN NASH: Talk to the Executive
Director. If you have problems, I'm sure that --

MR. HANSON: Well, that's who I've been
talking to.

CHAIRMAN NASH: -- our friends in Pennsylvania
can help.

MR. HANSON: Yes, that's who I've been talking
to. So I'll call them again.

MR. WHITE: Okay. And, finally, I just wanted
to make you aware the 2016 budget process is underway.

Capital and operating budget submissions are
due in early September. We have circulated the debt
to staff and they're in the process of putting
together numbers.

Our budget challenges over the last couple of
years have been related to pension, health care, and
we'll see some other things related to ERP costs. So,
2016 will be a somewhat challenging budget process,
but I just wanted to make you aware that we have
started that process.

COMMISSIONER HAIDER: Jim, for those of us who
are new as commissioners, can you just give us a quick
overview of what that process looks like in terms of
timeline and approvals?

MR. WHITE: Sure, sure. What happens in the
budget process is that we send out the capital forms
in July. We send out the operating budget forms in
early August. And then we receive those submissions
in, let's say, the first week or so in September.

Then what happens is that my group, and also
Mike Venuto and his group related to the capital
process, start to scrub the numbers. We look for
inconsistencies. We look for duplications within the
budgets. We interact with the various departments to
try and do an initial scrub.

   Then, in October, we start budget hearings where we go over particularly the major sections of the budget. We look for justification if the budget is above the last year's budget or if the requested budget is significantly above where we see the actuals for the current year.

   After we go through both capital and operating budget hearings, we then make certain deductions from the submissions. Then, we present to the Finance Committee a preliminary budget in November. Then, we look for feedback and discussion with the Finance Committee, and we look in December to pass the budget.

   We have a requirement that we have a budget passed by December 31st as part of our bond indentures. That's one of the reasons the Board meeting for December is a little bit early; so that we can get the veto period in prior to December 31, so that we can be in compliance.

   COMMISSIONER HAIDER: Okay. Thank you.

   MR. WHITE: Okay.

   MR. HANSON: And correct me if I'm wrong on
this, Jim, but it seems to me that if the budget is not passed, we have a technical default of our bond covenants. And, upon notice of the technical default by the bond trustees, then we would have an actual default.

MR. WHITE: Yes, that is correct.

MR. HANSON: When we went through this before without the budget, nobody actually declared the default, but it would put us in a technical default position.

CHAIRMAN NASH: Probably that was the year that the Board never met; best year this Authority ever had.

MR. HANSON: Eighteen months. Eighteen months, but who's counting.

COMMISSIONER HAIDER: What year?

MR. HANSON: 2006 to -- it was 2006, or so.

MR. WHITE: 2007 -- 2005 to --

CHAIRMAN NASH: No, it was later than that. It was -- was it '05?

MR. HANSON: '06.

CHAIRMAN NASH: It was over the dredging
dispute.

MR. WHITE: Yeah. We had a bond issue, a 2005 bond issue and were ready to execute and then we had to pull it.

MR. HANSON: That was the end of 2005. The Board was still meeting and then Chairman Rendell refused to approve the bond issue. Then we went into 2006 and the Board stopped meeting. It was 2006 into -- well, it was all of 2006 and into 2007. I remember, because it coincided perfectly with the time that I was in grad school getting my MBA. There was no Board meeting the entire time.

CHAIRMAN NASH: It was great.

MR. HANSON: Year and a half. Yes, executive MBA at St. Joe's. CHAIRMAN NASH: Made it easy.

MR. HANSON: Yes, it made it a little easier.

COMMISSIONER HEPKINS: What side of the bridge was that?

MR. HANSON: What's that?

COMMISSIONER HEPKINS: I'm only kidding.

MR. HANSON: Drexel and St. Joe's.

MR. WHITE: Okay. So that concludes the
update on the Board resolutions that have been passed. Essentially, we're moving along well. We've executed a number of transactions and so as part of our finance action plan, we're moving forward on that.

Briefly, in terms of the stats -- and you may have gotten a revision as you walked in, today. I did find late last night an error, so I'll correct that in my remarks. Really, positive news is continuing.

On the DRPA traffic, we are 570,000 vehicles higher than last year. Again, we did not get impacted by inclement weather to the same extent in 2014, so we're 3 percent above last year, actual to actual. In terms of DRPA toll revenues, we are $4.5 million ahead of plan -- not plan, I'm sorry -- actual to actual; that's 3.8 percent, and ahead of last year.

Again, we got impacted, I think, a couple of million dollars last year as a result of the snow, so we're doing much better and traffic is up, which is propelling that number.

On the PATCO ridership side, we are only 17 or 18,000 below last year, so that's pretty positive particularly given the ongoing track rehab program.
The PATCO net revenue, net passenger revenues, the sheet I distributed the other day, showed a deficit of $700,000; but, in fact, the number should have been $55,000 in the plus. So, passenger revenue --

CHAIRMAN NASH: How do you explain that? If the number of riders is down, why is the revenue up?

MR. HANSON: Average fare is going up, which means --

MR. WHITE: Yeah, average fare, right.

MR. HANSON: -- people are going further on the train line, so the average rider is paying a higher fare. Remember, we have zoned fares, so it means people are taking longer trips on the line, on average.

MR. WHITE: Exactly. We've had a similar situation where the traffic was down, but the revenues were up simply because we had more commercial traffic. As John said, in that case, the average toll numbers offset the fact that you had negatives on the track itself.

MR. HANSON: So, on average, people are paying 2 cents more per ride for their fare, that's the
average fare increase, and that amount is up. That means that the mix of riders weighed heavier to people who were taking longer trips.

MR. WHITE: Okay. So, again, the numbers both for DRPA and PATCO, year to date, are in very, very good shape. Budget to actual, DRPA traffic is again half a million vehicles above budget. On the toll revenue side, however, we're $5.4 million above. And so our numbers have really steadily been improving the last couple of months and that's a real positive number there.

On the PATCO ridership side, when you compare it versus budget, however, we are behind in terms of the budget, both in terms of ridership and the revenues.

In terms of operating expenses year to date, we are still, combined between PATCO and DRPA, 10.8 percent under budget. There are a number of factors in there, primarily some of the unfilled positions. But we have made -- the prior month's submission, we were at 12.8 percent below budget. So as the year progresses, we typically get much closer
to -- the actuals get much closer to the budget.

Historically, we've been maybe five percent under budget and I would expect that trend to move in that direction as well.

The only other thing I wanted to mention here was capital expenditures. In terms of the DRPA funding piece, we are behind last year; but one of the reasons for that, for example, was we just made two significant payments to Alstom of around $24.3 million. Most of that is funded by federal grants, so it doesn't appear in these numbers because these numbers are just showing the DRPA contribution as it relates to capital expenditures.

So, that summarizes where we stand. Again, really some positive news both on the part of DRPA and PATCO, in my opinion.

CHAIRMAN NASH: Are there any questions?

COMMISSIONER HEPKINS: Jim, could you speak to the impact of the Papal visit upon the budget? I know that some things are still fluid. I had heard initially we were going to close the Ben Franklin for one day; now I'm hearing three. What's your cost
analysis on that?

MR. WHITE: What's my take there?

COMMISSIONER HEPKINS: And also, does that present an opportunity for PATCO to increase revenue there? Could you speak on that a little bit?

MR. WHITE: Some of the news I've heard has been a little bit contradictory, so I'm not quite sure. I guess the last I heard is that bridges may close Friday, late Friday night.

MR. HANSON: Friday night, 10 p.m. And we're anticipating opening at noon on Monday.

MR. WHITE: So, we should anticipate roughly two and a half days of impact in terms of the revenue. It's not going to be as significant as it would be if it was during the week. But, still, we're talking about some relatively big numbers. On the expense side, we're seeing --

CHAIRMAN NASH: Well, on that issue, I think we should have -- just to follow your thought -- we should get a sense of three days of a closed bridge, for the closed Ben Franklin Bridge. What do we expect that to cost us?
MR. WHITE: Right.

CHAIRMAN NASH: So, we should have -- we should try to quantify that.

MR. HANSON: We are. Jim is working on quantifying that, as well as the expenses. Orville and Jim are working on that now.

MR. WHITE: Right, right. I have some rough revenue numbers. One of the things that will be difficult to predict is how much traffic will flow over -- let's say -- the Walt Whitman? How much of that traffic will be redirected, so --

COMMISSIONER HEPKINS: Some will be diverted to the other bridges, pick up market share in other bridges.

MR. WHITE: We'll try and give you the best estimate we can, but that's a factor that's going to be a little bit difficult to figure out.

MR. HANSON: So, I think that you're --

COMMISSIONER HEPKINS: Now, that's a good point. Can we -- through press, whatever -- practically divert traffic/commuters to other bridges so that we can increase market share on those bridges?
MR. HANSON: I want to be very careful how I say this, because there are things that are still being planned and are not finalized. However, the City, in conjunction with the Secret Service -- and I was at the press conference -- released the traffic box. Essentially, what that traffic box provides for is the Ben Franklin Bridge being closed because there is nowhere to go when you get on the other side. So, nobody told us to close the Ben Franklin Bridge; but, there is nothing open on the other side. There are no open roads on the other side, so we can't allow people to drive over.

In addition to that, from our perspective, without having the three lanes open on the bridge for the pilgrims to walk across, we wouldn't be able to get them across. So, there's going to be nowhere for them to go.

With respect to the Walt Whitman Bridge, the Schuylkill Expressway is going to be closed all the way from coming over the Walt Whitman Bridge to the 476 exit. That's what was announced. I'm not making any revelations here; that's what was announced. And
so, coming over the Walt Whitman Bridge is the only way that you'll be able to go is onto 95 or onto Front Street. And if traffic snarls occur there, then you're going to see it essentially back up across the bridge and then into the New Jersey arteries.

So I would --

CHAIRMAN NASH: So going over the Walt, the other way, going to the shore that weekend, how do you get there? You can't? You can't get there.

MR. HANSON: It's not going to be easy.

CHAIRMAN NASH: Well, easy or impossible? I mean, if the Schuylkill is closed, how else do you get to -- you'd have to take 95 to the Walt? You'd be able to do that in order to go into New Jersey?

MR. HANSON: I'm not very good at directions. But, I can tell you this. The only thing that's going to be open is 95 and Front Street. The Schuylkill is going to be closed. There is going to be no other way to get along.

CHAIRMAN NASH: And Broad Street, too.

MR. HANSON: Right. And so, the alternatives would be the more southern bridges -- the Commodore
Barry, Delaware Memorial, something like that most likely. So, I think that what you're going to see is probably some impairment in the Walt Whitman Bridge's numbers as well.

CHAIRMAN NASH: You can't get there unless you're coming from Delaware or 95.

MR. HANSON: The opening on Monday is largely predicated upon the opening of the roads within the traffic box on the other side. We'll be able to do whatever we have to do to be responsive, to open up as soon as we need to.

There will likely be some fencing that's in the road that will not be -- or some type of barriers that will not be taken down initially. We'll probably take them down in the off hours. We have a contractor doing that.

But I think that there are going to be -- there is not going to be a lot of opportunity for people to drive their cars relative to those two bridges and particularly if traffic snarls on 95. I'm not an expert at that, but I'm going to guess that given the volume of traffic, that there is probably at
least a possibility of that happening. And when that happens, then you'll essentially wind up with a gridlock on the Walt Whitman Bridge, which is, in essence, a de facto closure, albeit a closure probably with cars on the bridge. Then that will back into roads on the New Jersey side and you'll see some traffic problems on the New Jersey side as well.

COMMISSIONER DIANTONIO: That bridge will probably shut itself down.

COMMISSIONER HEPKINS: So it seems like, okay, the Ben Franklin is out. Walt Whitman will be backed up. Can we divert or advertise alternate traffic on Betsy Ross and Commodore Barry, north and south?

MR. HANSON: We won't actually be diverting them, because it's the roads leading to them that will divert them. That's what's going to happen. Anybody who wants to go south is going to have to use the Commodore Barry or the Delaware Memorial Bridge and anybody who wants to go north is going to need to be probably on the Tacony, or the Betsy Ross, or whatever is further up. That's the likely --

COMMISSIONER HEPKINS: Because I see that we
probably need a plan so that we're, number one,
proactive -- maybe a press release on alternate ways
of traversing the river -- and also that we're not
hamstrung. I mean, get more revenue, make up some of
that revenue and also not to be hamstrung by --

MR. HANSON: One of the things that -- as a
result of the press conference that I appeared at that
was organized by the City with the Secret Service
there and in the sort of preparation leading up to it
-- one of the things that Mayor Nutter said, which I
think was very helpful for me to hear because it
helped me put things into perspective. Mayor Nutter
emphasized the idea that this is a joyous moment for
the City of Philadelphia and for the region.

We're going to have this incredible
opportunity to see one of the world's leaders here,
both a religious leader and a head of state, which is
why the Secret Service is involved in this whole
thing.

So, really, the way that they're looking at
it, I think it is the right way to look at it. It is
a joyous moment for the City of Philadelphia and for
the region, and there are going to be many, many benefits to being able to participate in that. But there are going to be some consequences.

The analogy that the Mayor used, which may not be apt in every sense, but it is helpful in thinking about it, is a weather related type of emergency. The point that he makes is that all the things that we're doing we've done before, just probably not all at once and not for as long. So the idea is going to be that people are going to suffer some inconvenience and they're going to have to figure out alternate ways to do things or to forego what they might otherwise do.

But it really is only for a weekend. And that's why I can tell you that the closures that we're talking about now are significantly shorter than some of the ones that were bandied about early on. That's why there was some concern about releasing information. They went out of their way to really -- I mean, what this comes down to is that it's only going to affect one rush hour, the Monday morning rush hour; which is a lot better than what we were talking about in the beginning.
So, we are working on a cost analysis. I have Jim and really everybody involved in that, and we will get you that. We have been briefing the subset of the commissioners every other Monday morning, Chief Stief and his team lead that briefing. We do continue to talk about these issues.

But, I think it really was helpful for me to hear that because I've got to tell you -- I was looking at --

MR. WHITE: The numbers.

MR. HANSON: -- the numbers and the downside, everything, you know. And to hear that, it really does put it into perspective that this is a moment of joy for the region. And the idea that the City of Philadelphia has been selected for the Pope to come to and that, in this particular -- and this was what Donna Farrell of the World Meeting of Families said -- in this particular instance, most of the other stops that the Pope is making on his tour are really related to his duties as a head of state. But, Philadelphia, he's really going to be celebrating his role as a religious leader and that's not happening anywhere
else.

So it really has great potential to be a moment of inspiration for the region, the country, perhaps the world; but there is definitely going to be consequences and hardships for us, as well as for everybody else.

The good news for DRPA is that we are in a very sound financial position, so we are in a position to be able to absorb the cost. We are significantly under-budget on our expenses right now. We are over-budget on revenues right now. So that will ameliorate the effect of the consequences.

I think that we still expect to be in a position where we are likely to be over-budget because of these unforeseen expenses. We're collecting those costs. But the good work that the staff does here in being cost conscious -- and they are very cost conscious -- the good work that the management does -- it's every member of staff -- and the good work that the Board has done in terms of emphasizing those points has positioned us to be able to absorb this. There is going to be some pain associated with
expenses and budget, but nothing that we can't bear.

There are going to be operational hardships, but I am confident and I have gone through now, at this point, over the last year, I've met with nearly every single member of DRPA and PATCO staff and I can tell you that irrespective of the fact that many of our union employees still do not have contracts, they are dedicated. I expect them all to be out there doing the work that they need to do, even though there are issues in other places with our relationships.

COMMISSIONER HEPKINS: One last question from a financial matrix standpoint. Are we investigating any available funds -- emergency funds, Homeland Security funds -- that can ameliorate our budget deficit or expenditure for this occasion?

MR. HANSON: We are. Because we are not directly affected, it's difficult and there haven't been many opportunities because it's in Philadelphia and we're not technically Philadelphia.

However, one of the things that we heard in the -- one of the things that we heard, was that in the most recent submission that has been done for
this, we have been included. So there may be a possibility.

We're working hard; Bill Shanahan, Mark Lopez, Barbara Holcomb are working on it. Our law enforcement people are working closely with the people in Philadelphia and with the Secret Service, but in particular with the Mayor's office. So we're doing everything we can, but this is one of those things where the way that they have been looking at it up till now is, well, it's not on our side. Its Philadelphia, is where it is. So we're doing everything we can.

CHAIRMAN NASH: Well, when is the Pope leaving?

MR. HANSON: Sunday, probably.

CHAIRMAN NASH: Sunday. And why are we not opening the bridge until noon on Monday?

MR. HANSON: The reason we're not opening the bridge until noon on Monday is because the traffic box will still be closed because, for the most part, even though the Pope is leaving, the people are going to be leaving Sunday into Monday. It's not going to be easy
to clear that traffic box, and so the roads are not
going to be open in the beginning.

CHAIRMAN NASH: If, by some chance the roads,
the box becomes clear, do you have the ability to open
the bridge earlier, at your --

MR. HANSON: Yes.

CHAIRMAN NASH: -- discretion?

MR. HANSON: Yes. As soon as that, you know --
and that is a conversation that we've been having
with Chief Stief and with acting COO Dan Auletto, both
of whom assure me that we'll be ready to open as soon
as we get the go-ahead to open based on those roads.
So, if by some surprising set of circumstances we can
open up at 5 a.m. on Monday, we'll be ready to go.

Now, there will still be some issues with the
configuration of the bridge that aren't going to be
able to be completely straightened out until probably
sometime in the middle of the day, Tuesday. But we are
confident that we'll have adequate lanes and the
ability to have them open as soon as we get the
go-ahead to do that.

CHAIRMAN NASH: How much lead-time do you need
to get toll takers at the bridge?

MR. HANSON: We'll be ready. We'll be ready.

CHAIRMAN NASH: And the last question is "how are we doing on the sale of the PATCO passes, the Pope PATCO passes?"

MR. HANSON: They haven't really been high; have they?

MS. BROWN: No. They've been about 10,000.

MR. RINK: Vice Chair, over 10,800 to date. We can update the number, but they have been slow.

COMMISSIONER HAIDER: How many total are there?

MR. HANSON: Well, 75,000, that we're prepared to sell. And then there are about 30,000 -- John? -- in FREEDOM card holders out there?

MR. RINK: A little more than that. I think we have a total of potential of over 45 to 50,000 people who have FREEDOM cards currently.

COMMISSIONER HEPKINS: Why is that? Do you know why it has been slow? Is there a reason or something we could change or promote better?

MR. HANSON: I think that -- my personal
opinion -- and this is why you may have seen comments in the press where I pressed for the release of the traffic box, to get that information out -- I think that part of why -- I think that people have, you know -- I think that there is still a lot of misunderstandings about exactly how this is going to work.

There are people who anecdotally refer about it, who had planned on driving across the Ben Franklin Bridge and finding a parking lot and parking over there. So, I think that there hadn't been enough information until last week for people to begin to make their plans. And now, as they begin to make their plans, hopefully, that will step up.

COMMISSIONER HEPKINS: Where is Kyle Anderson? Should he be here?

MS. MAYOCK: He was just outside the door.

COMMISSIONER HEPKINS: I think it would be helpful for him to be here, to hear fresh.

MR. HANSON: Kyle is invited to the --

COMMISSIONER HEPKINS: I think Kyle should be here. But we have an opportunity, you know, and we
had a discussion -- was it Labor or O&M? -- I think it was Labor -- where we talked about ridership going down and PATCO, which is against the trend of all the major trends of industries around the area. And John gave a scenario that, in some ways it's a dicey situation because we could be competing against ourselves if we get more ridership from PATCO; we don't want them to come off our bridges, either.

So, here is a situation where we can increase market share on PATCO, because we are not competing against ourselves on the Ben Franklin. So, we need to take every opportunity to buttress our market share from a business standpoint. You have a unique opportunity where the bridge will be closed, but the PATCO line across the bridge is going to be open. And not only that, it would ameliorate the back traffic congestion.

MR. HANSON: Right. And with respect to the PATCO line, we estimate that we have a maximum capacity of around 100,000 people to be able to move. That assumes a number of things, though. I mean, that's like a best case number. So, that assumes that
there are no issues with the trains and that we're able to move the people as quickly as we need to.

So, we're running, essentially, express trains from four stops in New Jersey; they're running from Lindenwold, from Woodcrest, from Ferry Avenue, and from Broadway. The trains are running every 16 minutes out of each one of those stations. The trains are staggered, so that they arrive at 9th and 10th -- which is the only station that's open -- every 4 minutes.

You've got 720, roughly, passengers on each train. One of the issues that will come into play is what will be the dwell time of the trains being able to get back and are we going to be able to clear the people off the platform, once the platform fills up? If the platform is not clearing quickly enough, then we'll be ultimately having to slow down the rate at which the trains arrive there, which will ultimately slow down the number of people who can get there.

If there are problems with the trains, that can slow down the number of trains. I think it's reasonable to expect that there are going to at least
be some door problems, because that's what happens when the trains get packed. People are up against the doors, leaning on the doors.

And then another thing that maximum capacity figure assumes is that the passenger load is relatively evenly distributed, that we get at least enough people at each station to run the maximum. If, for instance, we had just 100,000 people show up at Lindenwold, it would be difficult for us to move the whole 100,000, if that's where everybody went.

COMMISSIONER HEPKINS: Which leads to another point. I guess this is also a question for John. Do we have a contingency where we have supervisors or personnel stationed at the stations where we're open to have a better distribution of passengers so that everybody is not packed into one or two cars? And also for speed of entry and processing, do we have that?

MR. HANSON: John, do you want to answer that?

MR. RINK: Yes, Commissioner. We will have staff, appropriate staff, assigned to take the customers through the fare gates, up onto the
platform, evenly distribute them along the platform and into the train cars. We're making plans to have our staff stationed where we need to in order to move the customers quickly up to the platform, get them on the train, and have the train leave on time.

We will also have appropriate staff at 9th and 10th to assist with getting our customers to move out of 9th and 10th after they unboard the train.

COMMISSIONER HEPKINS: Do you have bullhorns and ways in which you can project instructions for large masses of people?

MR. RINK: Yes.

COMMISSIONER HEPKINS: Okay.

CHAIRMAN NASH: Any other questions?

That was a great description, John. I really appreciate that. And thanks for reiterating what Mayor Nutter said. I think that's a good lesson for everyone. It's a very good point.

COMMISSIONER HEPKINS: Very good point.

MR. HANSON: It was really -- I mean, I have to say that for me, it did help to change my perspective and my approach to this, so I was really
glad that I was there to hear that.

CHAIRMAN NASH: It's a good perspective. It is a joyous event except for Jim and --

MR. WHITE: Thank you for that acknowledgement.

CHAIRMAN NASH: Depending how tight you are to those numbers.

COMMISSIONER DiANTONIO: Jeff, maybe the Pope will grant us all absolution then.

CHAIRMAN NASH: If we can point the building in his direction, maybe we can get a blessing.

MR. WHITE: But, just finally to underscore John's comments, the fact that we are well above plan in terms of, particularly, the toll revenues and below on our expenses, I'm confident we can absorb it.

What makes it tricky in terms of the projections, obviously, is what happens Monday morning, because that will be, you know -- are businesses going to be closed? That's going to be a really uncertain factor in terms of the revenue. So, we'll do our best.

CHAIRMAN NASH: And PATCO is going to operate
the normal schedule on Monday?

MR. HANSON: No.

CHAIRMAN NASH: On Monday?

MR. HANSON: No. Remember, PATCO is going to be involved on Monday night in bringing -- on Sunday night - in bringing passengers back most of the night. So we're going to be on --

What's the schedule on Monday, John?

MR. RINK: John, Vice Chair, we're looking at what our typical snow schedule is, approximately every 10 minutes.

CHAIRMAN NASH: I think there's going to be a lot of people expecting to take PATCO to work on Monday. Are you going to have the stations closed at Ashland and Haddonfield?

MR. RINK: Vice Chair, all the stations will be open for the Monday morning commute. We're monitoring how the City will respond and how many of the businesses, government, schools, things of that nature will be closed.

If a lot of the people are staying away from the City, we are looking at just our service to
accommodate them. But all the stations will be open on Monday.

CHAIRMAN NASH: Is this information readily available on our website? So, if I went onto DRPA.org, the page opens and I could either see or press a very easily accessible, obvious link that tells me what the DRPA is planning to do with bridges and PATCO?

MR. HANSON: Probably not; no, probably not.

CHAIRMAN NASH: Well, that's a mistake. That's how people find out information.

MR. RINK: Hey, John?

MR. HANSON: Yes?

MR. RINK: I know there is on ridepatco.org. There is a banner on the top of our page that you can go in; you can click on that and it provides information.

CHAIRMAN NASH: Well, that's good.

MR. RINK: And also, how to purchase our special FREEDOM card.

MR. HANSON: But we probably need to do a better job at communicating that. This information
just became available in public last week. We
definitely will do that. It has been announced. It's
been announced repeatedly. But you're right; we need
to put it on and make sure that we get it on the
website in a very prominent way. We will do that.

COMMISSIONER HEPKINS: The customer service
agents need to be able to reference that, a further
information type of thing, and coordinate that between
customer service and the press.

CHAIRMAN NASH: In the past, we used to have
handouts during the week before an event. I think we
did that for the parade when the Phillies won the
World Series a few years back. But is there any
benefit -- and this is really a question for Kyle --
is there a benefit to doing a handout at the station?

MR. HANSON: We typically do special
schedules.

And John Rink?

MR. RINK: Yes?

MR. HANSON: We can arrange something like
that, right?

CHAIRMAN NASH: I'm just asking. I'm not
saying we should. I'm wondering. I'm going to defer
to Kyle and the marketing experts. I don't really
know that that's the approach. I'm just wondering if
you should consider that as an option.

MR. HANSON: We will consider it.

MR. RINK: Vice Chair, we do have signs
already posted in the station.

CHAIRMAN NASH: We do?

MR. CORNELIUS: The signs talk about the
arrangements, the Papal passes, and that sort of thing
and also list a link to the website with the
information.

MR. HANSON: People don't always look at the
signs.

COMMISSIONER HEPKINS: And in a situation like
that, there are a number of reasons why we want to do
what we need to do; be proactive, mitigate issues with
commuting, be informative. But another one is, you
know, we don't want it to be said that we could have
done this and we didn't; we didn't get the seat drops.

I've been in this business a long time. You
do it and people say they never saw it; they never saw
signs. Trust me; I've been in this business. But the fact is for you to be able to say “this is what we did. We did 10 things. We posted the signs. It was on our website. We advertised on KYW and printed media, and we are on social media.” Boom, you're indemnified politically from a lot of nonsense. So that's why we need a really good strategic plan.

You're right. This is one of a once-in-a-lifetime thing. We may never have to cope like this again. But we need to really have a good strategic plan to be inclusive of all these things so that we perform very well. That's why we always have to brainstorm. We always have to think of things. And everybody on the leadership team counts because there will be something you don't think of; trust me.

MR. HANSON: And we are -- I don't mean to suggest that we haven't been working on it or thinking about it. What I'm suggesting is we just got the information. One of the reasons, you'll recall, the reason the Board brought a public relations group on board was to work with Kyle and they have been working with Kyle for a strategy around disseminating this
information. So, we are working to do it.

We have done some things. As you heard, there is a banner on the website. There are signs up. But I don't think we have fully integrated the approach yet. And, again, it's because really the information around the traffic box and some of the other things have just come up. We've just really gotten a sense of how that's going to be. And we're working it now.

CHAIRMAN NASH: You know you're going to have to go through all of this again at the Board meeting. We've heard it from the Finance Committee because it's so interesting.

COMMISSIONER HEPKINS: Yes, it is interesting.

CHAIRMAN NASH: I'm assuming that the Chairman is going to want you to --

MR. HANSON: It's valuable to do that because it also gets the information out into the media again. And we're happy to do that. That's why we have participated fully in all of the press events that we've been asked to participate in. Even the ones that we have not participated in, in a named way, our police are involved through their interaction. Our
Operations people are involved in their interaction. But, even more importantly, Kyle has been involved in a lot of things that have happened in terms of coordination, even where we haven't been one of the people actually making the statements or conveying the information.

CHAIRMAN NASH: Actually, I think -- from my limited vantage point -- I think you've done a good job. Kyle, you've done a very good job in advancing not only to the commissioners, but to the public as well as you can, given the fact that it has been, you know, it's a floating ball. It's hard to grab a hold of.

But, I think the fact that you had your photograph taken with the Mayor -- no, actually, I always like to see you in the papers, but actually not always, but in this case -- when you're one of four people standing next to the Mayor, I think that puts the DRPA in a good light; it shows that we are part of the planning process. And I was pleased to see that.

MR. HANSON: And it was at that press conference where the Mayor talked about this moment of
joy, this joyous occasion. As I said, it has really
been, you know, his comments there have really been
helpful for me in putting this whole thing into
perspective. And it's a conversation Kyle and I have
been having, about how we convey some of our messages
to include that message, because I think it's a
powerful and important message to have disseminated.

CHAIRMAN NASH: Okay. Anyway, we have
diverted substantially from the Finance Committee.

Where were we?

MR. SANTARELLI: There's one action item, I
believe.

CHAIRMAN NASH: Thank you, Counselor. There
is one additional. There is a Camera and Call Box
Maintenance Agreement.

Is that what you're speaking of, Ray?

MR. SANTARELLI: Yes.

CHAIRMAN NASH: And that we defer to
Mr. LaMarca.

MR. LaMARCA: Thank you, Mr. Chairman. Good
morning.

CHAIRMAN NASH: Good morning.
MR. LaMARCA: For this item, staff is seeking Board authorization to negotiate a one-year contract with Schneider Electric of Loves Park, Illinois, for an amount not to exceed $181,239 for the renewal of our camera and call box maintenance agreement. This purchase is provided with GSA pricing, under the GSA Contract Number GS-07F-7851C.

To give you some background on this, over the last eight years, we've been installing and maintaining cameras and call boxes to improve the security of our fixed assets as well as the traveling public. In order to maintain those devices, it is necessary to engage in a program of preventive maintenance for both the hardware and software components of the system.

This agreement provides the DRPA with comprehensive, consistent hardware and software services. It allows us to work with Schneider Electric staff to deliver on-site hardware and software support. With these services, we improve our camera and call box up-time with responsive hardware and software services, with 24/7 availability.
Other services include the following: on-site visits at each facility several times a year to verify functionality; DVTEL software upgrades; camera and call box firmware upgrades; connectivity testing; incident and problem management. Staff, therefore, recommends negotiating a contract with Schneider Electric.

CHAIRMAN NASH: Do we have problems with our call boxes? Is there a lot of maintenance attached to them?

MR. LaMARCA: There is a lot of maintenance on both the cameras and the call boxes daily.

CHAIRMAN NASH: Is that because we have faulty equipment or because that's the nature of these kinds of problems?

MR. LaMARCA: It's a combination of a lot of things. For instance, at some of the PATCO stations, we have a lot of areas that are using wireless connectivity because there's no electricity or network connectivity in the parking lot. So, a lot of it is wireless; that's sometimes problematic.

Call boxes suffer damage from vehicles, from
contractors and so on. Cameras go down occasionally due to faulty wiring, faulty cameras, or getting hit by objects, those types of things. There's a significant amount of camera maintenance.

CHAIRMAN NASH: How old is the equipment?

MR. LaMARCA: I'm sorry?

CHAIRMAN NASH: How old is the equipment?

MR. LaMARCA: The initial install was done about eight years ago. But, over that time, we've replaced a lot of cameras. Last year, we replaced just about every single camera at PATCO. We're permanently replacing cameras at the Walt Whitman and Ben Franklin Bridges. And then, next year we're going to replace some more cameras at the Commodore Barry and the Betsy Ross Bridges. So, by the end of 2016 and into 2017, we'll probably have replaced just about every single camera in the Authority. And, actually, this year, we're just finishing up now replacing the cameras at One Port Center.

CHAIRMAN NASH: And what about the call boxes?

MR. LaMARCA: Call boxes -- we've actually added call boxes. There hasn't been much replacement
of call boxes. Most of those have been repaired. We added a bunch of call boxes last year with the walkway project. If you recall, we had cameras on the gantries. We also had call boxes for the pedestrian walkway. There have not been too many outright replacements of call boxes. Most of that stuff is component-based. It's much easier to pull out a component and put a new one in.

CHAIRMAN NASH: Do we have up-to-date equipment?

MR. LaMARCA: Yes, we do.

MR. HANSON: We have up-to-date equipment and this is something that we're very much on top of, have been on top of, all the time. It's something that frequently -- for whatever reason -- makes the rounds on social media, particular Twitter. For some reason, people are skeptical about it. We do it.

This is another one of these areas of cameras -- not as much call boxes, cameras in particular; not only are we replacing cameras, but we continue to add to the complement of cameras that we have. People in different ways say, "hey, it would be good to have a
camera here” or “why don't we have cameras there?”

The cameras are not effective unless you have people watching them. The more you add cameras and add to the feeds that the people have, the less likely they are to pick things up. Now, that's not to say that our cameras are not effective. I'm not saying that. We have strategies in place to help attack, you know, to help catch these things.

But the bottom line is, as you add cameras in particular, you add maintenance. And that's the same with call boxes, which are going to hit your operating budget. And beyond some point, we're going to be in a position where we're going to have to add people to watch the cameras.

The budget constraints that we have been operating under have been either internally flat or what we have gotten from the New Jersey Governor's Authorities Unit, a 2 percent maximum budgetary increase. As you maintain these types of things and try to increase your safety or service program, then something else is going to suffer because to add those people, to add those maintenance costs, you really
have to take away something else that you're already
doing. It's just that simple. And that's what we
confront every year in the budget process.

So it's hard to be against adding cameras to
create greater security. But, first and foremost, if
you don't have people watching those cameras or the
cameras aren't operating, then you've got a situation
where people aren't as safe and secure as they think
they are and you're creating a liability issue for
DRPA and PATCO.

We're not at that point right now. I want to
make that very clear. I'm not saying that. I'm not
saying the sky is falling. But, I'm talking about
trends as you go forward. It's hard to say, “yeah,
why wouldn't we want to put a camera there?” But the
one reason you might not want to put a camera there is
because sooner or later you're going to have to put
more people there watching the cameras. And sooner or
later, the maintenance and repair is going to be on
the operating budget and not the capital budget.

And you're going to have to get to a point
where you say “so what does that mean; do we want less
cops, do we want less IS people, do we want less
lawyers, do we want less something?" Because, if you
maintain these constraints on the budget while you
continue to add things -- you just can't do it.

CHAIRMAN NASH: Are you getting ready for the
budget discussion, because I just asked you if the
equipment was good? Are you practicing?

MR. HANSON: No, this has always been -- when
I was CFO, this has always been a tough issue because
it's hard to ever say "no, I don't want to put cameras
there." That's a hard argument to make and I'm not
making that argument.

What I always have to say is, with these
things, the maintenance that we're voting on right now
-- when we put the cameras on there, we didn't really
talk about it very much, unless I did this at that
time, which I probably did.

But the bottom line is we bought cameras. It
was capital; it didn't hit the operating budget. But
within a couple of years, you've got maintenance on
those cameras, and that is on the operating budget.

CHAIRMAN NASH: What was the budget -- I'm
sorry. What was the contract last year?

MR. LaMARCA: I don't have it with me, but I believe it was somewhere around $170, $173, something like that.

And just to add onto John's comment about the complement, this year, as of right now, we have about 650 cameras around the Port Authority. When the PATCO cars are all fully in service, we'll add 600 more cameras to that. We'll go from 650 to 1,250.

CHAIRMAN NASH: Is there a camera in each car?

MR. LaMARCA: There are five cameras in each car.

CHAIRMAN NASH: Really? Wow.

COMMISSIONER HEPKINS: Which goes to my point, another point. I'm not saying you're not right, John, but I'm going to play the devil's advocate for point of discussion.

I could argue that, number one, we don't necessarily need extra staffing to monitor cameras and maybe that point is not as compelling, that X amount of cameras means -- X more cameras means X more manpower.
And there is another argument. Aren't we, in this age of terrorism, more dependent upon cameras? And aren't they used not just proactively, but to solve crimes? Maybe no one is monitoring them -- or some of them -- but once a crime is committed or something happens, we can investigate better because we have that footage that's available, that we wouldn't have had without it. And doesn't that make us safer?

So, I'm just trying to play the devil's advocate and weigh this thing. I'm not saying that you're not right, but there is another way of looking at it as well.

MR. HANSON: I agree with your point about being able to go back and look at them. But the other side of that is -- and I absolutely agree it's helpful in the investigative and forensic work -- but when we have to explain to the public why something was destroyed that a camera was pointing right at, they're not going to take solace in the fact that we got it on camera.

And the same way, if somebody is injured or
hurt, the fact that we may be able to catch the person is not going to be -- they're not going to be as happy about that as they would be if we were able to intervene and protect them.

I know Ray has an important message.

MR. SANTARELLI: Mr. Chairman, I'd note time is running short. We do need to move this motion so we can move it to the Board meeting.

CHAIRMAN NASH: Okay. Just one final -- I think we hit a nerve on this issue of safety and budgeting. When we get to the budget, this is going to be a very important issue, and it's always a give and take. Safety, you've always said, John, safety is number one, safety and serviceability.

MR. HANSON: And our facilities -- I'm not suggesting our facilities are not safe. They are very safe. They are very safe. All I'm suggesting is that this is something you have to be mindful of as you embark on this program in the context of budgetary constraints that have historically been imposed on us. That's all.

CHAIRMAN NASH: Well, Ray is shutting us down,
so we're going to move this forward.

Are there any other questions?

Seeing none, I'll take a motion to adopt this resolution for the Finance Committee for the Board meeting.

COMMISSIONER DiANTONIO: So moved.

COMMISSIONER HEPKINS: Second.

CHAIRMAN NASH: All in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

So that -- I don't see any other items, so we will take a motion to go into Executive Session to discuss issues of contract.

COMMISSIONER DiANTONIO: So moved.

COMMISSIONER HEPKINS: Second.

CHAIRMAN NASH: All those in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

All right. We're in Executive Session.

(Off the record at 10:15 a.m.)

(On the record at 10:34 a.m.)

CHAIRMAN NASH: Toni, do you want to read the
question for consideration?

    MS. BROWN: Yes. Staff is seeking authorization to accept the renewal submitted by AmeriHealth to provide medical and prescription drug coverage to the Authority's active, benefit-eligible employees, eligible retirees under the age of 65, and their respective eligible dependents at an estimated annual premium of $12,905,681.20, which is a one percent increase over the current premium.

    CHAIRMAN NASH: And for the record, a decrease of the United Health premium of 2013.

    MS. BROWN: Yes.

    CHAIRMAN NASH: All right. So that's the question. Do you need a motion or do you just want acquiescence?

    MR. SANTARELLI: Just move it onto the Board, right. Move this forward.

    MS. BROWN: Yeah, we want to move this onto the Board.

    CHAIRMAN NASH: So that's the question. Is there a motion to accept that one percent increase?

    COMMISSIONER HEPKINS: So moved.
COMMISSIONER DiANTONIO: Second.

CHAIRMAN NASH: All those in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

All right. So that answer is yes.

MS. BROWN: The next item before the Committee is staff is seeking authorization to enter into a two-year contract with Delta Dental of New Jersey, the incumbent carrier, to provide dental coverage to active, benefit-eligible DRPA and PATCO employees, and their eligible dependents, for plan years January 1, 2016 through December 31, 2017.

If accepted, we would realize an estimated annual 3.5 percent decrease in the premium for each of the two years. The estimated annual premium would be $461,981.

MR. SANTARELLI: Again, this would be the same motion, to move that proposal forward to the Board.

CHAIRMAN NASH: Is there a motion?

COMMISSIONER DiANTONIO: So moved.

CHAIRMAN NASH: Second?

COMMISSIONER HEPKINS: Second.
CHAIRMAN NASH: All those in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

Okay, the answer is yes.

MS. BROWN: Finally, staff is seeking authorization to accept the renewal quote from Vision Benefits of America, the incumbent, to provide vision coverage to active, benefit-eligible DRPA and PATCO employees, and their eligible dependents, for plan years January 1, 2016 through December 31, 2017.

If approved, the estimated annual premium will be $47,263. The estimated premium would remain the same for two years. This equates to a one percent increase over the current premium.

CHAIRMAN NASH: Is there a motion to accept?

MR. SANTARELLI: Again, to move that forward to the Board.

CHAIRMAN NASH: Is there a motion?

COMMISSIONER DiANTONIO: So moved.

COMMISSIONER HEPKINS: Second.

CHAIRMAN NASH: All those in favor?

ALL: Aye.
CHAIRMAN NASH: Opposed?
Okay, three for three.
And the fourth one, you want to hold off on?
MS. BROWN: Yes.
CHAIRMAN NASH: All right.
Are there any other matters for the Finance Committee?
Seeing none, I'll take a motion to adjourn.
COMMISSIONER DiANTONIO: So moved.
COMMISSIONER HEPKINS: And second.
CHAIRMAN NASH: All those in favor?
ALL: Aye.
CHAIRMAN NASH: Opposed?
We're adjourned.
(Whereupon, at 10:37 a.m., on Wednesday, August 12, 2015 the meeting adjourned.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority Finance Committee on August 12, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

______________________________
Tom Bowman
(Official Reporter)
Commissioners:

Ryan Boyer, Chairman to DRPA/PATCO Board
(via telephone)
Jeffrey Nash, Chairman
Timothy A. Reese, Vice Chairman, Pennsylvania State Treasurer
E. Frank DiAntonio
Elinor Haider
Rick Taylor (via telephone)

Others Present:

David Dix, Assistant to Chairman Boyer (via telephone)
Chelsea Rosebud Guzowski, Director of Economic and Strategic Initiatives, Pennsylvania Office of the Budget (via telephone)

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer
Raymond Santarelli, General Counsel & Corporate Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen Vandy, Assistant General Counsel
James White, Chief Financial Officer
Toni Brown, Chief Administrative Officer
David Gentile, Inspector General
Christina Maroney, Director, Strategic Initiatives
DRPA/PATCO Staff: (continued)

Kyle Anderson, Director, Corporate Communications
John Rink, General Manager, PATCO
Bennett Cornelius, Assistant General Manager, PATCO
Patricia Griffey, Manager, Revenue Audit
Tom Knetz, Systems Administrator, IS
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
## INDEX

<table>
<thead>
<tr>
<th>Roll Call</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Update</td>
<td>5</td>
</tr>
<tr>
<td>Implementation of Programming Change to TransCore Systems to Delay Processing of Certain E-ZPass Toll Transactions</td>
<td>35</td>
</tr>
<tr>
<td>Age 65 &amp; Over Retiree Medicare Part D Prescription Benefit – 2016 (DRPA/PATCO)</td>
<td>48</td>
</tr>
<tr>
<td>Age 65 &amp; Over Retiree Medicare Supplemental Benefits – 2016 (DRPA/PATCO)</td>
<td>50</td>
</tr>
<tr>
<td>Group Life, AD&amp;D and Disability Coverage 2016-2015 (DRPA/PATCO)</td>
<td>53</td>
</tr>
<tr>
<td>Executive Session &amp; Adjournment</td>
<td>57</td>
</tr>
</tbody>
</table>
PROCEEDINGS

(9:17 a.m.)

CHAIRMAN NASH: I'm going to call the meeting to order.

I want to thank everyone for calling in, and I'll ask the Secretary to please call the roll.

MR. SANTARELLI: Good morning, Chairman Nash.

CHAIRMAN NASH: Good morning.

MR. SANTARELLI: Is Board Chairman Boyer on the phone?

BOARD CHAIRMAN BOYER: Present.

MR. SANTARELLI: Chairman Nash?

CHAIRMAN NASH: Here.

MR. SANTARELLI: Treasurer Reese is on his way up.

Commissioner DiAntonio?

COMMISSIONER DIANTONIO: Here.

MR. SANTARELLI: Commissioner Haider?

COMMISSIONER HAIDER: Present.

MR. SANTARELLI: Commissioner Taylor?

COMMISSIONER TAYLOR: Present.

CHAIRMAN NASH: All right. Thank you very
MR. SANTARELLI: You have a quorum.

CHAIRMAN NASH: Rick, thanks for calling in to help us get a quorum.

MR. SANTARELLI: Treasurer Reese has just joined us.

CHAIRMAN NASH: Good morning, Treasurer.

TREASURER REESE: Good morning, everyone.

CHAIRMAN NASH: Good morning. We've just started the meeting. We had the roll call. You're officially now part of the roll call.

As timing is everything, we're going to start with Mr. White and a financial update.

MR. WHITE: Good morning, Commissioners, Mr. Chair, Mr. Vice Chair. I'd like to report on a number of things this morning in addition to the financial stats.

As I mentioned, I believe it was at the Board meeting, we are in the 2016 budget process. During that process, both capital and operating budget requests, including those for staffing, etc., are submitted to the various departments, engineering for
capital and finance for the operating budget. Those submissions are due by Monday. By that time, we'll start looking over the operating budgets for the various divisions and departments and start scrubbing those requests going back to the various departments, getting clarification.

The next step in the process is in October we start our capital budget and our operating budget hearings. During those hearings, we review, for example, on the capital side, particularly the new projects that are submitted and we ask the various submitters to provide justification for those new capital projects. In addition, on the operating side, we do the same.

This year, we have implemented a new form to get more clarification on those who have budget requests that increased their 2016 budget by more than a certain percentage. So that process is underway. Particularly, during the month of October, we'll be very much into the budget creation process.

Some good news -- and this is thanks to the great efforts of the Legal Department -- on Wednesday
we received a transfer of $1.6 million. These are proceeds related to DRPA-10-106 back in March -- the agreement was executed in March 2011. These proceeds were from the sale of the sidewalk surrounding the building located at 401 Race Street, in the City of Philadelphia. Steve Holden has done great work on this.

Steve, do you have anything you can maybe add to that?

MR. HOLDEN: We were fortunate to negotiate with buyers, an agreement to continue the charitable events and bike events that we --

MS. MAYOCK: Come up to the microphone.

MR. HOLDEN: Excuse me. Thank you, Mr. White. We've been able to successfully negotiate with the buyers a continuation of our charitable and bicycle events that are staged at that area. A deal was entered between the DRPA and 401 Race Street Partners back in March of 2011. It languished while they were waiting for a developer. They got a developer. At the time of the closing, they conveyed their interest to this new entity which is a company called Pride
Rock that comes out of Florida and has done nice housing projects in Arizona, Washington, Florida, and now they've set up a Philadelphia entity.

We were given a tremendous amount of sophisticated legal assistance from a lawyer named Jay Ruder at Archer & Greiner in Philadelphia. One of the interesting things that happened is back in 2012, we cut a deal, or my predecessor cut a deal, with the City of Philadelphia. They conveyed to us some land at the site at 5th and Race. We agreed to maintain the 5th Street underpass. That was a tremendous deal except nobody ever did the deeds so we had to reconstruct it with the City of Philadelphia. And, you know, the effort of our local Philadelphia lawyer was tremendous because he had contacts inside the appropriate offices. Thank you for asking for that report.

MR. WHITE: Okay. Thanks again for the great job by the Legal Department.

You'll recall earlier this year we did recover $4.3 million related to the Victor Lofts loan. It's my intention to take the proceeds of the Victor Lofts
loan, and also this $1.6 million, and put it directly against our capital program when we issue checks later this month. So, again, that's a great job, appreciate that.

If you'll turn to the DRPA unaudited financial summary for September, there are a couple of things I wanted to highlight here. Through June 30th, DRPA traffic and toll revenues exceed the 2014 actuals. We talked a little bit about that in various Finance Committee meetings.

Essentially, a good portion of this is because when we forecast our annual revenues and our traffic, what we do is we start off with a traffic study. We then decrement those numbers based on an expectation that we may have as much as three days of either inclement weather related to snows or some other factors. We've had a couple of years where that has been the case, where we had at least three days of lost revenue, so that equates to maybe about $2.5 million or so. So the fact that we have toll revenues that are in excess of 2014, of $4.9 million, shows not only did we not have poor weather in 2015 versus 2014,
but that our traffic is up, the economy is improving, and we have had a higher number of commercial vehicles which explains why our numbers year-to-date are $4.9 million up versus 2014. So we continue to have a really excellent track record.

DRPA traffic is up. Historically, that traffic since the toll increases in 2008 and 2011, was trending down during that timeframe. In my recollection, this is the first year that we're actually seeing an uptick. So that's a very, very positive thing happening there.

CHAIRMAN NASH: Jim, can I ask a question on market share?

MR. WHITE: Sure.

CHAIRMAN NASH: When is the Tacony-Palmyra Bridge toll increase scheduled to start?

MR. WHITE: Patty, would you happen to know that?

MS. GRIFFEY: I would say September or October.

MR. WHITE: I think it's October.

CHAIRMAN NASH: We should monitor the change,
especially on the Betsy Ross Bridge from the date the
toll increase occurs to maybe year-end to give us a
sense of how much traffic we're generating from their
increase.

      MR. WHITE: Right.

      MS. GRIFFEY: I'm told it's still cheaper than
ours.

      CHAIRMAN NASH: Right. But they're going from
$2 to $3, I think.

      MR. WHITE: It's $2 to $3, I think, on the
E-ZPass side. I think it's $2 to $4 if you don't have
E-ZPass. If it's cash.

      CHAIRMAN NASH: This is more of a curiosity
thing than anything.

      MR. WHITE: Right.

      CHAIRMAN NASH: I know that they're lower, but
I'm wondering how much traffic shifts because of that
$1 or $2 increase.

      MR. WHITE: Right, we'll keep a track on that.
But you make a good point that during the last couple
of years, because of the spread between our toll rates
and those of the Tacony-Palmyra, that bridge
particularly has shown decreases for a period of time, so that increase should result in some positive numbers for us, I think.

CHAIRMAN NASH: It's for convenience sake.

The Betsy Ross is an easier way to access 95.

MR. WHITE: On the PATCO ridership side, some positive news in terms of year-to-date. It's up roughly 19,000 year-to-date through July versus 2014. Net passenger revenues are up $156,000. There was improvement during the month of July, around $100,000-plus, in terms of the net passenger revenues, and the ridership went up, I believe, around 37,000.

I believe if you look at last month's report, there was a negative there in terms of PATCO ridership. This month, the ridership has turned slightly positive. So, again, on the revenue side, both traffic and ridership, both for DRPA and PATCO, we see very, very positive trends going forward.

TREASURER REESE: Jim.

MR. WHITE: Yes?

TREASURER REESE: I think in the last Board meeting, you mentioned that and you said something
around that trend didn't make sense or something where the ridership was down? I can't recall the details on PATCO. It was something that the numbers didn't match up.

CHAIRMAN NASH: Right. The ridership was down but the revenues were up.

TREASURER REESE: Exactly.

MS. GRIFFEY: Folks were taking longer trips. That was the deal behind that, people were taking longer trips.

MR. WHITE: Right, yes, people were actually taking longer trips, so the average passenger --

TREASURER REESE: So you looked into that and that's true.

MR. WHITE: Yes, that's correct.

TREASURER REESE: Okay. I remember there was some "not so sure" about that.

MR. WHITE: Right, right.

CHAIRMAN NASH: And, Jim, on the -- I'm sorry. Were you finished with your question?

TREASURER REESE: Yeah, go ahead.

CHAIRMAN NASH: No, were you finished? I
didn't mean to interrupt.

    TREASURER REESE: Yes, yes.

    CHAIRMAN NASH: Where are you going to budget the Papal passes? In other words, are you going to incorporate the money, the revenues generated from the two-day or one-day passes into this PATCO number?

    MR. WHITE: It's part of the PATCO number, yes.

    CHAIRMAN NASH: Is it part of this PATCO number?

    MR. WHITE: No.

    MR. HANSON: No. At the time that we did the budgets, the Papal visit was just being discussed. And, as you know, the details have only recently been firmed up, so we didn't budget for it. We didn't budget in any way. So you'll see the impact of the additional revenues. I think to date, we sold about 12,000 passes. So you'll see the impact of the additional revenues on the PATCO side, as well as the loss that we will likely take on the bridge side with Monday's likely closing of the bridge until noon or whatever, and the idea that Friday will be light.
And, of course, the whole weekend will be off.

CHAIRMAN NASH: Right.

MR. HANSON: So we're going to be hit there. So that will all shake out in Jim's report in months after that, but it will just be reported as the actuals.

We'll be able to tell you and we will break out for you, we'll tell you separately what the lost revenues were, as well as what the increase on PATCO was. But for purposes of this report, it'll simply be reported as on the actual side. We didn't budget either the decrease on the bridge side or the increase on the PATCO.

CHAIRMAN NASH: We'll see where it falls.

MR. WHITE: Right. So what we'll do is on the report or maybe I'll even widen the spreadsheet a little bit, we'll show that, as John says. Or if I show it as a total, as it is presently, I'll put an asterisk there so that will give you an update as to what the numbers really are.

MR. HANSON: We can do a separate little analysis.
MR. WHITE: Yeah, we can do that, right.

CHAIRMAN NASH: You've sold 12,000 passes of how much capacity? How many passes do you have?

MR. HANSON: We had 75,000 that we made available.

CHAIRMAN NASH: And only sold 12,000.

MR. RINK: And we've sold 12,000.

CHAIRMAN NASH: Is it -- are you noticing a steady stream or is there like a hurry up and buy, and now no one is getting those passes?

MR. HANSON: There is a steady stream.

CHAIRMAN NASH: There is. I think a lot of people are getting scared.

MR. HANSON: The World Meeting of Families released parking lots in Camden and they also released a number of the parking spaces and lots that they have around the stadium. The last we heard they've got about 1,300 buses that are booked right now so they released a lot of lots. The City of Camden is now going to try to lease out the lots for personal vehicles, registered personal vehicles.

CHAIRMAN NASH: So you can park down here,
then walk across the bridge; is that what they're intending to do?

MR. HANSON: Or take PATCO. And, again, we're trying to carefully monitor the number of people that will be parked here because there is a capacity issue right now.

PATCO, the way the schedule currently exists, is set up to be able to take about 2,800 people an hour out of Broadway Station. Because the Rand Center is going to be closed, only the West Head House is going to be open. PATCO estimates that we could modify the train schedule to move as many as 3,600 an hour out of Broadway Station, but we can't get any more people than that through the turnstiles that we have at Broadway Station.

TREASURER REESE: I have a follow-up question.

CHAIRMAN NASH: Sure.

TREASURER REESE: What would be -- given the fact that the numbers are skewed so much lower than anticipated, at what point does, or if it does, the plan get revamped and there is a new marketing strategy? And I'll give you an example if I can on
Part of in the last briefing was an acceptable 4-mile walk range and to keep traffic out. At what point does that -- does it ever get a smaller walk range? For example, what would be the incentives, the marketing strategy, to incentivize folks to want to come and partake because of the prior strategy may have scared them.

MR. WHITE: Yes.

TREASURER REESE: And so that is the question. I don't know if that falls here or not. I do see where the Mayor is trying to come and say with a new strategy we're open for business, but I'm not sure where that's going to get them.

MR. HANSON: They have changed direction with that strategy, right. I think they've got the "I'll be there" tagline they're using now.

TREASURER REESE: Right. I'll be there, right, hash tag.

MR. HANSON: The Diocese has come out and encouraged people to come, and I think that you're right in the process of managing expectations --
TREASURER REESE: Right.

MR. HANSON: -- some people may have been scared away. But I think really not unrealistically scared away, scared by the idea that you can only get so close.

TREASURER REESE: Right.

MR. HANSON: The thing that has been, I think, as I've kind of -- I've watched this with sort of both hats on and I've seen the tug of war. But what has unquestionably seemed to frustrate even our operational people, if I can be so bold as to speak for them, is the emphasis on the security aspects of this.

TREASURER REESE: Right.

MR. HANSON: And so the security people from our own incident command people, to the Secret Service, to the Philadelphia Police -- it's more about the security than about the operational and marketing side. The way I see it, people are really trying to protect all the people involved.

TREASURER REESE: Right.

MR. HANSON: I say all that because I don't
think that they're going to shrink the traffic box, because it's not being driven by marketing or operational concerns. It's mostly been driven by security.

And they actually did make some changes to make it easier. They shrunk some things earlier on -- so they did do that already, because we were really concerned that literally at one point you could come up the PATCO steps and run into a fence.

TREASURER REESE: Right, right.

MR. HANSON: And they moved all that in, so it's actually gotten better. We don't think it's going to get much better.

TREASURER REESE: Right. And I get it. I do see the fact that it's really driven by security, which is more at a national level.

MR. CORNELIUS: Secret Service.

TREASURER REESE: Secret Service, that's right.

MR. HANSON: And the other thing that comes up, and I don't think people really recognize this, they say, well, how come he's going to be in
Washington and he's going to be in New York, why aren't they experiencing the same difficulties. They're different events.

In Washington and New York, the Pope is primarily going to be discharging his duties as a Head of State. And in Philadelphia, he's going to be discharging his duties as a spiritual leader, and there are going to be these big events that you just can't predict what's going on and there is reason to be cautious.

TREASURER REESE: Okay, okay.

COMMISSIONER HAIDER: On the sales and marketing side, do we want to be picking people up off the buses then for the PATCO? I mean, do we want to be marketing to the buses so that they can take PATCO over and have a shorter commute? I mean, is there a vehicle for us to reach that population?

MR. HANSON: One of the things that we have done is initially we have set our website sales to only 10 per person. Now, somebody can go on 10 times and buy 100. But we've relaxed that and now there is the ability for buses to buy larger numbers and some
people have done that. We were making them do it as
walk-ups so we could get a better sense of what was
going on, but we relaxed that on our own to try and
make sales easier.

We were also contemplating, although we still
haven't made this decision yet, depending on what
happens with the number of tickets that are sold.
Right now, like SEPTA, we are not planning on selling
tickets the day of the event except for through the
machines. But we do have a contingency plan in place
to have people out there to sell tickets. There is a
growing likelihood that that's going to happen, but we
won't announce that for a week out or more.

CHAIRMAN NASH: Yeah, we're going far afield
from the nitty; but as long as we're talking about the
marketing issue, we're going to have all these new
potential riders taking PATCO, is there something, a
piece of information maybe as part of a “tchotchke”
that you can give out that sort of gives them
information about PATCO, or is it going to be just
such an enormous push that it's impossible?

MR. HANSON: Yes. I mean, I think that we're
going to have a lot of people out there, and any of
that is going to slow people down. It's going to
clutter the trains because a lot of times people leave
it behind. So I think the best way, and what we're
really trying to instill in all the people who are
going to be out here, the best way for us to bring
those people back is by putting a great customer
service effort forward by having people on the
platforms, who are directing people in the right way,
trying to help them, trying to make things easier.

We're focusing on making the service
experience the best one and the safest one, and safest
coming first, possible, and then also having our
people again recognized. And it's an effort that has
been underway for the better part of two years now to
really connect with our customers and riders even more
than the equipment, right, because that was our focus
for a long time. And that's really going to be our
main strategy for that.

I don't know. Do you guys want to say any
more?

MR. RINK: That's it.
CHAIRMAN NASH: Okay. Let's get back to the meeting.

Obviously, we're going to have this -- well, I shouldn't say, obviously, I hope that we have this discussion with the full Board at the September meeting just so all the Board members can get an update on what's going on.

MR. HANSON: And it will be right around then that we'll probably make the decision about whether or not we're definitely going to have people out there and make that announcement.

CHAIRMAN NASH: All right. Sorry, Jim.

MR. WHITE: That's quite all right. As requested, we'll keep you updated with the numbers so that you have a realistic understanding of the impact that we're seeing both in terms of traffic and revenues.

Our year-to-date numbers for both DRPA traffic and toll revenues are obviously showing excellent results. Again, this is because simply you have the numbers for 2015 are significantly higher than 2014, so we're in excellent shape versus the budget.
In terms of PATCO ridership, even though we do have a year-to-date negative in terms of the ridership and net passenger revenues, which actually improved during the month of July, which is a positive thing. One of the things that has been causing those numbers to lag was there was some snow impact earlier in the year and obviously the track rehab program that we're in the midst of. For those numbers to increase during July, that's a very positive trend.

MR. RINK: Jim, just to add --

MR. WHITE: I was actually going to ask you to say something. Go ahead.

MR. RINK: We've seen a positive trend during the summer months. We've seen uptick in ridership to events here in Camden, the Susquehanna Center, and on the river, so we've seen a dramatic increase, the number of large concerts. We have a lot of people utilizing PATCO to get to those events.

MR. WHITE: That's great. So you've seen that in August, right?

MR. RINK: Yes. There were some also large concerts in August, too.
MR. WHITE: Okay. So those numbers hopefully will improve even more so. Obviously, we won't know the September numbers until sometime in October, but we would expect to see some uptick in the revenues and ridership because of the Papal visit.

On the operating expenses, we are a total of around 6 percent under, 5.4 percent for the DRPA, 7.8 percent for PATCO. That difference between the budgeted and actual has actually shrunk. The month before, we were around 7.6 million and now it's down to 5.2.

Typically, what we see historically is, as we get closer to the end of the year, there is a shrinking of the under budget situation; but, again, historically, over the last 10 years or so, we're typically at least three to five percent under our budget. It looks like we'll be in a very positive position for the budget for this year. Again, as I mentioned, we're in the process of pulling together the 2016 budget.

In terms of capital expenditures, the increases versus last year, you'll see that the
numbers are lower. But one thing that's not factored into this particular schedule is roughly $25 million or so that we paid out to Alstom, which is funded by federal grants. So if you were to include that number, our capital expenditure numbers would be higher than that's shown. What we show here is the DRPA portion of the capital expenditures.

We are continuing to have significant resources again to fund our capital program. Our hope is that as we go through the 2016 budget, that we'll stay somewhere again in roughly the $750 million range to $800 million. That, again, gives us the funding capability to basically fund our capital program both through the project fund and the general fund for the next several years.

The only other thing I wanted to mention on the next page is we were successful in earlier this year to get Barclay's Bank; their fees were reduced for the LOCs. In 2016, and this is toward the middle part of the sheet, if you look at the expiration date, we have three large letter of credits that are expiring in March and also in July, so we will begin
the process of -- one of the goals John and I have talked about for a number of years is to hopefully diversify our letter of credit exposure, look at some other possibilities in terms of reducing that. But the numbers we've seen certainly from Barclay's suggests that we may actually see some savings in the LOCs based on the present financial situation.

We were very fortunate in 2011/2012 to reduce our LOC costs by around $4 to $6 million. We probably won't see anything near that next year, but we will begin working on seeing if there are ways to diversify the LOC exposure, which is now around $600 million.

MR. HANSON: So, Treasurer Reese?

TREASURER REESE: Yes.

MR. HANSON: That exposure, just to put a finer point on our debt profile --

TREASURER REESE: Right.

MR. HANSON: We have a swap, interest rate swap, notional amount of about $600 million. That also means we have about $600 million of variable rate debt --

TREASURER REESE: Right.
MR. HANSON: -- which is connected to the
swap. That's what the LOCs are supporting. It's not
always apparent when you look at our debt, but we've
got about $600 million in variable rate debt that is
hedged with an interest rate swap.

TREASURER REESE: Right.

MR. HANSON: And as that debt amortizes as the
swap amortizes, rolls off over time, and what Jim is
talking about is we'd like to take some portion of
that $600 million that is right now LOC and variable
rate debt and perhaps issue FRNs, so that we're half
in LOCs and variable rate debt, hedging through, and
half in FRNs that don't require the LOC capacity.

TREASURER REESE: Right.

MR. HANSON: Then if either market ever goes
south, we've only got a $300 million problem instead
of $600 million problem.

MR. WHITE: To add to what John said, our
experience was -- I think it was in 2010, when we did
the refunding of our 1999 bonds. We found during that
part of the market we had some difficulty in acquiring
all the LOCs that we needed. But that changed over
the next couple of years where we had a very, very positive situation as a result of it. Our rates essentially were reduced by half.

But given that experience, as John says, our thought process is to try and make sure that we're not in that situation again, and to try and limit the amount of the LOC exposure. That's something we'll begin working on in the next few months so that by March, we'll have a better sense of what that looks like.

MR. HANSON: And because they keep postponing, I think the regulations associated with Basel III that are going to require investment banks to collateralize dollar for dollar their LOCs that they have out there, if that ever comes to fruition, LOCs are going to get scarce and we're going to have a harder time getting that capacity.

TREASURER REESE: That's one of the reasons driving this. The question is, there are two parts, one is who is the outside advisor, if any, Jim, to DRPA?

MR. WHITE: We actually have two advisors,
Acacia Financial and PFM are our outside advisors.

TREASURER REESE: Okay. And then as a follow-up, are you employing any of the Sharpe ratios in your analysis? So are you trying to look at the amount of risk given the -- you know, you want to make a parity of risk exposure, is it worth it type of thing, as you go through like you say and bring down these variable LOCs and try to get to more of a balance.

I would just think that if you're not, I would look into employing Sharpe ratios --

MR. WHITE: Okay.

TREASURER REESE: -- as a way to kind of drive your strategy. And you can numerically process this to try to get a fixed amount of risk given the amount of reward you want.

MR. WHITE: Okay. We appreciate --

CHAIRMAN NASH: What is that? I've never heard that term.

TREASURER REESE: William Sharpe is a Nobel Prize Laureate who created the Sharpe ratio that says if you look at treasury bills or cash being zero, your
ground zero, anything you're trying to get above that in a return, on a return of cash, there's a certain amount of risk associated with that.

The idea is if you look at a full portfolio from equity, debt, hedge, derivatives, all of those employ a certain amount of higher amounts of risk to get a certain amount of return. You've got to balance all those. All those aren't just a single class that fall within a structure. So you want to be able to create a portfolio based on a risk-adjusted profile structure.

COMMISSIONER DiANTONIO: So it's a high risk?

TREASURER REESE: Well, it's not a high risk. What you want to quantify is: is the risk worth the reward? That's really what you want to do. Your advisors, any advisors should be -- you can ask them to maybe look at your model --

COMMISSIONER DiANTONIO: To do that, right.

TREASURER REESE: -- as you model this out on the Sharpe ratio.

CHAIRMAN NASH: You haven't heard John explain what a swap novation is. Do you have another two
hours?

(Laughter)

TREASURER REESE: So mine was pretty short and sweet.

(Laughter)

MR. HANSON: I suspect both with Treasurer Reese and Commissioner Haider, I have people who actually will be as excited as I am.

(Laughter)

CHAIRMAN NASH: I'm sure.

MR. WHITE: I appreciate that suggestion. One of the things that will happen is we'll go out with an RFP. The advisors help us to formulate that. And also as part of the evaluation process, we'll look to incorporate some methodology like that. We appreciate that.

CHAIRMAN NASH: That's a good discussion.

MR. WHITE: So, again, really some positive news throughout in terms of revenues and expense control. And so that's my summary.

CHAIRMAN NASH: Revenue is up; expenses are down. That's good news. That's the bottom line.
MR. HANSON: And, again --

CHAIRMAN NASH: What should we do with that money, John?

MR. HANSON: Pay for the capital programs.

(Laughter)

MR. HANSON: The most important numbers to me on this whole thing from long range are looking at that capital project fund balance, which is almost $181 million, and the general fund, which went up over $7 million this month to nearly $500 million. That's what the rating agencies look at for our bonds, affordability of our capital plan. It's also what drives toll increases.

And when you have numbers like this with close to $460 million available right now to fund the capital program, we're not in danger of having a toll increase any time soon. So those are the numbers I think are substantial.

CHAIRMAN NASH: You and your team, you've done a very good job.

MR. WHITE: Yes, it's taken us around six or seven years to get there. A lot of the gray hairs I
have now are related to those swaps. So that
concludes my financial summary.

CHAIRMAN NASH: Thank you.

MR. WHITE: Thank you.

CHAIRMAN NASH: The next item on the agenda is
the implementation of the programming change to
TransCore Systems to delay processing of certain
E-ZPass toll transactions.

That's yours, Jim?

MR. WHITE: Yes, it is.

CHAIRMAN NASH: We have a resolution, I think.

MR. WHITE: Yes, we have a resolution, which
says implementation of a programming change to
TransCore Systems to delay processing of certain
E-ZPass toll transactions. As the SS&R says, we're
seeking Board authorization to authorize staff to
enter into a contract for TransCore to provide
software changes to our current toll system and our
current video system at a cost of around $133,000.

What this will do is it will allow us to
streamline the audit process for specific
transactions. And in a minute, we'll turn to -- I
handed out for those of you who are here and I emailed yesterday just a sample of transactions, a sample transaction, to give you a sense of what we're trying to do here.

Essentially, the encoding on our E-ZPass transponders is read by the system as the cars go through the lanes and that determines the classification and the toll revenue to be charged based on this encoding. In our present review process, it's highly manual.

We have certain transactions, which are being processed, which we have identified are potentially misclassified. The challenge that we have is a couple of things; number one, our staffing levels, but, even more so that these transactions post within the 24-hour revenue day. So, for example, if a transaction comes through at 9 p.m., my understanding -- and, Patty, correct me if I'm wrong --

MS. GRIFFEY: You only have 45 minutes.

MR. WHITE: You have around -- oh, you can step up, Patty. This is Patty Griffey, Manager of Revenue Audit, and she's the one who came up with the
bright idea to proceed with this. So if a transaction comes at 9 o'clock at night, you have essentially 45 minutes to look at that transaction, see if it is misclassified, and change it.

Now, of course, we are --

MS. GRIFFEY: We're not staffed.

MR. WHITE: We're not staffed. We're staffed during the day. So that's a transaction that we can never look to recover, or to change, or revise, or adjust, because we don't have staffing at 9 o'clock at night. And we've identified that there are potentially around 19,000 transactions that may be misclassified every month.

So what this program will do -- and I'm not a techie here -- but essentially what it will do is it will hold these transactions for up to seven days. That will allow us enough time to begin to go back and in a more automated fashion look to identify those transactions that have been misclassified. It takes us from the 24-hour revenue day to a 7-day delay and it gives us much more time to look at these transactions.
With our present review process, an auditor -- and, Patty, jump in if necessary -- they have to look at the screen. They have to look at it by bridge. They have to look at it by lane. They have to look at it by class. And they have to look at the date and the time. It's a very labor-intensive process.

MS. GRIFFEY: It's very onerous, the system, to use it.

MR. WHITE: So, essentially, if we do this programming, it puts us in a situation where it will capture these transactions. It will delay them, give us a chance to look at them, and will essentially give us a trigger message that says this particular item requires audit review. The auditors can go in much more effectively and efficiently to look to reclassify the transactions.

One of the transactions -- just to go over it very briefly, one of the transactions that we emailed out and is in your packet, you'll look and see in this and you should see before there, this particular transaction is a commercial vehicle is going through the lane and our system, and it's Lane Number 6, our
system is capturing this item for $5. However, after
some research, and if you flip to the next page, we
have determined that that particular commercial
vehicle should actually be charged $15, as opposed to
the $5.

Patty, help me with this particular one. Why
is it that this particular item should be $15?

MS. GRIFFEY: It's because of how the
transponder is encoded. The transponder is encoded
for less than 7,000 pounds, which means it's a
Class 13 in the DRPA system. So he's always going to
be charged a passenger fare, when he should always be
charged a commercial fare. It's one certain bit in
the transponder.

COMMISSIONER DiANTONIO: Do we know the
revenue lost through these 19,000?

MR. WHITE: It could be significant. We think
we're going to be able to capture hundreds of
thousands of dollars as a result of this programming.

COMMISSIONER DiANTONIO: So with that, saying
that, if we implement these procedures and the cost to
it, we're going to get that back in basically fines?
MR. WHITE: Not fines, just in the recaptured reclassification.

COMMISSIONER DIANTONIO: What I meant by fines is some people go through the E-ZPass, let's say, okay? Letters are sent out. The toll plus a fine is given to them; am I correct, Patty?

MS. GRIFFEY: You are correct, but this is a totally different process.

COMMISSIONER DIANTONIO: Okay, okay.

MR. WHITE: Yes, right. Exactly right, this is different.

CHAIRMAN NASH: If somebody has a vehicle E-ZPass, so when you go through, the E-ZPass doesn't know if you're a truck or a car, a big truck or a small truck.

MR. HANSON: Right. So here's the thing --

MS. GRIFFEY: It's a good transaction, but you're talking about transactions that are not good. These are good transactions in the lane.

MR. HANSON: For most of our fares, our toll structure, it's determined by the number of axles of the vehicle. But there is a break point that we have
with a two-axle vehicle, right?

MS. GRIFFEY: Two and more, yes.

MR. HANSON: Based on weight. So based on the weight of the vehicle, at that level, they get a transponder that either codes it to pay the above 7,000 pounds, Patty?

MS. GRIFFEY: 7,000.

MR. HANSON: And above 7,000 pounds, which is a higher rate, or below 7,000, which simply pays the $5 rate that regular vehicles take. So this really affects two-axle vehicles over 7,000 pounds, right?

MS. GRIFFEY: Depending on the coding on the transponder.

MR. HANSON: Right. But the only ones that -- but it's only two-axle vehicles?

MS. GRIFFEY: It is not. It's two or more axles, because you can be a passenger car with more than two, you know, towing say a boat, so it's two or more axles. And each additional axle, you increase your revenue.

COMMISSIONER DiANTONIO: But in saying that you could have a vehicle registered at 7,000 pounds
and have two axles, but four wheels in the back,
you're going to be charged for another axle but only
have 1. A dual vehicle axle is one axle.

MS. GRIFFEY: Correct.

COMMISSIONER DIANTONIO: So if you have a
vehicle registered at 7,000 pounds with a regular
E-ZPass, you go through this, okay, we're going to see
that -- perfect example, it's a bigger truck, but
perfect example is right here. We're going to
automatically say that's another axle and that guy is
in violation. But, technically, he's not in violation
because it's only one axle with two wheels. So I
could take one of those wheels off and go through as a
regular vehicle.

MS. GRIFFEY: You could. But if you're over
7,000 pounds, you should always be charged at the
higher level.

COMMISSIONER DIANTONIO: But what I'm saying
is you can have a vehicle registered at 7,000 pounds
and have a dual-wheel single axle.

MS. GRIFFEY: And I believe with our system,
you're still -- you're charged the regular passenger
COMMISSIONER DiANTONIO: Well, then, see, I'll bring up a point, okay, then the phone calls that I've been getting are people who have been charged more money than they should. As of last week, a guy went through, 7,000 pound, dual-axle, got charged $15.

MS. GRIFFEY: Did he call the customer service center to dispute it?

COMMISSIONER DiANTONIO: Oh, yeah. And, actually, and I told him he was wrong, but he got into a little argument with the toll collector.

MS. GRIFFEY: Oh, he went through a cash lane.

COMMISSIONER DiANTONIO: Yeah.

MS. GRIFFEY: That's something totally different.

COMMISSIONER DiANTONIO: No, the point I'm getting at --

MS. GRIFFEY: I'm saying that I only look at the E-ZPass tracking.

COMMISSIONER DiANTONIO: Yeah, but the point I'm getting at is that, okay, he went through a regular lane, but if we pick this up through an
E-ZPass, with 7,000 pounds, we're going to charge that individual more money.

MS. GRIFFEY: You are not.

MR. HANSON: It's -- we don't have a scale in the lanes, so it's based on the registered weight and then that's how they code the transponder, when they get the transponder. But, typically, the vehicles that we're talking about look like passenger vehicles and the only differentiator really is the weight.

Now, somebody who goes through a cash lane, the toll collectors usually can determine it. And when you get right down to it, all they have to do is look at the registration. A lot of times what happens is people who are trying to get through for the lower number won't produce the registration to show this.

I'm not sure how your example happened, because usually that gets resolved right in the toll lane. And the easiest way to resolve it is the registration.

COMMISSIONER DiANTONIO: That was just an example.

So, Patty, correct me --
MS. GRIFFEY: They wouldn't be -- they will not be overcharged from an E-ZPass lane.

COMMISSIONER DIANTONIO: So if we look at the picture, okay, and determine that vehicle went through legally at 7,000 pounds, he won't be penalized with a dual-wheel single axle?

MS. GRIFFEY: No, he will not.

COMMISSIONER DIANTONIO: Okay.

MS. GRIFFEY: He should have E-ZPass lanes.

COMMISSIONER DIANTONIO: He's got to have the E-ZPass lane, I understand.

MS. GRIFFEY: Yes.

COMMISSIONER DIANTONIO: You've got to go through an E-ZPass, okay.

COMMISSIONER HAIDER: I think this is terrific. I'm always enthusiastic about the use of technology to solve labor-intensive problems, especially where there is such a clear ROI, so this is a great idea. Just because I don't understand how this works, why can't we just fix the transponder issue? Why can't we just re-encode --

MS. GRIFFEY: Well, my goodness, because --
COMMISSIONER HAIDER: That's too complicated, okay. There's no way to under --

MS. GRIFFEY: You know it's --

COMMISSIONER HAIDER: I'm wondering about fixing the inherent underlying problem.

MS. GRIFFEY: They have to go to the customer service center to get it encoded.

COMMISSIONER HAIDER: Okay.

MS. GRIFFEY: And we have been trying that, but that is also time consuming.

COMMISSIONER HAIDER: Okay.

MS. GRIFFEY: And they don't want to do that.

COMMISSIONER HAIDER: Right, there's no incentive to do that because it --

MS. GRIFFEY: Yeah, why should they?

MR. HANSON: Because they're getting charged less with the transponder.

COMMISSIONER HAIDER: I see, got it. Thank you. That's very helpful.

CHAIRMAN NASH: Assuming that we implement this, I'd be interested in a few months to see how the -- what the benefit is, I guess, or what you find.
COMMISSIONER HAIDER: That would be great.

CHAIRMAN NASH: Well, you don't know until you try, but it seems like a good investment.

MR. WHITE: And one of the reasons this is coming up now is we have learned that a number of other agencies have been employing this technology, through Patty's research, and essentially they have recovered significant numbers there. So it's a one-time charge. We'll recoup it very easily in probably a number of months, based on what I can project, so we look for your approval to pass this along to the Board.

CHAIRMAN NASH: Now, it's noted that there is only one company that can do this for us, the TransCore?

MR. WHITE: That's correct. It's a sole source.

MS. GRIFFEY: They're our main integrator and it's a proprietary system.

CHAIRMAN NASH: So this is sort of an upgrade, so we don't -- it's not a procurement, competitive process.
MR. WHITE: Right, exactly right. It's a sole source item and the sole source documentation is attached to the SS&R.

CHAIRMAN NASH: Okay.

MR. WHITE: Thank you.

CHAIRMAN NASH: There's a resolution on the table to forward this to the Board meeting. Is that right, John, you want it for this Board meeting?

MR. HANSON: Yes.

CHAIRMAN NASH: Is there a motion to accept this resolution?

COMMISSIONER HAIDER: So moved.

COMMISSIONER DiANTONIO: Second.

CHAIRMAN NASH: All in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

Thank you, Patty.

The next item is the Age 65 and Over Retiree Medicare Part D Prescription Benefits, 2016, for both DRPA and PATCO. Toni Brown is here to discuss the insurance information.
MS. BROWN: Yes, good morning.

CHAIRMAN NASH: I didn't see any colored charts, but that's a good sign.

MS. BROWN: That means this is pretty easy.

This morning's staff is seeking approval to accept the renewal that we have received from our incumbent carrier, Horizon Blue Group, and this would be for Plan Year 2016. This would be to provide the prescription drug coverage for our retirees who are 65 over and their eligible dependents. The plan provides the prescription drug benefit for these groups.

And, also, I've detailed in some great deal of specificity for you the plan, itself, in the summary statement. But the 2016 renewal has come in at a decrease of 2.8 percent over what we are currently paying. It would be an estimated annual savings of $23,819. This, of course, is based on the census of retirees and their eligible dependents, at this time.

If approved, the estimated annual premium for this coverage for 2016 would be $836,322. Again, that would be based on current census.

CHAIRMAN NASH: Great. Any questions?
Seeing none, I'll take a motion to accept the resolution.

COMMISSIONER DiANTONIO: So moved.

TREASURER REESE: Second.

CHAIRMAN NASH: All in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

All right. That's going to go on this agenda as well.

MS. BROWN: Yes, great. Thank you.

CHAIRMAN NASH: The next item is Age 65 and Over Retiree Medicare Supplemental Benefits.

MS. BROWN: Okay. And this is the Medicare Supplement Coverage for that same group of Retirees and their Eligible Dependents. This is a benefit that is administered by AARP and the United Health Group. We've been with them for some years. It is Plan F that we offer. It has no co-pays, no referrals, or claim forms. The retirees are very pleased with this coverage.

Under this plan, the retirees are enrolled individually. They have their own individual plans.
It's not a group plan, so there are no claims that we're dealing with in terms of renewal. The broker has looked into this and has advised that no other carrier is able to offer this kind of arrangement, nor are they able to offer a plan that is comparable to Plan F.

The details again are outlined for you in the Summary Statement. The estimated renewal is about $76,357. And I say about because we're still waiting for the rates to be filed in Florida and in Pennsylvania. Now, last year we were in the same position and we never really had the specific details until about December. But last year we were in the same situation. We had estimated about a one percent increase over the then current premium and it came in at 1.43 percent. The broker is estimating that we are going to come in at about one percent increase for this coverage once the rates are filed.

So, if approved, we're looking at approximately a 1.04 percent increase over the current, which would be about a $76,357 increase, bringing the annual premium to an estimated
$1.9 million.

CHAIRMAN NASH: Out of curiosity, Toni, I don't know if you can answer this question offhand, but on this particular coverage, five years ago what was the premium?

MS. BROWN: I don't know offhand.

CHAIRMAN NASH: Yes, I wouldn't expect you to. I'm sorry to even ask that question in open session, but I guess on this kind of coverage and maybe the others dealing with medical coverages, what the rise in premiums over a five-year period has been, if you can, no urgency, but I'd be curious to see the uptick in that.

MS. BROWN: Absolutely. And the good thing about this, again, it's an individual plan, so it's not claims. The premiums are not based on claims.

CHAIRMAN NASH: Right.

MS. BROWN: Claims experienced. But I'll certainly get that for you.

CHAIRMAN NASH: I have to say it's more of a curiosity thing for me and I'm sorry for just saying it in open session. I wouldn't expect you to know
that.

MS. BROWN: No problem.

CHAIRMAN NASH: All right. There is a resolution on the table. Is there a motion to accept it?

COMMISSIONER DiANTONIO: So moved.

COMMISSIONER HAIDER: Second.

CHAIRMAN NASH: All those in favor?

ALL: Aye.

CHAIRMAN NASH: Opposed?

All right. So that will go on this agenda as well.

And the next item is Group Life, AD&D, and Disability Coverage for 2016-2017. Toni?

MS. BROWN: Okay. Again, this is, as you said, the Group Life, Accident Death and Dismemberment Coverage. And if approved, we'd be looking to lock in a two-year rate guarantee beginning January 1, 2016, and taking us through December 31, 2017. The estimated annual premium would be $1,263,531, which represents a 19.83 percent increase over what we are currently paying.
Now, the marketing process was as follows. A broker went out and marketed this to 19 carriers. Sixteen of the nineteen carriers declined to submit quotes because they said they could not be competitive based on the way the plans had been running.

Aetna submitted a quote to us for consideration, which would have been a 50, almost a 51 percent increase. This would have been about $534,000 more than what we're paying right now. Symetra came in with a quote of 19.05 percent over what we are currently paying, making the difference between Standard and Symetra at a little over $8,100.

After that quote was received, the incumbent brought the original quote, which was at 40 percent, that was the original renewal, they came down to 24.69. And once faced with the Symetra quote, came down to a final of 19.83 percent. There is still, as I said, a difference between Symetra and the incumbent of about $8,100.

It is our recommendation though that we stick with the incumbent for the following reasons. The incumbent has a very large footprint in the public
sector market and our broker believes that this
carrier continues to be a better fit for the
Authority. This would be a new line of coverage for
Symetra, as they are primarily a stopgap loss coverage
carrier.

And, also, when you look at the way the plans
have been running, the incumbent has lost money on two
of the three lines of coverage. So, for instance, our
life coverage, in the last few years, we paid $2.9
million in premiums and they paid out $4.2 million in
death claims. With the short-term disability line, we
paid $734,000 in premiums and Standard paid out
$805,000 in premiums. And the LTD line, they broke
even on what we paid in premiums and what they paid
out in claims.

So based on the way the plan is running and
based on the fact that this would be something, a new
area for Symetra, it is the recommendation of our
broker that we remain with Standard Insurance.

CHAIRMAN NASH: Any questions from anyone?

TREASURER REESE: No. Sounds pretty well
vetted, doesn't it.
CHAIRMAN NASH: Very well, then. I guess the only question I have is how come Aetna is 50 percent over what we're currently paying and that Standard can bring this in at 19 percent?

MS. BROWN: Well, Standard is just willing to stick with the business. They want to keep the business and they, you know, they've lost the money along the way, but they're hoping to, I guess, make it up in time and there is a business relationship. They wanted to retain the business. But Aetna took a good look at the claims, especially seeing that two of the three lines were not making any money and not breaking even, and was not willing to take the risk.

CHAIRMAN NASH: Thank you.

Are there any other questions?

Seeing none, I'll take a motion to forward this.

TREASURER REESE: I'll take it.

CHAIRMAN NASH: I'll take a second, please?

COMMISSIONER DiANTONIO: Second.

CHAIRMAN NASH: All those in favor?

ALL: Aye.
CHAIRMAN NASH: Opposed?

All right. So that will also go on the September meeting agenda.

Are there any other items for open session?

Seeing none, I'll accept a motion to go into Executive Session.

COMMISSIONER HAIDER: So moved.

COMMISSIONER DiANTONIO: Second.

CHAIRMAN NASH: Okay, we're in Executive Session.

Off the record at 10:37 a.m.

On the record at 10:54 a.m.

CHAIRMAN NASH: Can I have a motion to end Executive Session and go back on the record.

COMMISSIONER DiANTONIO: So moved.

TREASURER REESE: Second.

CHAIRMAN NASH: Can I have a motion to adjourn.

COMMISSIONER HAIDER: Move the motion.

COMMISSIONER DiANTONIO: Second.

CHAIRMAN NASH: Any objections? Hearing none, the meeting is adjourned.
(Whereupon, at 10:55 a.m., on Wednesday, September 9, 2015, the meeting adjourned.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority Finance Committee on September 9, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

______________________________
Tom Bowman
(Official Reporter)
SUMMARY STATEMENT

ITEM NO.: DRPA-15-110

SUBJECT: Implementation of Programming Change to TransCore Systems to Delay Processing of Certain E-ZPass Toll Transactions

COMMITTEE:

Finance

COMMITTEE MEETING DATE:

September 9, 2015

BOARD ACTION DATE:

September 16, 2015

PROPOSAL: That the Board authorizes staff to enter into a contract with TransCore LP to provide software changes to the current toll system and current video system at a cost of $132,797.00.

PURPOSE: To streamline the audit process for specific transactions based on certain criteria prior to transmission to our E-ZPass Customer Service Center. This programming includes coordination between our toll host, video system and the database.

BACKGROUND: The Delaware River Port Authority (DRPA) Electronic Toll Collection System (ETCS) consists of hardware and software that has been field-proven over many years and designed to allow toll collection using both manual and IAG-compatible ETC methods, providing reliability, accuracy, maintainability, and ease of use. This ETCS system is a proprietary application developed by TransCore to classify and record transactions in the Authority’s toll lanes. TransCore has been supporting the DRPA’s ETCS since 1999 and is currently under a maintenance contract to support the ongoing system performance and functionality.

Our system currently reads the encoding on a transponder, which correlates to a vehicle class per the E-ZPass Group file specs. This assigns a toll value to the transactions. The lane logic has been updated from time to time by TransCore to ensure that transactions are captured correctly and the correct toll is charged.

Roughly 45,000 transactions per month of our ETC transactions require review to determine if the transaction has been mis-classified; however, the present review process is manually intensive. Presently, if an incorrectly captured vehicle class is not corrected by the end of a revenue day it is automatically sent for final processing to Xerox (our back office provider), resulting in possible revenue loss. Since these transactions occur throughout the day, in order to increase the number of transactions being audited on a timely basis, Revenue Audit would need to staff during off hours.
As an alternative to additional staffing, our current toll system should be upgraded to capture and hold (for later review by the Revenue Audit staff) certain transactions that are charged as a passenger fare rather than the correct commercial fare. New programming will help us identify these transactions automatically, however the review process while more efficient, will still require manual intervention.

With the requested programming change, these transactions will no longer be automatically transmitted in the nightly transaction file to Xerox and will be marked for attention by the audit staff. The programming change will delay transactions by seven (7) days significantly increasing staff’s ability to review, and change, if necessary, the class code which should be assigned to a transaction. The Revenue Auditor will still need to review these delayed transactions manually marked as “requires audit review”), but now will have the capability to make necessary adjustments or to “review with no change.”

We have recently learned that other E-ZPass agencies employ this functionality which has resulted in greater efficiencies and increased revenues.

Cost of implementing this new change, per TransCore’s proposal is $132,797.00. (This quote is good until October 30th, 2015.) This one-time programming cost is less than the cost of the approximate annual cost of staffing Revenue Audit for a 24/7 operation. Given the number of transactions involved, the DRPA should experience significant revenue capture from proper classification of the transactions.

SUMMARY:

| Amount:       | $132,797.00 |
| Source of Funds: | 2013 Revenue Bonds/General Fund |
| Capital Project #: | #TE 1502 |
| Operating Budget: | |
| Master Plan Status: | |
| Other Fund Sources: | |
| Duration of Contract: | |
| Other Parties Involved: | |
| Estimated Number of Jobs Supported: | |
RESOLUTION

RESOLVED: That the Board authorizes staff to enter into a contract with TransCore LP to provide software changes to the current toll system and current video system at a cost of $132,797.00; and be it further

RESOLVED: That the Chairman, Vice Chairman and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairman or Vice Chairman is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chairman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY: Amount: $132,797.00
Source of Funds: 2013 Revenue Bonds/General Fund
Capital Project #: #TE 1502
Operating Budget:
Master Plan Status:
Other Fund Sources:
Duration of Contract:
Other Parties Involved:
Estimated Number of Jobs Supported:
MEMORANDUM

TO: John T. Hanson, CEO, James M. White Jr, CFO.
FROM: Patricia Griffey, Manager, Revenue Audit
SUBJECT: Sole Source - TransCore, LP
DATE: September 2, 2015

Background

Currently we have 45,000 E-ZPass transactions per month that are potentially misclassified in terms of class code. Many of these should be classified as commercial vehicles but the system captures them as passenger vehicles resulting in revenue loss. These require manual review however given the volume and our present staffing we are able to only review and adjust a very small percentage of these transactions. We believe that we may be able to recoup hundreds of thousands of dollars by automating this process to increase audit efficiencies.

Justification for Propriety/Sole Source:

TransCore currently is our lane integrator and changes will have to be made on their proprietary system.

Cost of the programming has been confirmed at $132,797 as shown on the attached proposal from TransCore (see attached). This quote is effective under October 30, 2015.

Approvals

CFO 9/2/15

CEO 9-3-15
May 15, 2015

Mr. Tom Knetz
System Administrator
Delaware River Port Authority
One Port Center
2 Riverside Drive
Camden, NJ 08101

Dear Tom,

Per your request, TransCore is pleased to offer the following pricing to modify the SATS application to hold transactions for review. This enhancement will take transactions that have been flagged as height and/or axle discrepancy, class of 11 (default) or class 13.

TransCore will provide project management coordinating the effort.

The attached scope of work provides detail of the work.

The following document is incorporated by reference:
  • DRPA Delayed Transactions SOW - May 2015

The cost to modify SATS, deploy, document, update existing documentation, and training is $132,797.00.

We value your business and look forward to working with you on this project.

Sincerely,

Arthur 'Bud' Beauverd
Technical Project Manager
TransCore
717.561.5909
SUMMARY STATEMENT

ITEM NO: DRPA-15-111

SUBJECT: Age 65 & Over Retiree Medicare Part D Prescription Benefit – 2016 (DRPA/PATCO)

COMMITTEE: Finance

COMMITTEE DATE: September 9, 2015

BOARD DATE: September 16, 2015

PROPOSAL: The current Medicare Part D prescription drug carrier for DRPA/PATCO retirees who are 65 and over and their eligible dependents (Medicare-eligible retirees and Medicare-eligible dependents) is Horizon Blue Group Rx.

Staff seeks authorization to accept the renewal from Horizon for plan year 2016.

PURPOSE: To continue to provide a quality and enhanced Medicare Part D Prescription Drug benefit plan for DRPA/PATCO Medicare-eligible retirees and Medicare-eligible dependents.

BACKGROUND: Historically, the DRPA/PATCO has provided a comprehensive benefits package to its retirees, and their eligible dependents. Traditionally, the benefit package has included medical and prescription drug coverage.

In plan year 2015, the premiums for this group of retirees were either $86.39 (for retirees who qualify for the Low Income Subsidy) or $117.09, this was an increase of +4% from prior year. The 2016 renewal rates have decreased 2.8% (or -7.9% for retirees who qualify for the Low Income Subsidy) that resulted in premiums that are either $79.72 (for retirees who qualify for the Low Income Subsidy) or $113.82.

Horizon’s Medicare Part D Prescription Drug Plan, provides: (1) an initial coverage limit (ICL) of $4,500; (2) generic drugs are not mandatory; (3) an open formulary with no exclusions, if medically necessary; (4) certain lifestyle drugs, cough and cold products, benzodiazepines, etc. are included in the formulary; (5) national coverage, at one rate for retirees and their dependents, is charged, as opposed to rates that vary by state; (6) the coverage gap (or the “donut hole”) is filled with generic drugs and 50% discount on the total cost of their brand name drugs in the gap; and (7) mail order benefit remains at a two-time co-pay for a 90-day supply.

The current ICL is important because once a retiree’s actual drug costs reach $4,500 the retiree is in the coverage gap (“donut hole”) and then responsible for paying 50% of the true cost of brand name drug. Under the current plan with Horizon, co-pays for generic drugs continue during
the coverage gap. Once a retiree gets to the $4,500 OOP the retiree is at the catastrophic coverage level (greater of 5% co-insurance or $2.65/generics and $6.60 for all other drugs).

The co-pays for the Horizon Enhanced Plan remain:

- $10 – generic
- $20 – brand
- $35 – non-formulary

Mandatory benefit changes taking place as of 1/1/2016 are as follows:

Part D (Rx) catastrophic level copay changes from $2.65 to $2.95 for Generic drugs and from $6.60 to $7.40 for Brand drugs. The catastrophic level begins once/if a member reaches $4,850 out of pocket maximum. (this out of pocket maximum changed from the 2015 amount of $4,700).

Specialty drugs can be filled only at specialty or retail stores in 2016 (not at a mail order facility) for only 30 days.

The estimated annual premium for 2016 for the Horizon Medicare Part D Prescription Plan will be approximately $836,322, which is an estimated decrease of $23,819 (an approximate -2.8% decrease, depending on the retiree’s premium).

Summary: Amount: Estimated annual premium: $836,322; In plan year 2016, the projected premiums for this group of retirees will be either $79.72 (for retirees who qualify for the Low Income Subsidy) or $113.82.

(Note – This covers both DRPA and PATCO. This annual rate is based upon our current DRPA/PATCO census of retirees who are 65 & over and their eligible dependents who are 65 and over, but is subject to change as our census of eligible retirees and eligible dependents changes.)

Source of Funds: Revenue Fund, General Fund
Capital Project #: N/A
Operating Budget: DRPA/PATCO Employee Services Expense
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: One Year - 1/1/2016-12/31/2016
Other Parties Involved: Horizon-BCBS
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to contract with Horizon Medicare Blue Group Rx for the provision of a Medicare Part D Prescription Drug plan for age 65 and over retirees, and their eligible dependents (age 65 and over); and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority recognizes that in plan year 2016, the projected premiums for this group of retirees will be either $79.72 (for retirees who qualify for the Low Income Subsidy) or $113.82; and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to contract with Horizon Medicare Blue Group Rx for the provision of a Medicare Part D Prescription drug plan for age 65 and over retirees, their eligible dependents (age 65 and over) for a renewal that is 2.8% lower than the current annual premium, which result in an estimated annual premium of $836,322 (an approximate decrease of 23,819); and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority recognizes that the annual rate is based upon the Authority’s current census of retirees who are 65 and over and their eligible dependents who are 65 and over, but is subject to change as our census of eligible retirees and eligible dependents changes; and be it further

RESOLVED: That staff is authorized to work with the DRPA/PATCO’s Third Party Administrator (Benefit Harbor and HRsimplified) to begin the Open Enrollment Process for the 2016 Plan Year; and be it further

RESOLVED: The Chair, Vice Chair and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA/PATCO. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and Chief Executive Officer, and if thereafter, either the Chair or Vice Chair is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of the DRPA/PATCO, along with the Chief Executive Officer. If both the Chair and Vice Chair are absent or unavailable, and if it is necessary to execute the said document(s), while they are absent or unavailable, the Chief Executive Officer shall execute such document(s) on behalf of the DRPA/PATCO.
Summary: Estimated annual premium: $836,322; In plan year 2016, the projected premiums for this group of retirees will be either $79.72 (for retirees who qualify for the Low Income Subsidy) or $113.82.
(Note – This covers both DRPA and PATCO. This annual rate is based upon our current DRPA/PATCO census of retirees who are 65 & over and their eligible dependents who are 65 and over, but is subject to change as our census of eligible retirees and eligible dependents changes.)

<table>
<thead>
<tr>
<th>Source of Funds:</th>
<th>Revenue Fund, General Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Project #:</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Budget:</td>
<td>DRPA/PATCO Employee Services Expense</td>
</tr>
<tr>
<td>Master Plan Status:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Fund Sources:</td>
<td>N/A</td>
</tr>
<tr>
<td>Duration of Contract:</td>
<td>One Year - 1/1/2016-12/31/2016</td>
</tr>
<tr>
<td>Other Parties Involved:</td>
<td>Horizon-BCBS</td>
</tr>
</tbody>
</table>
SUMMARY STATEMENT

ITEM NO.: DRPA-15-112
SUBJECT: Age 65 & Over Retiree Medicare Supplemental Benefits -2016 (DRPA/PATCO)

COMMITTEE: Finance

FINANCE COMMITTEE DATE: September 9, 2015
BOARD DATE: September 16, 2015

PROPOSAL: Staff seeks authorization to accept the rate action quoted by AARP/United Health Group, our current supplemental medical healthcare carrier for DRPA and PATCO retirees who are age 65 and over, and their eligible spouses.

PURPOSE: To continue to provide a quality healthcare benefits package for DRPA and PATCO retirees who are age 65 and over, and their eligible spouses.

BACKGROUND: Historically, DRPA/PATCO has provided a comprehensive benefits package to its retirees. Traditionally, the benefit package has included medical and prescription drug coverage.

Until 2006, the retirees age 65 and over were on a group Medicare Advantage Plan with AmeriHealth. The group plan was experienced-rated. In 2006, the Authority moved this group of retirees from a group Medicare Advantage Plan to individual Medicare Supplement Plans through AARP/United Health Group.

Under the Medicare Supplement Plan, Medicare became the primary insurer for this group of retirees, and AARP/United Health Group became the secondary insurer for Medicare-eligible expenses.

The AARP/United Health Group’s “Plan F” was offered to this group of retirees. Plan F provides supplemental medical coverage for all retirees who are Medicare-eligible, regardless of where they reside. This plan has no co-pays, referrals, or claim forms.

To be eligible for Plan F, the retirees and their eligible spouses must be enrolled in Medicare Parts A and B. Retirees/spouses submit individual applications to AARP/United Health Group for enrollment. Medicare is the primary payer of eligible claims, and AARP/United Health Group is the secondary payer.
The premium rates are filed with each state. The rates vary from state-to-state, and are based on AARP/United Health Group’s national book of business.

In 2015, the projected increase was +1% which was finalized at +1.43%. Below is a list of states in which our retirees reside, and the approved or filed 2016 rates for those states to date. (Florida and Pennsylvania have not filed 2016 rates to date.) The number of retiree/eligible spouses enrolled currently in each state is provided below:

<table>
<thead>
<tr>
<th>State</th>
<th>%</th>
<th>Status</th>
<th># enrolled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>1.50%</td>
<td>Increase</td>
<td>Approved</td>
</tr>
<tr>
<td>Delaware</td>
<td>5.10%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Florida (all areas)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Georgia</td>
<td>4.90%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Illinois</td>
<td>1.90%</td>
<td>Increase</td>
<td>Approved</td>
</tr>
<tr>
<td>Maryland</td>
<td>4.40%</td>
<td>Increase</td>
<td>Approved</td>
</tr>
<tr>
<td>North Carolina</td>
<td>2.20%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>New Jersey - after 6/1/2010</td>
<td>3.00%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>New Jersey - prior to 6/1/2010</td>
<td>3.00%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>New Mexico</td>
<td>4.70%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>New York</td>
<td>3.10%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>4.50%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Pennsylvania (all areas)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>-0.04%</td>
<td>Decrease</td>
<td>Filed</td>
</tr>
<tr>
<td>South Carolina</td>
<td>3.90%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Tennessee</td>
<td>4.10%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Texas (all areas)</td>
<td>3.30%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Virginia</td>
<td>2.90%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Vermont</td>
<td>5.70%</td>
<td>Increase</td>
<td>Filed</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>3.70%</td>
<td>Increase</td>
<td>Approved</td>
</tr>
<tr>
<td>West Virginia</td>
<td>3.40%</td>
<td>Increase</td>
<td>Approved</td>
</tr>
</tbody>
</table>
The national average increase for this coverage is estimated to be +4% over all 50 states.

UHC AARP has a unique setup for the DRPA retiree population, in that members are enrolled and renewed as individual policies, yet AARP bills on a group basis and does not use any member claim experience in renewals each year. Our broker advises that the response it has received from the market, Aetna, Horizon and Humana is that this current unique setup arrangement the Authority has with AARP cannot be matched. Also, Humana and Horizon only offer Medicare Advantage plans and do not offer the Supplemental Plan F like we currently offer. With this market response and the success DRPA has had with AARP over the years, our broker recommends DRPA renew the Medicare Supplement Plan F with AARP effective 1/1/2016.

The 2015 premium for this coverage is approximately $1,908,920. Based on the filed and approved rates for the various states in which our retirees reside, we estimate that the annual premium for plan year 2016 will be approximately $1,985,276, which is an estimated premium increase of $76,357 over the current premium.

SUMMARY: Amount: Approximately $1,985,276
(Note – This covers both DRPA and PATCO)
(The estimated annual rate is based upon our current DRPA/PATCO census of age 65 & over retirees and their eligible spouses, but is subject to change as our census of eligible retirees and eligible spouses changes. See rate chart referred to earlier.)

Source of Funds: Revenue Fund, General Fund
Capital Project #: N/A
Operating Budget: DRPA/PATCO Employee Services Expense
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: One Year – 1/1/2016 – 12/31/2016
Other Parties Involved: AARP and United Health Group
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to accept the rate actions from AARP/United Health Group for the provision of supplemental medical coverage to age 65 and over retirees, and their eligible spouses, and be it further.

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorize staff to accept the rate actions from AARP/United Health Group for the provision of supplemental medical coverage to age 65 and over retirees, and their eligible spouses for an estimated premium of $1,985,276, which is an estimated premium increase of $76,357 (over current premium, which is an approximate +4% increase); and be it further.

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority recognizes that the annual rate is based upon the Authority’s current census of retirees who are 65 and over and their eligible dependents who are 65 and over, but is subject to change as our census of eligible retirees and eligible dependents changes; and be it further.

RESOLVED: That staff is authorized to work with the DRPA’s Third Party Administrator, Benefit Harbor and HR Simplified, to begin the Open Enrollment Process for the 2016 Plan Year, and be it further.

RESOLVED: The Chair, Vice Chair and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of DRPA. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and Chief Executive Officer, and if thereafter, either the Chair or Vice Chair is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA, along with the Chief Executive Officer. If both the Chair and Vice Chair are absent or unavailable, and if it is necessary to execute the said document(s), while they are absent or unavailable, the Chief Executive Officer shall execute such document(s) on behalf of DRPA.
<table>
<thead>
<tr>
<th><strong>SUMMARY:</strong></th>
<th><strong>Amount:</strong></th>
<th>Approximately $1,985,276</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This covers both DRPA and PATCO. This estimated annual premium is based upon our current DRPA/PATCO census of age 65 and over retirees and their eligible dependents. The estimated premium is subject to change as our census changes. See rate chart referred to earlier.</td>
<td></td>
</tr>
<tr>
<td>Source of Funds:</td>
<td>Revenue Fund, General Fund</td>
<td></td>
</tr>
<tr>
<td>Capital Project #:</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Operating Budget:</td>
<td>DRPA/PATCO Employee Services Expense</td>
<td></td>
</tr>
<tr>
<td>Master Plan Status:</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Other Fund Sources:</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Duration of Contract:</td>
<td>One Year – 1/1/2016 – 12/31/2016</td>
<td></td>
</tr>
<tr>
<td>Other Parties Involved:</td>
<td>AARP and United Health Group</td>
<td></td>
</tr>
</tbody>
</table>
AUDIT
DELAWARE RIVER PORT AUTHORITY

Audit Committee Meeting

One Port Center
2 Riverside Drive
Camden, New Jersey

Wednesday, August 12, 2015

Committee Members:

Eugene DePasquale, Chairman (via telephone)
Richard Sweeney
Elinor Haider (joined at 11:40 a.m.)
Marian Moskowitz
Charles Fentress
John Lisko, Chief of Staff, Pennsylvania Treasury (for State Treasurer Timothy A. Reese) (via telephone)

Others Present:

Ryan Boyer, Chairman to DRPA/PATCO Board
Amy Herbold, Senior Counsel, New Jersey Governor's Authorities Unit (via telephone)
Chelsea Rosebud Guzowsksi, Director of Economic and Strategic Initiatives, Pennsylvania Office of the Budget
Victoria Madden, Chief Counsel for Auditor General Eugene DePasquale (via telephone)
Elizabeth Wagenseller, Chief of Staff, for Auditor General Eugene DePasquale (via telephone)
David Rapuano, Esq., Archer & Greiner (New Jersey Counsel)
Stephanie Kosta, Esq., Duane Morris (Pennsylvania Counsel)(via telephone)

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer (via telephone)
Raymond Santarelli, General Counsel & Corporate Secretary
DRPA/PATCO Staff: (Continued)

Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen Vandy, Assistant General Counsel
Monica Gibbs, Assistant General Counsel
James White, Chief Financial Officer
Toni Brown, Chief Administrative Officer
David Gentile, Inspector General
Christina Maroney, Director, Strategic Initiatives
Kyle Anderson, Director, Corporate Communications
John Rink, General Manager, PATCO
  (via telephone)
Bennett Cornelius, Assistant General Manager, PATCO
  (via telephone)
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
| Roll Call                                             | 4 |
| Update from Outside Counsel:                        | 5 |
| Ethics Policy Draft                                  | 5 |
| Update from Inspector General:                      | 7 |
| Audit Committee Charter Draft                       | 7 |
| Updates on Meetings with Audit Committee             | 18 |
| Members, Departmental Staff, Chairman of DRPA and CEO of DRPA | 18 |
| OIG Infrastructure                                   | 21 |
| Management Audits                                   | 21 |
| Approval of the Citizens Advisory Committee          | 15 |
| Membership Nomination of Larry Davis                 | 15 |
| Executive Session & Adjournment                      | 28 |
PROCEEDINGS

(10:59 a.m.)

CHAIRMAN DePASQUALE: I would like to call the meeting of the Audit Committee of the Delaware River Port Authority to order and ask the Corporate Secretary to call the roll.

MR. SANTARELLI: Thank you. Good morning.

Chairman Boyer? General DePasquale?

CHAIRMAN DePASQUALE: Here.

MR. SANTARELLI: Commissioner Fentress?

COMMISSIONER FENTRESS: Here.

MR. SANTARELLI: Commissioner Moskowitz?

COMMISSIONER MOSKOWITZ: Here.

MR. SANTARELLI: Commissioner Sweeney?

COMMISSIONER SWEENEY: Here.

MR. SANTARELLI: You have a quorum.

CHAIRMAN DePASQUALE: Great, thank you very much.

There are two items for open session. The first item is an update from outside counsel regarding the Ethics Policy draft from Mr. Josephson and Mr. Rapuano. And the second item is an update from...
the Inspector General regarding the Audit Committee Charter draft, plus updates on meetings with Audit Committee members, departmental staff, Chairman of the DRPA, CEO, etc.; so a whole list of items there.

After that, will be the approval of the Citizens Advisory Committee membership nomination of Larry Davis. So that's going to be the agenda at least for the open session.

So first item up is Update from Outside Counsel.

MR. SANTARELLI: Mr. Rapuano is here, I believe, to give that update.

MS. KOSTA: Yes. And Stephanie Kosta is here on the phone for Pennsylvania.

CHAIRMAN DePASQUALE: Hi, Stephanie, how are you doing?

MS. KOSTA: Good.

MR. RAPUANO: So, basically, where we are is that at the last Audit Committee meeting, there had been a question about -- it seemed like the sole question on the Ethics Policy was whether a commissioner would be able to stay in the room during
a discussion relating to a topic as to which there was an identified conflict of any nature -- a conflict, a direct conflict, or an indirect conflict.

And there had been some feedback that there was a view that they should be out of the room. We haven't heard any more feedback or any more discussion on the topic. I know that Paul Josephson and I, and Stephanie Kosta from Pennsylvania, had discussed this. We were of the opinion that it made the most sense to have commissioners excluded from the closed session, at the very least, but not from the open session. It didn't seem like it would make much sense to exclude them from the room in an open session.

But, certainly, in both cases they would be excluded from discussion if there was an identified conflict; and disqualified from voting, of course. So, right now, we're really waiting for, I guess, the will of the Committee in terms of what modification would be made to the draft.

CHAIRMAN DePASQUALE: Are there any questions for counsel?

Hearing none, I'm going to move to the second
item, which is an update from the Inspector General.

Fire away.

MR. GENTILE: Good morning, General.

CHAIRMAN DePASQUALE: Good morning.

MR. GENTILE: Commissioners, good morning.

Colleagues, good morning. I have a number of items that I'd like to review and I'll try to do this as expeditiously as I can. I know we have a rather lengthy agenda. But this being my first meeting with the Audit Committee, I felt it necessary to include a number of things that were important to our overall agenda going on.

The first issue that I wanted to raise was the Audit Committee Charter draft, which I believe the Board took action on, on June 17th of 2015. And I just had one question as to whether this particular document -- as it pertains to the responsibilities listed in Section 5, Subheading A, Office of the Inspector General, Internal Audits -- whether this document supersedes the developing Standard Operating Procedures or is this document -- as it relates to the Office of Inspector General -- subordinate to the
SOPs.

In particular, under Section A, Office of the Inspector General, Point 5, where it stipulates that the Inspector General -- “we will ensure that the Office of Inspector General has the full cooperation of Authority management and unobstructed access to all necessary” --

MR. SANTARELLI: You're not on mute. Whoever that is, you're not on mute.

MR. GENTILE: I'll start it again. “To ensure that the Office of Inspector General has the full cooperation of Authority management and unobstructed access to all necessary personnel, records, documents, data, and information in fulfilling its responsibilities.” Now, that is not clarified nor stipulated within the SOPs.

I know that's not on our docket for discussion, today, but it does raise the question for me as to whether this Charter, and on that basis, supersedes anything that might not -- might be in or might not be in the SOPs going forward.

CHAIRMAN DePASQUALE: Questions for the
Inspector General.

MR. GENTILE: Yes, sir?

CHAIRMAN DePASQUALE: Does anyone have a question for the Inspector General?

COMMISSIONER MOSKOWITZ: I do. This is Marian.

Is there something that's contrary to this in the document or are you just looking to see what supersedes what?

MR. GENTILE: No, there's nothing contrary, Commissioner, but there is nothing that specifically spells out this particular declaration. And I feel that's very, very important for the nature of our department and our work going forward.

As such, I wanted clarity on whether that must be included in the Standard Operating Procedures once we convene and ultimately come together consensually on what we will offer as a document outlining our standard operating procedures.

COMMISSIONER MOSKOWITZ: Thank you.

CHAIRMAN DePASQUALE: Other questions for the IG?
MR. RAPUANO: If I may, this is the New Jersey Counsel.

With respect to the -- I don't believe this Audit Committee Charter has been actually adopted yet. It seems like it's on the agenda, or for the agenda, for the Board. Without taking any position on the issue, I think that the Inspector General has hit on an important point, which is that these two documents ought to be in tandem and right now they are not.

Right now, the Audit Committee Charter was developed -- these changes were developed -- completely outside of the process of developing the SOP. I don't believe Paul Josephson had ever seen these changes and I certainly had never seen them until yesterday. So we were proceeding in drafting with instructions that were looking like they were somewhat significantly different than the others in terms of drafting these audit changes.

I don't have any position on what they should look like, once we get our instructions; but I will tell you that they are certainly different and that was surprising to me.
MR. GENTILE: Well, thank you, sir. And as you can determine, this constitutes somewhat of a conflict for me, especially as I attempt to rewrite, or redefine, or modify some of the latest versions of those SOPs. So that's why I put it first, trying to gain some clarity from the Committee going forward.

CHAIRMAN DePASQUALE: This is Eugene. One thing from our end, the Charter and the SOP have to be in line, that just has to happen. I'll spend ten seconds; hopefully, I'll keep it to ten. The SOP, the process of this SOP, is practically the most frustrating aspect of my life.

The idea that it has taken five years, five years, and we still don't have an SOP, is literally an embarrassment. It's an embarrassment. And the idea that it still doesn't line up with the Charter defies all human common sense. So anyone that wants to know why there isn't a better Iranian deal, or why there's still fighting in this country, and why there isn't a better trade deal, all they need to look at is this SOP, that we can't get an SOP with just us.

If this doesn't get done in short order, I'm
going to lose my mind on this. This is a disgrace. This needs to get done. And if anybody can't get this done and I hear them complaining about any international trade deal and why they can't get that done, I'm going to lose my mind because this is just the DRPA and this can't get done.

MR. GENTILE: General, may I respond to that?

CHAIRMAN DePASQUALE: If anybody that's involved in this can't come to -- this is an embarrassment for the organization. Five years for an SOP. Nobody can be proud of this. This is a disgrace. And I have to be really careful not to lose my temper on this, because I can't take it anymore with this.

If this is ever asked to be put on the agenda again without agreement, believe me, I'm going to have a very bad day. This cannot go on anymore. It is a disgrace. Five years for an SOP and then people tell me "why can't you get a budget deal in Pennsylvania?"

Well, there are 253 people that have a say on that that can't come to a deal. We're 10 people; we can't get a deal on this freaking SOP.
Now, get a deal with it, get it to me, and then we'll kick it out of the Committee and have it match up with the Charter. And I don't want to hear another word about it again until there is agreement on it. Am I clear?

MR. GENTILE: You're absolutely clear to me, General. And I will stipulate for the record and for my colleagues that are here today and other Commissioners --

CHAIRMAN DePASQUALE: I don't want any more stipulations. I want it done.

MR. GENTILE: It'll be done within 30 days.

CHAIRMAN DePASQUALE: I'm telling you, you said it. I've had it. Thirty days has been told to me. You ever see the movie -- what's that movie, the Money Pit, where they keep joking: “two weeks?” That's been my life as an Auditor General on this freaking SOP. Get this thing done.

MR. GENTILE: It'll be done in 30 days, General.

CHAIRMAN DePASQUALE: I'm telling you, if you say 30 days, I'm holding you to it. But I'm telling
you -- everybody, everybody else that's on this phone
-- you better not be part of the group that's trying
to submarine this thing. I don't know who it is.
I'll find out. But this f****** thing better get
done. I'm tired of hearing about it.

Any questions to me about why I am livid about
the SOP, please ask it now. If not, next item on the
agenda.

I'd like to ask for a motion to go into
Executive Session and, by the way, it was asked and I
put on Executive Session, the SOP. Understand, I will
never allow it to be on Executive Session ever again.
This disgrace must be disclosed to the public as how
bad this process has been. So I will never, until I
am dead, allow this to be talked about in Executive
Session. This will always be in Open Session.

Now, I'm saying here anybody in the world can
listen, never ask me to put this in Executive Session.
Am I clear?

MR. SANTARELLI: Yes, sir.

MR. GENTILE: Clear with me, General.

MR. SANTARELLI: General, there is one action
item we would need to move on before we go into Executive Session and that would be the approval of the Citizens Advisory Committee member.

CHAIRMAN DePASQUALE: Yes, I apologize for that. Yes, please Toni, or who is talking about this one, before I lose my mind.

MS. BROWN: It's me, General, Toni Brown. We have one individual, as you said, Larry Brown [sic], and as the Committee knows, when there is a vacancy --

CHAIRMAN DePASQUALE: It's Larry Davis, right, not Larry Brown?

MS. BROWN: I'm sorry -- excuse me -- Larry Davis.

CHAIRMAN DePASQUALE: Yeah, Larry Brown I think was a quarterback for the Dallas Cowboys when they beat the Steelers and he had an interception. I think he was also a basketball coach for the Sixers, UCLA. I think he's coaching SMU now, right? Yeah, so --

MS. BROWN: Yes, my apologies.

CHAIRMAN DePASQUALE: No, no, that's fine.

MS. BROWN: Larry Davis. And as the Committee
knows, when there is an opening on the Citizens Advisory Committee, the Citizens Advisory Committee invites individuals to attend -- or requires them to attend -- three meetings prior to submitting his or her name to the Audit Committee for consideration.

They did that with Larry Davis. He attended three meetings. And he was interviewed by members of the Audit Committee and myself on July 28th. During that interview, he told the Committee that he is a daily user of PATCO and an occasional bridge user, and he has been doing that for five years. He has attended, as I said, at least three Citizens Advisory Committee meetings.

Approximately 18 months ago, Mr. Davis started the PATCO Watchers on both Facebook and Twitter. He believes that his appointment will enhance the communication between the Citizens Advisory Committee and the PATCO riders. And he was very complimentary of the Board. He thanked the Board, and DRPA and PATCO management, for embracing his Twitter handle and added that it's a very admirable act on behalf of a public entity.
So, at this point, we are advancing this to the Audit Committee and if the Audit Committee approves, it will be advanced to the full Board. With this approval -- if it's approved -- there would be six members on the Pennsylvania side of the Citizens Advisory Committee, because they are currently at five.

CHAIRMAN DePASQUALE: By the way, is Mr. Davis on the phone or is this just us?

MS. BROWN: I don't believe he's on the phone, sir.

CHAIRMAN DePASQUALE: We did interview him, I think it was about a week ago, and certainly I found him engaging. I know he is engaged with the public. We did have some questions for him. As someone that's in public life, I know that the people on Twitter don’t necessary relate to public opinion.

Having said that, I think in a constructive way, he can be an asset to the CAC. And so I will support this. But I do know that there are, you know, some people, and I would put myself in this, too -- make sure that he knows that he has to work within the
confines of the CAC, that he's not his own person on that.

Anybody else have anything to offer to this? If not, I will accept a motion to approve him out of the Audit Committee and then we'll consider him at the full Board.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER MOSKOWITZ: Second.

CHAIRMAN DePASQUALE: All in favor?

ALL: Aye.

CHAIRMAN DePASQUALE: Any negative input? Seeing none, we have approved it. Thank you.

I'd like to accept a motion to move into Executive Session.

MR. SANTARELLI: Excuse me, General, if I could, there were a couple -- this is Ray Santarelli, the Secretary. There were a couple of other items unrelated to that other topic that the Inspector General needed to raise.

CHAIRMAN DePASQUALE: Oh, yes, I apologize. Yes, please go forward, yeah, please. Please, Mr. IG.

MR. GENTILE: Thank you, General. Members of
the Audit Committee, I've had the good fortune in the
three weeks that I've been here to meet with every
member of the Audit Committee, either in person or
telephonically. I have met with just about everyone,
from the departmental executive staff throughout the
DRPA.

I've spoken directly and privately with our
Chairman of the DRPA, with our CEO, of course. I
spent an inordinate amount of time this past week with
Chief Stief over at the police department. And next
Monday, I will be traveling with our Acting COO to
visit all four of our bridges.

So it has certainly been an enlightening
experience for me to talk with everyone with whom I
have had the occasion to speak. It has given me a
basis for formulating an appropriate agenda. Of
course, that agenda is still coming to fruition and,
of course, will need to be discussed in much more
detail with the Audit Committee before it reaches some
degree of finalization.

Just on a more humorous note, if I may; when I
was listening to our CEO earlier talking about the
Papal visit, when I was with Chief Stief, who I happen
to have a great deal of regard for, he asked me if I
would like to participate in the Command Center during
the course of the Papal visit. And I advised him that
since the CEO and other members of his staff would be
in that Command Center, and all of the departmental
command staff of the Police Department and other law
enforcement agencies would be there, that I didn't
feel that was the appropriate place for me.

So I asked him point blank, I said, “Chief,
based upon my background and my credentials, could you
find another appropriate place for me?” And we came
to a resolution on that. I'll have a windbreaker that
on the back says "Staff" and I will be a page
escorting senior citizens across the bridge during the
course of the Papal visit.

Again, I want to thank everyone for the
reception that I've had here at the DRPA. The
positive reception that I've had has been, I think,
indicative of the professionals that work here and I
am very, very grateful for the cordial, personal, and
professional welcome that I have received.
With regard to our OIG infrastructure, that is another one of our priorities. I know I hate to bring up the word SOP, but that has to be a part of our infrastructure, our departmental infrastructure, along with our policies, procedures, and guidelines. The controls of our OIG Internal Audit Manual are really dated and need to be reorganized.

So whether we constitute a handbook or a manual, we need to do something to upgrade those policies, procedures, and guidelines to include the SOPs, and anything related to the charter. That is one of the priorities, internally, that we will be working with.

As far as the management audits go, I have some issues here that I want to bring to the Committee's attention. As you know, we are in the midst of the PATCO management audit, which is in progress. And I must say I've been very impressed with the work that TransTech has been doing. Their milestone schedule is on target. Their budget is on target and I think their date of completion at the end or middle of November should be realized without
interruption.

Again, having read through that particular document, I've been very impressed with their draft plan, as well as their updates and their target dates associated with that management audit.

But there are a number of other management audits that are on -- that have been alluded to in past Committee meetings. I'm not sure from a priority standpoint which one we are going to address next, if any, but I understand that Public Safety, including the Department of Emergency Management and Homeland Security is one; the DRPA Administrative and Support Functions was another; Bridge Operations was another. And, of course, I wanted to add an Enterprise and/or Departmental Risk Assessment to that list, also.

So, again, I'm going to need direction from the Committee as to when and which ones we are going to address going forward.

COMMISSIONER MOSKOWITZ: Do you have any recommendations?

MR. GENTILE: Well, yes, I do have a recommendation. It was my understanding in some of
the literature I read, that supposedly Bridge Operations was next, but I could not corroborate that with any other information at my disposal. So if I had a recommendation to make, it would be in tandem with the framework that I sent out to the commissioners with regard to a risk assessment going forward.

I'd like to see us either considering an enterprise risk assessment or a number of departmental risk assessments that focus on our internal controls. That would be my priority.

MR. HANSON: There is a requirement in the Compact for DRPA to do a management audit every five years. It was part of the reforms of 2010. Now, our resolutions, our former resolutions, specified that those -- that that management audit be broken down into PATCO, Bridge Ops, Administrative, and Public Safety; so there are four.

As opposed to doing the one management audit every five years, it's now been broken into four chunks. I will tell you that I've not -- I was very concerned about that approach at the time that we made
that decision and I'm more concerned now. So the
Inspector General is asking to add what is, in
essence, right now, to add something which is a good
idea. I mean, what he's asking for is a good idea,
but in the context of how we do things right now, it's
difficult.

And it's difficult for a couple of reasons.
One is the idea that we do these four things
separately. We're not in the administration business.
We're not in the public safety business. So when you
do a management audit, just on these chunks of these
things, it evaluates them sort of out of the context
of the whole enterprise; which is exactly the concept
that I think the Inspector General is bringing back
into the mix, right?

If we were on a -- if we were doing a
comprehensive management audit every five years --
looking at the totality of the organization and how
everything fits together -- it would be easy to just
insert the risk assessment into that; that is what the
Inspector General is asking for. It would be one more
dimension of this management audit.
But as it is right now, we sort of have these fractured pieces that we're taking out of context, in my opinion. I just want to make it clear that I'm expressing my opinion about that.

The other thing about it is it has left us in a cycle of almost perpetual audit, so we're preparing for an audit, RFP'ing, evaluating proposals, and all those things, and then the audit is ongoing. Then we receive the report. And pretty much no sooner do we receive the report, then we don't have much time to make many of the changes or to really address it in a comprehensive way because we're back onto preparing an RFP, getting the RFP out, evaluating the next management audit.

So, I believe that the Inspector General's suggestion is an excellent suggestion, but I think it fits in the context of a consideration of returning to the Compact requirement and then it would be a component of that five-year audit that looks at everything in the context of our service and stewardship to the community, as well as the risk assessments that the Inspector General wants to do,
which I wholeheartedly support.

But, I just think that it's, you know, again, when you do it in a disjointed way, it just adds one more audit to the cycle of perpetual audits that we have to slip in there, and we would get, I suspect, very good information back that we'd be hard pressed to implement because we'd be scrambling to roll into the next audit.

So, I would really ask for consideration of the Inspector General's request, but in the context of perhaps returning to full audits, as mandated by the Compact, every five years.

MR. GENTILE: Well, every five years -- and thank you, Mr. Hanson, for your information. I would have no problem with that if that's what the Committee wants us to do from an audit perspective. I can understand that. My reasoning was more along the lines of a fact-finding sort of enterprise.

I discussed with our colleague, Christina Maroney, any of the parallels that such a risk assessment or conflicts might have with the overall DRPA strategic mission and vision, where I didn't want...
to see that sort of conflict ensuing.

So from a pre-planning standpoint, I will
follow your directive with regard to these management
audits. I think at some point in the future, we can
integrate the risk assessment concept into our pre-
planning and, hopefully, actual execution process.
Once we complete the PATCO audit, then I'll look for
direction. If the Bridge Operations Audit is next,
then that's where the focus will reside.

MR. HANSON: But, again, I think your idea, is
an excellent idea. My only concern with it is it's
another expense and another audit and we sort of just
haven't been able to really get our arms around
effectively dealing with them. I think it is an
excellent idea.

MR. GENTILE: Okay. Is there anyone with any
questions?

General, I'm going to follow the prescription
laid out by our CEO with regard to the next management
audit. When we finish the PATCO management audit in
November, and if the Committee is in agreement, we
will identify Bridge Operations and the outline for
that audit as a point of consideration in our next Audit Committee meeting.

CHAIRMAN DePASQUALE: Great, thank you.

Any other questions? If not, I'd like a motion to move into Executive Session.

COMMISSIONER FENTRESS: Move the motion.

CHAIRMAN DePASQUALE: Second?

COMMISSIONER MOSKOWITZ: Second.

CHAIRMAN DePASQUALE: Any negative votes?

Okay. Please let me know when the room is cleared.

CHAIRMAN DePASQUALE: We have now come back into Open Session. I will ask for motion to adjourn.

COMMISSIONER FENTRESS: So moved.

COMMISSIONER MOSKOWITZ: Second.

AYES: All.

Whereupon, at 11:32 a.m., on Wednesday, August 12, 2015, the meeting adjourned.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority Audit Committee on August 12, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

______________________________
Tom Bowman
(Official Reporter)
DELAWARE RIVER PORT AUTHORITY

Audit Committee Meeting

One Port Center
2 Riverside Drive
Camden, New Jersey

Wednesday, September 9, 2015

Committee Members:

Ryan Boyer, Chairman to DRPA/PATCO Board
Eugene DePasquale, Chairman (via telephone)
Rick Taylor, Vice Chairman
Richard Sweeney
Elinor Haider
Marian Moskowitz (via telephone)
Charles Fentress
Timothy A. Reese, Pennsylvania State Treasurer

Others Present:

David Dix, Assistant to Chairman Boyer
Chelsea Rosebud Guzowsk, Director of Economic and Strategic Initiatives, Pennsylvania Office of the Budget (via telephone)
David Rapuano, Esq., Archer & Greiner (New Jersey Counsel)
Stephanie Kosta, Esq., Duane Morris (Pennsylvania Counsel)

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer
Raymond Santarelli, General Counsel & Corporate Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen Vandy, Assistant General Counsel
James White, Chief Financial Officer
DRPA/PATCO Staff: (continued)

Toni Brown, Chief Administrative Officer
David Gentile, Inspector General
Dan Auletto, Acting Chief Operating Officer
Christina Maroney, Director, Strategic Initiatives
Kyle Anderson, Director, Corporate Communications
John Rink, General Manager, PATCO
Bennett Cornelius, Assistant General Manager, PATCO
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
| Roll Call                                      | 4 |
| Update from Outside Counsel:                 |   |
|   Ethics Policy Draft                        | 5 |
|   OIG SOP                                    | 8 |
| Update from Inspector General:               |   |
|   Audit Committee Charter Draft              | 10|
|   2016 Operating Budget for OIG              | 21|
|   IT Compliance Specialist Position          | 21|
|   Records Management Audit                  | 27|
|   Bridge Operations Audit                   | 30|
| Executive Session & Adjournment              | 32|
PROCEDINGS

(10:58 a.m.)

CHAIRMAN DePASQUALE: I'd like to call to order the meeting of the Audit Committee of the Delaware River Port Authority.

MR. SANTARELLI: Call the meeting to order. Go ahead, General.

CHAIRMAN DePASQUALE: Calling the meeting to order.

Can I ask the Corporate Secretary to call the roll?

MR. SANTARELLI: Thank you, General DePasquale.

Is Board Chairman Boyer with us?

BOARD CHAIRMAN BOYER: Here.

MR. SANTARELLI: Okay. General DePasquale?

CHAIRMAN DePASQUALE: Here.

MR. SANTARELLI: Vice Chairman Taylor?

VICE CHAIRMAN TAYLOR: Here.

MR. SANTARELLI: Commissioner Moskowitz?

COMMISSIONER MOSKOWITZ: Here.
MR. SANTARELLI: Commissioner Fentress?

COMMISSIONER FENTRESS: Here.

MR. SANTARELLI: Commissioner Haider?

COMMISSIONER HAIDER: Here.

MR. SANTARELLI: Commissioner Sweeney?

COMMISSIONER SWEENEY: Here.

MR. SANTARELLI: We have a quorum.

CHAIRMAN DePASQUALE: Great, thank you very much.

There are six items for Open Session. The first item is an update from outside counsel regarding the Ethics Policy draft.

Is Ms. Kosta available? Or, who is giving that report? I've got a couple of different names of possibilities on my list.

MS. KOSTA: Yes, Stephanie Kosta, Pennsylvania counsel. So, we presented the SOP. This has been a long process, but a cooperative process. Pennsylvania counsel and New Jersey counsel have both approved the document as it stands, today.

MR. SANTARELLI: Excuse me, Ms. Kosta. He was talking about the ethics policy.
MS. KOSTA: Oh, I'm so sorry. I thought I heard SOP.

MR. SANTARELLI: No, he said the ethics policy draft. CHAIRMAN DePASQUALE: Yeah, the ethics policy.

MS. KOSTA: That's David's foray.

MR. SANTARELLI: So, Mr. Rapuano.

CHAIRMAN DePASQUALE: Okay, David, go ahead then.

MR. RAPUANO: This is Dave Rapuano from Archer & Greiner. The Ethics Policy has also been a cooperative process that really I think there's been really no changes for the last several months, except one small change based on a comment that I think Commissioner Haider had raised about having Commissioners who were subject to some sort of conflict, whether they could be in meetings where something that they had a conflict with was being addressed.

What we had substituted for the original language was language that said they could certainly sit silently in the Public Session like any member of
the public; but with respect to any Closed Session
discussions, they should leave the room. That's been
the only change to that document since any comments
were received from the Audit Committee.

So, in our view, from Pennsylvania counsel's
view, I believe, and from New Jersey counsel's view,
and from the New Jersey Authority's view, this
document is ready to go.

MR. SANTARELLI: We can circulate the final
draft and have it ready for the next committee
meeting, General. Then it could be moved forward with
an SS&R and go to the Board in October.

CHAIRMAN DePASQUALE: Yeah, I am in agreement
on that. Is there anything officially we have to do
at this meeting to make that happen?

MR. SANTARELLI: No, sir. We'll make sure
that the SS&R is ready at the next Audit Committee
meeting for the Committee's consideration and approval
to move forward to the Board.

CHAIRMAN DePASQUALE: Great, thank you.

Did anybody have any questions for Mr. Rapuano
on this? If not, I will go onto the second item,
which is the Summary Statement and Resolution for the Office of Inspector General regarding the Standard Operating Procedures.

I will accept a motion to move this item to the Board for approval once there is a discussion on it.

Would the IG give us any update or is there any update to give?

MR. GENTILE: Good morning, General, and good morning, Commissioners, Mr. Hanson, colleagues.

After our last Audit Committee meeting last month, I indicated, General, that we would have this matter completed within 30 days. We had it completed within 15 days.

I'm pleased to report that after meeting with outside counsel, as well as our own members of the legal department, that we did arrive at consensus with a few modifications, with some minor changes, and that I have no exceptions to note here this morning with regard to the document with the one exception that there be some understanding that this document, once it is accepted, would be subject to amendment, as
necessary, going forward. Beyond that, I have nothing else to add.

CHAIRMAN DePASQUALE: Any questions for the Inspector General?

VICE CHAIRMAN TAYLOR: I just have one. What would necessitate in the future, Mr. Gentile, changes being made?

MR. GENTILE: I think the nature of the Inspector General's Office, as it is currently comprised, may change in the not-too-distant future. I do not see this document, as it is currently written, as constraining this particular Inspector General or our department. However, the agenda that we intend to put in place may take a different direction than was the direction of my predecessor. That could have some impact on the language that currently constitutes the document on which you're voting this morning.

If there are recommended changes, I would like to come to the committee to recommend an amendment or change as necessary. Do I see that at the present time? The answer is no.
VICE CHAIRMAN TAYLOR: Thank you.

CHAIRMAN DePASQUALE: Any other questions for Mr. Gentile? If not, I will accept a motion to move this item to the Board for approval.

Is there a motion?

COMMISSIONER FENTRESS: Move the motion.

CHAIRMAN DePASQUALE: May I have a second?

COMMISSIONER SWEENEY: Second.

CHAIRMAN DePASQUALE: A motion has been made and seconded.

Any further discussion?

Hearing none, all in favor say aye.

ALL: Aye.

CHAIRMAN DePASQUALE: Any opposed?

Motion carries. Thank you.

The third item on the agenda is an update from the Inspector General regarding a couple of listed items. I will list them: Audit Committee Charter draft; 2016 Operating Budget for the Office of Inspector General; IT Compliance Specialist position; and, Records Management Audit.

Mr. Gentile, I look forward to the update.
MR. GENTILE: Thank you, General.

Now that we've adopted the SOPs and at our next committee meeting will adopt the ethics policy, that will form the foundation for our departmental infrastructure, which I alluded to last month in terms of putting together our own manual for not only the members of the committee, but for anyone else that wants access to our operating manual.

The third edition to that manual should include the DRPA Audit Committee Charter and I am somewhat puzzled and confused as to the fact that this was presented to the Board in June of 2015 and it has not been acted upon.

In my opinion, this particular document, this particular charter, legitimizes the Office of the Inspector General. I would ask that if there is any discussion as to its contents that, at least at our next Committee meeting, it be adopted for inclusion in our departmental infrastructure.

MR. SANTARELLI: If I could just interrupt?

This is Ray Santarelli, the General Counsel and the Corporate Secretary.
I was not here in June, but I went back through the records and I couldn't find a reference to it being adopted, or being moved forward or from the Board at the June meeting. So I don't know if it was or not, but I guess I wasn't here.

When I looked at the June agenda for the Audit Committee from June 10th, there was the Financial Audit Exit Conference and the Approval of the Financial Audit Exit Conference Report and Required Communications. That's all I saw.

MR. HANSON: There was an Audit Committee Charter, though, that was adopted at the inception of the Audit Committee. So, there is a Charter.

MS. MAYOCK: Correct, there is.

MR. SANTARELLI: Okay.

MS. MAYOCK: There were proposed amendments to the Charter that have not been moved on.

CHAIRMAN DePASQUALE: That Charter was in place before I came on board, to the best of my understanding.

MR. SANTARELLI: Okay.

MR. HANSON: Yes. It was primarily engineered
by Senator Teplitz.

CHAIRMAN DePASQUALE: Yeah, correct.

MR. HANSON: And General Wagner, at that time.

CHAIRMAN DePASQUALE: That is my understanding, John.

MR. HANSON: The Audit Committee Charter was actually enacted before we envisioned creating the Inspector General position. The Audit Committee was created and then the Inspector General position was contemplated. There is a Charter. I guess the point is that there are amendments that haven't been acted on?

MS. MAYOCK: Yes, sir.

MR. HANSON: But in terms of actually having a Charter, we do have a Charter.

MS. MAYOCK: Correct.

MR. HANSON: It just may not be adequate for our purposes given that we've created the Office of Inspector General. It's under the auspices of the Audit Committee.

MR. SANTARELLI: And that's the draft that we have and we'll move on.
MR. GENTILE: Well, I'd like to --
CHAIRMAN DePASQUALE: Yes, it is.
MR. GENTILE: Excuse me, General, go ahead.
CHAIRMAN DePASQUALE: If there are any
recommendations on how to improve that Charter,
Mr. Gentile, why don't you think that through and,
again, think that through and bring that to the Audit
Committee as a recommendation. I'm more than happy to
consider amending the Charter to make it more
reflective of any necessary updates from when the
Charter was originally put in place.
MR. GENTILE: That's why it's on the agenda
today, General.
CHAIRMAN DePASQUALE: Yes.
MR. GENTILE: I wanted a brief discussion of
the matter so that there was some direction from this
committee as to how to handle this. I feel this is an
integral part of our office and our relationship with
the Audit Committee and, as such, should be included
as not being subordinate to our SOPs or anything else.
I find this document, as I read it, to be
significantly important and as I said earlier, I
believe it gives legitimacy to the office that was
created and that office being the Office of Inspector
General.

MR. HANSON: So, if it's not -- I'm sorry?

CHAIRMAN DePASQUALE: No, go ahead, John.

MR. HANSON: So, if it's not subordinate to
the SOPs, do you envision it as being sort of above
the SOPs or on the same level as the SOPs?

MR. GENTILE: I see similar language in both
documents.

CHAIRMAN DePASQUALE: Yes. This is Eugene.
It needs to be as close or similar as possible,
meaning I don't feel we should be viewing one as like
the federal constitution and one like the state
constitution. They need to be working hand-in-glove.

MR. HANSON: I think it would be a good idea
to have the attorneys who worked with the Inspector
General continue to work with him on the Charter then?

CHAIRMAN DePASQUALE: I would agree.

MR. GENTILE: I see the SOPs, ladies and
gentlemen, as an operational document. I see the
Audit Charter as establishing a causal relationship
between the Audit Committee and the Inspector General. I see that as a distinct difference; however, the language and the contents of both documents have many parallels.

MR. SANTARELLI: Ms. Kosta, General, and Mr. Rapuano.

MS. KOSTA: General, just one minor point. We may want to think through a hierarchy for these two documents because, while we may not see a conflict now, somebody in the future may see a conflict. So I just -- I put that out there for the committee's consideration.

CHAIRMAN DePASQUALE: It's a good point. I admittedly have not given the weight of which two documents should have supremacy a lot of thought this summer, so I will be in full candor on that.

Stephanie, I agree that we should work as hard as possible to make them as consistent as possible. And if we have to figure out which one is more of the guiding document when there is a conflict, I do think we should have a separate whole discussion just for that.
MR. RAPUANO: This is Dave Rapuano. We've taken a look at the Charter, the revised Charter, and compared it to the existing Charter and I think that what we should do is circulate to the committee the red-line document so the Committee members can see what the changes are very clearly. From my review --

CHAIRMAN DePASQUALE: Well, speaking from a point of being red and green colorblind, but other than that, I agree.

MR. RAPUANO: Well, we can use blue and --

CHAIRMAN DePASQUALE: It was a joke. I'm sorry. I really am red/green colorblind; but the point was, if it's red coloring, I won't see the red. So, I'm sorry. I'm just making a little humor of the idea that I spent my summer debating with Stephanie which was going to win the supremacy argument.

(Laughter)

MR. RAPUANO: Well, I promise we'll use a different color. I think that should be circulated because I think it will make it a lot easier for the Board to see -- I'm sorry -- the Committee to see the changes.
Largely, the changes appear to be reflective of what has actually happened since the adoption of this Charter almost five years ago now -- I'm sorry -- what has actually happened five years ago, since in the past five years -- with the creation of the OIG and the transfer of the Internal Audit function to OIG a lot of the changes were made that I think are good.

But I do think that some of the changes were done before the SOP was finalized and they are inconsistent to some degree with the SOP that everybody has agreed on now. I think that we ought to pay very close attention to making these two documents as consistent as possible.

MS. KOSTA: And just for the record, Pennsylvania counsel has not approved the changes to this. From our perspective, we have not actually received guidance from Pennsylvania caucus on what they would like to see in this document, at this point.

MR. RAPUANO: New Jersey caucus has not, either.

CHAIRMAN DePASQUALE: Well, Jersey and
Pennsylvania haven't. Which states have?

MR. RAPUANO: I think the attorneys have started to look at it, but this kind of came upon us somewhat as a surprise. We hadn't heard it was being amended until it appeared at the last meeting.

MS. KOSTA: I think we were just so jubilant about the SOPs.

CHAIRMAN DePASQUALE: Right. Who hasn't been jubilant about that?

(Laughter)

CHAIRMAN DePASQUALE: Oh, my; okay, I get it.

Okay.

MR. GENTILE: General, if I may?

CHAIRMAN DePASQUALE: Yes.

MR. GENTILE: This is Dave Gentile.

CHAIRMAN DePASQUALE: Yes, please.

MR. GENTILE: I don't want to see this turn into another protracted process lasting --

CHAIRMAN DePASQUALE: Guess who else agrees with you?

MR. GENTILE: I would very much like to see the Chair set a time limit on finalizing this document
to everyone's satisfaction.

    CHAIRMAN DePASQUALE: Here would be my take on
that. We're each going to get the line-out or the
red-lining version of the Charter. Everybody needs to
review that by the next meeting; if you don't, we're
still going to move forward with it and make any
recommendations. I want counsel to review that this
month before the next meeting, and for us to hash out
whatever our thoughts are at the next meeting, looking
for this Committee to kick it out by the following
meeting, which would be the meeting in November.

    MR. GENTILE: I'm in agreement with that.

    CHAIRMAN DePASQUALE: Everybody okay with
that? If so, that's what we're doing.

    BOARD CHAIRMAN BOYER: I'm okay with it,
Eugene.

    CHAIRMAN DePASQUALE: Great, thank you.

    BOARD CHAIRMAN BOYER: Thank you.

    CHAIRMAN DePASQUALE: All right. Our next
item from the IG?

    MR. GENTILE: General --

    CHAIRMAN DePASQUALE: I think we're on the
Operating Budget.

MR. GENTILE: Yes. General, Chairman Boyer, we are ready to present our operating budget for calendar year 2016, and certainly we are prepared to stay within the two percent guidelines. However, I would like to save the additional remarks I have about this budget until the Executive Session --

CHAIRMAN DePASQUALE: Yes.

MR. GENTILE: -- when I address the framework for the risk assessment that I'll be proposing.

CHAIRMAN DePASQUALE: Okay, we'll do it. So you're staying within the two percent framework. We'll deal with the rest in Executive Session. That makes sense.

I believe the next update from you is the IT Compliance Specialist or is that, again, for Executive Session?

MR. GENTILE: No, sir. That's for discussion at this time, with your permission.

CHAIRMAN DePASQUALE: Please do. Thank you.

MR. GENTILE: Last year, the Office of Inspector General had on its staff a paralegal. That
particular position is not going to be filled again. We have proposed, in its place, an IT Compliance Specialist.

I've had the occasion to discuss this to some extent with CEO Hanson and also with our colleagues in the HR Department. I believe I sent it out to members of the Committee in advance, simply as a reference guide to solicit your approval of proceeding with finalizing this position through Human Resources and to be voted upon by this Committee next month or the following month for subsequent inclusion as a full-time position in our department.

MR. HANSON: And, Chairman, I would say that I am supportive of the change in this position. I think it makes sense. I've discussed it with the Inspector General. The only thing that I would say is, and I think he's alluding to it, is it does have to go through the Human Resources process to get a grade and a salary range and all that. And I don't know what Toni would say about that.

MS. BROWN: This is Toni Brown. I'll say that HR has worked with the Inspector General and his staff
to put the proposal into our framework for the job
description and we sent it out yesterday to our
outside compensation consultant to be reviewed. Then,
we will get a recommendation from the consultant
regarding an appropriate grade and appropriate
starting salary for such a position.

CHAIRMAN DePASQUALE: Two things I'm going to
say. One is that I am 100 percent in support of
creating this position. I know we have to run through
the necessary process and I support that process, as
well, having these positions in the Internal Audit
Department. They are very important positions to
have, so I'm in complete support about that.

But, second, I want each of you, working
through the appropriate processes, to bring back a
recommendation of the grade and salary for the
position so that we have a track record, and when the
time comes and I ask the Committee to make this
recommendation, we've got a track record as to not
just the position, but the grade and salary as well..

MR. GENTILE: General, if I might add, the
potential adoption of this position for our complement
would change, to a certain extent, the dynamic of the Inspector General's Office: in terms of our orientation; in terms of our operational agenda; in terms of the job responsibilities, including integration with other departments here within the DRPA.

So, to reference a question asked earlier by Commissioner Taylor, there may be a time when an amendment or a change to the SOPs would be required based upon the inclusion of this position within our department. That's speculative, at this point, but it is a possibility.

CHAIRMAN DePASQUALE: I would agree that the time will very possibly come and we'll just have to deal with the necessary changes and just stay on top of it.

VICE CHAIRMAN TAYLOR: Eugene, this is Rick.

CHAIRMAN DePASQUALE: Yes?

VICE CHAIRMAN TAYLOR: I just have a question I want to ask Dave.

Certainly -- during the interview process and in meeting with Mr. Gentile one-on-one -- we certainly
want to give him the power to organize his own team.
The only concern I have is that we do it with a great
deal of caution. If there are people in that
department that aren't doing their jobs, I would just
make sure we document their inabilities to do the job
correctly and we go through the procedures that the
DRPA has in releasing those people.

What I'm afraid of, we've been so conscious
with our fiscal budget, and I don't want to build on
top of it without either bleeding dead wood, for lack
of a better word, before bringing on other people. I
just think that we need to be very careful in building
that department.

I have no problem with building the department
in the direction that the Inspector General wants to
go into. I just want to make sure that in regards to
any people that we let go, we document our reasons for
doing so and the fact that it makes that department a
better department.

CHAIRMAN DePASQUALE: I understand, Rick. And
I think I speak for the Committee when I say it's not
enough to just say Employee X is bad, even if we all
agree with that. We've got to be able to document how that employee is bad before we make the move.

VICE CHAIRMAN TAYLOR: Right.

MR. HANSON: Right. But this position is a vacant position.

VICE CHAIRMAN TAYLOR: Yes, I know this one is. But I get the feeling, and correct me, Mr. Gentile, if I'm wrong, there will be some people excluded as opposed to people being added. Correct? And I don't want to put you on the spot. That wasn't meant to be. But I guess what I'm trying to --

MS. KOSTA: Can we move this conversation to Executive Session?

MR. SANTARELLI: Yes, if it's a personnel issue, we discuss it in Executive Session.

VICE CHAIRMAN TAYLOR: Oh, I'm sorry.

MR. GENTILE: I would like to answer Commissioner Taylor's question because it is a valid question.

VICE CHAIRMAN TAYLOR: Okay, thank you. I've been chastised by the Solicitor. I'm going to sit here like a good guy with my hands folded.
MS. KOSTA: I don't chastise for that.

VICE CHAIRMAN TAYLOR: I'm just teasing.

CHAIRMAN DePASQUALE: Next, I believe, we've got the final update of the Records Management Audit. Mr. Gentile?

MR. GENTILE: For the purposes of recapitulation for the Committee members, the objective of the Records Management Program was twofold; to evaluate the effectiveness and compliance of DRPA and PATCO policies, procedures, and processes governing records management, retention, and destruction, and secondly, to assess the management of the current Iron Mountain contract for compliance and billing accuracy.

I believe the document that was prepared was outstanding. I believe that the recommendations inherent to that audit were not only valid, but certainly representative of a number of voids in this arena.

But without prolonging unnecessary discussion of this, this morning, I am very pleased to say that with regard to many, if not the majority of the
recommendations that were outlined, our colleagues from the Legal Department, our colleagues from Finance, and our colleagues from PATCO have been very diligent in their responses and their working relationship with us to upgrade this Records Management Program, and also including the fact that I believe that a Records Management position may be created to support the overall program. If that's the case, of course, that just adds another positive dimension.

But I want to go on-record as saying that our colleagues have been extraordinarily supportive in terms of responses to some of the issues that we have outlined over the last couple of months.

MR. SANTARELLI: This is Ray Santarelli. Just to clarify, the Records Management position has already been created. We have an Acting Records Manager, Liz McGee. The position is going to be posted again, I believe, so that we can fill it permanently. That is in-process now, as well.

The Corporate Secretary Department is actively working with Mr. Gentile and his team. We also have
an RFQ going out for a Records Management Consultant
to design the records management retention schedules
and policies for the Authority going forward.

CHAIRMAN DePASQUALE: Anything else on this
topic? If not, I'd like to call for a motion to go
into Executive Session. Decisions made in Executive
Session will be made public when the issue is
resolved. Is there a motion?

MR. GENTILE: General, could I introduce just
one other thing before we move into Executive Session?

CHAIRMAN DePASQUALE: Go ahead.

MR. GENTILE: I'm sorry that it is not on our
agenda, but at the next Audit Committee meeting in
October, we're going to present the PATCO Management
Audit Report to the Committee. I believe they've done
an outstanding job. I've just been very impressed
with the work that TransTech has done in collaboration
with our colleagues.

But I think we also need to address the fact
that the next management audit on the agenda is Bridge
Operations. I spoke with Dan Auletto about this and
I'd like to ask Dan just to give us a brief update on
our collective plans moving forward with this particular management audit.

MR. AULETTO: Good morning. Thank you. Good morning, Mr. Chairman, Commissioners.

We are looking for an RFP for an audit of Bridge Operations in 2016, in conjunction with the Inspector General's Office. This was last completed in 2010.

CHAIRMAN DePASQUALE: I can't hear. Whoever is talking, I can't hear you.

MR. AULETTO: Is the mic working? Can you hear us now?

MR. SANTARELLI: No. Pull that mike up.

MR. AULETTO: Good morning, Chairman, Commissioners.

CHAIRMAN DePASQUALE: That's better, yeah.

MR. AULETTO: We are requesting an RFP for an audit of Bridge Operations in 2016, in concert with the Inspector General's Office. This was last completed in 2016 [sic] and is required every 5 years, so that means we are due for this year's audit.

MR. HANSON: General DePasquale, this is a
subject that I bring up every time we talk about these management audits, but I hope we can have a discussion about this at some point. The Compact requirement is to have the one comprehensive management audit every five years. The reforms in 2010 have now broken it into pieces that happen every two years, which do a couple of things.

One, it leaves us in a state of constant audit and not in a position to really effectively respond or make any changes. It also puts us in a position of evaluating Bridge Operations apart from all the other entities in the organization, including Administration. Administration is evaluated separately. It's hard to look at these discrete pieces without being able to measure their performance in the context of the whole organization. I really strongly recommend that we go back to a holistic approach to auditing, with a bigger audit every five years, as opposed to the little pieces. We may have no choice but to do this one. But I think after that, I'd really like there to be at least a discussion. If you decide not to do it, you decide not to do it.
But, I'd ask that you at least give it some consideration.

CHAIRMAN DePASQUALE: I agree. Anything else on this topic? If not, I'll accept a motion to go into Executive Session.

COMMISSIONER FENTRESS: Move the motion.

VICE CHAIRMAN TAYLOR: Second.

CHAIRMAN DePASQUALE: Any negative votes?

Hearing none, I'd like to be told when the room is clear.

Off the record at 11:30 a.m.

On the record at 11:50 a.m.

CHAIRMAN DePASQUALE: Can I have a motion to end Executive Session and go back on the record?

COMMISSIONER TAYLOR: So moved.

COMMISSIONER HAIDER: Second.

CHAIRMAN DePASQUALE: Can I have a motion to adjourn?

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER TAYLOR: Second.

CHAIRMAN DePASQUALE: Any objections? Hearing none, the meeting is adjourned.
(Whereupon, at 11:53 a.m., on Wednesday, September 9, 2015, the meeting adjourned.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority Audit Committee on September 9, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

______________________________
Tom Bowman
(Official Reporter)
SUMMARY STATEMENT

ITEM NO.: DRPA-15-113

SUBJECT: Inspector General Standard Operating Procedures

COMMITTEE:

Audit

COMMITTEE MEETING DATE:

September 9, 2015

BOARD ACTION DATE:

September 16, 2015

PROPOSAL:

That the Board adopt the Inspector General Standard Operating Procedures (OIG SOP) (attached) as approved by the Audit Committee on September 9, 2015.

PURPOSE:

To adopt the Inspector General Standard Operating Procedures (OIG SOP), which further define and clarify the responsibilities of the Inspector General. The OIG’s mission is to assist the Authority’s Board of Commissioners, Audit Committee, and management in assuring that the public trust and confidence in the integrity of the DRPA are above reproach. The OIG SOP is an instrument that allows for the Audit Committee to establish clear and concise operating guidelines that assure the independence of the Inspector General (IG) and the OIG, and to clarify duties, responsibilities, and authority in order for the OIG to effectively discharge delegated and assumed competencies, suitably modified (if necessary) to address emerging and anticipated risks to the DRPA.

BACKGROUND:

Beginning in August 2010, to further enhance its commitment to transparency, the DRPA Board adopted and implemented a long list of reforms. In support of the reform effort, the DRPA Board created the Audit Committee and authorized the Committee to oversee independent financial, performance and forensic audits. On January 18, 2012, the Board passed Resolution 12-007 authorizing the Authority to create an Inspector General position in order to address the need for transparency and organizational reforms.

In August 2012, the Board passed resolution 12-076 modifying the job description of the Inspector General:

The Inspector General is an independent and objective officer who will report directly to the Audit Committee and the Chief Executive Officer. The Inspector General is appointed by the Board of Commissioners upon recommendation of the Audit Committee, and can only be removed from office by Board action.
In addition to assuming the audit responsibilities of Director, Internal Audit, the Inspector General will be responsible for directing and conducting activities designed to detect and deter fraud, waste, abuse, corruption, mismanagement, and any illegal activities involving the Authority. The Inspector General will supervise the Authority’s Ethics Hotline and recommend or take affirmative corrective actions, as necessary and appropriate. The Inspector General will also assume responsibility for the execution and coordination of internal and external audits required by the Interstate Compact, Board Resolutions, Bond Indentures, and other governing documents. The Inspector General will provide regular reports to the Audit Committee regarding activities related to the Office of the Inspector General, and periodically meet with the Board of Commissioners to provide status on significant Inspector General and audit goals and objectives.

The attached, Standard Operating Procedures for the Office of the Inspector General (OIG SOP) will require that the OIG be further charged with establishing, directing, conducting and supervising in an independent manner a comprehensive program of internal audits, reviews and reports that provide objective and professional evaluations of DRPA operations, programs, and policies.

The OIG will help foster an environment that encourages ethical behaviors throughout the Authority. The OIG will ensure appropriate communications with Audit Committee and Authority to address questions and concerns pertaining to process, internal control, compliance, and related issues. The OIG will promote economy, efficiency, and effectiveness in a manner that creates value and cost savings for the public we serve.
SUMMARY STATEMENT  Inspector General Standard
Audit 9/9/2015  Operating Procedures

<table>
<thead>
<tr>
<th>SUMMARY:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount:</td>
<td>N/A</td>
</tr>
<tr>
<td>Source of Funds:</td>
<td>N/A</td>
</tr>
<tr>
<td>Capital Project #:</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Budget:</td>
<td>N/A</td>
</tr>
<tr>
<td>Master Plan Status:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Fund Sources:</td>
<td>N/A</td>
</tr>
<tr>
<td>Duration of Contract:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Parties Involved:</td>
<td>N/A</td>
</tr>
<tr>
<td>Estimated Number of Jobs Supported:</td>
<td>N/A</td>
</tr>
</tbody>
</table>
RESOLUTION

RESOLVED: That the Board adopt the “Inspector General Standard Operating Procedures” attached hereto as discussed and approved at a public meeting of the Audit Committee on Wednesday, September 9, 2015.

SUMMARY:  
Amount: N/A  
Source of Funds: N/A  
Capital Project #: N/A  
Operating Budget: N/A  
Master Plan Status: N/A  
Other Fund Sources: N/A  
Duration of Contract: N/A  
Other Parties Involved: N/A  
Estimated Number of Jobs Supported: N/A
The Office of Inspector General (OIG) has the responsibility, as set forth in applicable resolutions of the Board of Commissioners, to conduct investigations and audits of instances of fraud, waste, abuse, and corruption, to prepare and issue reports of its findings, and to foster ethical management to ensure effective Authority operations. Nothing in these Standard Operating Procedures (SOP) shall be interpreted to interfere with the objectivity or independence of the OIG.

I. Principles and Procedures

Among other responsibilities, and subject to all applicable Board resolutions:

1. The OIG shall be responsible for conducting, supervising, and coordinating independent audits and investigations relating to the programs and operations of the Authority for the purposes of promoting economy, efficiency and effectiveness and exposing and correcting fraud, waste, abuse, or corruption, or such as other duties as assigned by the Board. The foregoing shall be considered to be the designated scope of the OIG’s authority.

2. The OIG shall be responsible for conduct, supervising, and coordinating inspections, evaluations, and other reviews related to the programs and operations of the Authority, while reporting to and under the general supervision of an “Oversight Team.” The Oversight Team shall consist of the Chairman and Vice Chairman of the Audit Committee, or if either have a conflict with the inspections, evaluations, and other reviews, then the Oversight Team shall consist of the Chairman and Vice Chairman of the Board of Commissioners; or if either have a conflict with the inspections, evaluations, and other reviews, then the Oversight Team shall consist of the Chair of the Finance Committee. Collectively, the Chair and the Vice Chair of the Board and the Chair and the Vice Chair of the Audit Committee shall constitute an “Oversight Committee,” which shall not have any authority beyond that of the Oversight Team except as specifically provided herein.

3. The Oversight Team (or the Oversight Committee), acting alone, has no authority to prevent or prohibit the Inspector General or the OIG from initiating, carrying out, or completing any audit, Investigation, or other Review or OIG function. Provided, however, that the Oversight Team may seek to have any audit, investigation, report, or other review or OIG function it believes to be unreasonable, unwarranted, or outside the scope of the OIG’s authority, terminated or modified by an approval of a majority of the Board of Commissioners.

4. The OIG shall be responsible for reviewing existing and proposed policies, resolutions and regulations to make recommendations concerning the impact of such policies, resolutions and regulations on economy and efficiency or the prevention and detection of fraud, waste, and abuse.
5. The OIG shall be responsible for recommending and monitoring activities designed to promote economy, efficiency, and effectiveness, and to promote efforts to reduce fraud, waste, and abuse in the programs and operations of the Authority.

6. The OIG shall be responsible for informing the Board and Authority management of issues and problems in the Authority programs and operations and the necessity for and progress of corrective actions.

7. The OIG shall be responsible for coordinating relevant relationships between the Authority and Federal agencies, State and local government agencies, and non-government agencies to promote economy and efficiency, to prevent and detect fraud and abuse, or to identify and assist in the prosecution of participants engaged in illegal behavior or fraud, waste, abuse or corruption.

8. The OIG is also responsible for performing any other related duties consistent with this SOP, as assigned by the Chairman, Vice Chairman, and Audit Committee, or by resolution of the Board of Commissioners.

9. The OIG is designated as the independent centralized office within the DRPA to execute the Mission of the OIG.

10. Subject to the other provisions in this SOP, the OIG shall have the independence and the authority to conduct investigations and audits of instances of fraud, waste, abuse, and corruption at the DRPA; to prepare and issue reports of its findings; and to foster ethical management to ensure effective Authority operations.

11. The OIG is operationally independent of all DRPA departments, offices, divisions, management, and boards and committees, except as provided herein.

12. Beyond DRPA personnel, the OIG has further authority to audit or investigate any and all entities or persons who do business with or accept funds from the DRPA, including but not limited to vendors, bidders, professionals, contractors, and grant or loan recipients and applicants. Such authority shall be limited to matters relating to or touching upon the DRPA or business with the DRPA.

13. The OIG shall establish and follow policies and procedures which are consistent with this SOP for receiving and reviewing allegations, and ensure that an appropriate disposition is made for each allegation.

14. The OIG shall adhere to the highest ethical principles, personifying objectivity, independence, professional judgment, and confidentiality. Audits and investigations shall comply with applicable professional standards, such as those by the Institute of Internal Auditors or the Council of the Inspectors General on Integrity and Efficiency, as well as the OIG’s established procedures and the provisions of this SOP.
15. All audit and investigation reports shall be supported by sufficient, reliable, relevant, and useful information and evidence.

16. The OIG, Audit Committee, Chair and Vice Chair of the Board, Oversight Team, Citizens Advisory Committee, and appropriate senior management shall annually review this SOP, to assess whether its procedures are sufficient and effective, or whether any amendments should be made to improve effectiveness.

17. An external assessment of the OIG shall be conducted at least once every three years by a qualified, independent assessor or assessment team from outside the organization, retained by the Audit Committee with Board approval.

II. Removal of the Inspector General

The IG shall only be removed from office by the DRPA Board of Commissioners pursuant to the DRPA Excepted Employee Policy, which is hereby incorporated herein. The Oversight Team or the Audit Committee may recommend, but shall have no authority to remove the IG. Additionally, no Commissioner shall vote or otherwise participate on the question of removal, or any other material vote impacting the IG’s authority, in the event such Commissioner has a conflict of interest, as defined in the DRPA Ethics Policy, which shall be deemed to include that the Commissioner is the material subject of or target of an ongoing criminal or formal ethics investigation to which the vote is related.

III. Ethics, Independence, and Confidentiality

The OIG shall adhere to the highest ethical principles and conduct its work with integrity. Integrity is the cornerstone of all ethical conduct, ensuring adherence to accepted codes of ethics and practice. Objectivity, independence, professional judgment, and confidentiality are all elements of integrity.

1. Objectivity imposes the obligation to be impartial, intellectually honest, and free of conflicts of interest.

2. Independence is a critical element of objectivity. Without independence, both in fact and in appearance, objectivity is impaired.

The OIG must be free both in fact and appearance from personal, external, and organizational impairments to independence. The OIG has a responsibility to maintain independence, so that opinions, conclusions, judgments, and recommendations will be impartial and will be viewed as impartial by knowledgeable third parties. The OIG shall avoid situations that could lead reasonable third parties with knowledge of the relevant facts and circumstances to conclude that the OIG is not able to maintain independence in conducting its work.

The Reform Resolutions of 2010, approved by the Board of Commissioners, established the Inspector General and OIG to create organizationally an independent and objective
This independence is intended to ensure the integrity and objectivity of OIG activities. The relevant resolutions, as they may be superseded, supplemented or amended by Board action, are incorporated by reference herein.

3. **Professional judgment** requires working with competence and diligence. Competence is a combination of education and experience and involves a commitment to learning and professional improvement. Professional standards for audits, investigations, and inspections and evaluations require continuing professional education. Diligence requires that services be rendered promptly, carefully, and thoroughly and by observing the applicable professional and ethical standards.

4. **Confidentiality** requires respecting the value and ownership of privileged, confidential, or classified information received and protecting that information, and safeguarding the identity of confidential individuals. In some instances and upon consultation with counsel, legal or professional obligations may require the OIG to disclose information it has received.

IV. **Reporting, Conflicts of Interest, and Ethics forms**

1. **Reporting**
   
   a. The Inspector General will report directly to the Oversight Team on all matters concerning audits, investigations or ongoing issues being reviewed by the OIG, as well as issues relating to the OIG budget.
   
   b. The Inspector General will report to the CEO on administrative matters such as administrative leave, requests for Authority resources, with input from the Chairman, Vice Chairman and Audit Committee, to maintain the independence of the OIG.

2. **Conflicts of Interest and Ethics**
   
   a. The Inspector General will maintain Political Contribution Forms and Certifications from vendors and these forms will be reviewed by the OIG, the Inspector General will timely advise in writing if vendors are in compliance with DRPA policy and procedures.
   
   b. The OIG will maintain Financial Disclosure Forms and Ethics Filings from Commissioners and other required personnel in secure storage and these forms will only be reviewed by the OIG, unless otherwise made public by applicable law or regulation.
   
   c. The Inspector General will timely notify Commissioners and other covered personnel in writing of any known potential Conflict of Interest pertaining to matters presented to the Board or Authority. The Inspector General may consult with General Counsel pertaining to potential Conflicts of Interest.
   
   d. The Inspector General will be consulted concerning all panels of reviewers for RFQs or RFPs but solely for the purpose of enabling the IG to evaluate member conflicts or appearance of conflicts of interest, as required by Procurement resolutions.
The Inspector General will receive, along with the Corporate Secretary, copies of all Commissioner or employee recusal notifications from Commissioners or employees of the Authority.

V. Planning

1. The OIG shall develop an annual, risk-based plan reflecting DRPA’s priorities and goals, while also allowing flexibility to accommodate emerging issues, concerns, and changes at the Authority. **The plan must be based on a documented risk assessment, and should be undertaken annually.** The input of senior management and the Board should be considered in this process, and the OIG shall receive and consider from the Board and senior management requests and suggestions of areas of interest for audit, review or investigation.

2. OIG plans shall be submitted to the Oversight Committee. Collectively, the Oversight Committee and the OIG shall discuss and determine the objectives and priorities for internal investigations and audits of the Authority over the coming year. Should the OIG and the Oversight Committee disagree about these objectives and priorities, decisions shall be determined at an Audit Committee meeting by majority vote of both states. If the OIG believes that DRPA faces an unacceptable risk based on the aforesaid determination of priorities, the OIG shall present these concerns to the full Board, who may vote on the portion of the plan at issue. Should the Board take a position with which the OIG disagrees, the OIG may document its position and disagreement. The OIG shall report any violation of law to appropriate law enforcement.

3. Should time-sensitive issues arise that are higher priorities than the items contained in the plan or that require quick action to prevent or remedy serious harm, the OIG shall inform the Oversight Committee of such circumstances and any necessary plan revisions.

VI. Receiving and Reviewing Allegations

1. General Standard

The OIG shall establish and follow policies and procedures for receiving and reviewing allegations. This system should ensure that an appropriate disposition, including appropriate notification, is made for each allegation.

2. Elements of a System for Receiving and Reviewing Allegations

The Inspector General will utilize EthicsPoint or a similar anonymous reporting service as the “hotline” for complaints and will ensure that:

a. The OIG has a well-publicized vehicle through which agency employees and other interested persons can submit allegations of fraud, waste, abuse, and mismanagement, preserving anonymity when possible.

b. Each allegation is retrievable and its receipt, review, and disposition are documented.
c. Each allegation is initially screened to ensure that urgent and/or high priority matters receive timely attention and facilitate early determination of the appropriate courses of action for those complaints requiring follow-up action.

d. Based on the nature, content, and credibility of the complaint, allegations are appropriately reviewed, and feedback is given to those submitting complaints or information.

e. Should complaints received relate to personnel matters not within the scope of the OIG’s oversight (e.g., workplace harassment, discrimination, bullying, and general workplace misconduct unrelated to fraud, waste, abuse, and corruption within the scope of the OIG’s authority), such complaints shall be confidentially referred to Human Resources and/or General Counsel. Should there be a conflict with either Human Resources or General Counsel, the Oversight Team should be made aware of the complaint and the Oversight Team should decide the process for handling it.

VII. Access to Records and Information

The OIG shall have access to all records, reports, audits, reviews, documents, papers, recommendations, or other material needed for the OIG to exercise its responsibilities and duties hereunder, with the limited exception of records that are defined as privileged or confidential by law.

The OIG shall also have direct and prompt access to the DRPA executives and staff as necessary to carry out his or her responsibilities, and DRPA executives and staff must provide full cooperation with the OIG.

All OIG requests for information or assistance shall be subject to a reasonableness standard. In order to meet this standard, requests must provide both:

Reasonable Time for Compliance. Absent unusual or compelling circumstances (e.g., emergency, significant risk of destruction, etc.), the OIG shall provide sufficient time for executives and staff to respond to requests and shall make reasonable efforts to ensure that requests do not unnecessarily and unreasonably interfere with the normal work of the Authority.

Reasonable Specificity. OIG requests must provide reasonable specificity regarding the assistance or information needed. This shall not be deemed to require that the OIG disclose the subject or nature of any investigation to the extent that the OIG’s request provides sufficient information for the executive or staff member to understand what assistance is being requested or what document(s) and/or information is being sought. Executives and staff shall be permitted to make reasonable requests for clarification from the OIG without facing sanction for non-cooperation.

Should information or assistance requested by the OIG be refused or not provided, the OIG shall report the circumstances to the Oversight Team and the CEO. The Oversight Team, in consultation with the CEO, shall review any such circumstances and make a determination regarding whether, to what extent, when and how the information or assistance must be provided.
VIII. Conduct of Audits and Investigations

1. All audits and investigations shall comply with applicable professional standards, such as those enumerated by the Institute of Internal Auditors (https://na.theiia.org/standards-guidance/Pages/Standards-and-Guidance-IPPF.aspx) and/or the Councils of the Inspectors General (http://www.ignet.gov/pande/standards1.html). Reports and procedures shall also conform to the OIG’s established policies and procedures and the provisions of this SOP.

2. Whether written or oral, all OIG reports should be objective, timely, and useful.

3. All reports must be supported by sufficient, reliable, relevant, and useful information and evidence.

4. Appropriate personnel with direct knowledge about the subject of an investigation or report shall be interviewed before the report is completed, provided no conflict of interest exists, the interview would not compromise a criminal investigation, or the person refuses to comply.

5. Audit and investigation reports shall not contain names nor specific titles of people involved in the subject of the audit. Instead, reports shall use references such as “management,” “DRPA,” the Department involved, etc. Should the OIG believe that an exception should be made to this practice, he or she shall present the request and reasoning to the Oversight Team who may make such exception.

6. Should comments to a report include names or specific titles, these shall be edited or redacted from the final report.

7. Final audit and investigation reports shall also not contain supporting memos, notes, communications, or other documents; these shall be retained with background materials and working papers.

8. If the results of an audit, investigation, inspection, or evaluation indicate that deficiencies in policies or procedures contributed to fraud, waste, or abuse, the reports shall include recommendations for policy and/or procedural changes.

9. Should a criminal investigation or prosecution be initiated relating to the subject matter of an OIG audit or investigation, the OIG shall consult with the general counsel and the Oversight Committee, and where appropriate, outside counsel. In many cases, proceedings related to any such OIG audit or investigation shall be halted pending the conclusion of the criminal investigation or prosecution.
IX. Communicating Results of OIG Activities

1. Standards for notification and receiving comments to draft reports

   a. When the OIG completes his or her draft report of an audit or investigation, he or she shall notify the Board and the CEO.

   b. All persons interviewed in connection with the draft report, affected DRPA directors, chiefs, and Commissioners involved in the subject of a draft report, Chairs of Board committees, the Oversight Committee, members of the Audit Committee, and the CEO, shall be offered a copy of the draft report and an opportunity to submit written comments to the report, subject to the execution of a confidentiality agreement. Such confidentiality agreement shall not preclude the person bound by such agreement divulging to independent legal counsel the contents of the draft report, but only so long as such legal counsel agrees in writing to be bound by the confidentiality agreement as if a party thereto.

   c. The OIG shall schedule an exit interview with the Oversight Committee, the CEO, general counsel, and any other senior management or Commissioners the above persons believe should attend. During this interview, the OIG and the attendees shall discuss and explain the findings and facts contained in the draft report, and what interviews and records support the conclusions.

   d. Any comments must be submitted to the OIG and the Oversight Committee within 20 days of receiving the draft report, or such other time limit established by the Oversight Committee. If a party does not submit comments within the established time frame, such opportunity to provide written comments is waived.

   e. Draft reports shall also be provided to General Counsel for review of legal, confidentiality and privacy issues that might be contained therein.

   f. The OIG must attach or integrate received written comments verbatim into his or her final report, but names and specific titles shall be redacted from the final report, and final reports shall also not contain supporting memos, notes, communications, or other documents. (See above, Section VIII par. 5-7)

   g. The OIG shall respond to the comments and/or amend the draft report as he or she deems appropriate, within 20 days after the deadline for submission of comments, or such other time limit established by the Oversight Committee. The OIG may, in the OIG’s discretion, decide to amend or supplement the draft report after such comments or recommendations are received.

   h. The Oversight Committee shall also have the opportunity, should it choose, to create a Corrective Action Plan to recommend to the Board in conjunction with the report. The Corrective Action Plan shall allow the Authority the opportunity to respond to and set forth a plan of action, as appropriate, to the findings and recommendations of the OIG. Relevant Board Chairs and senior management of the Authority shall be consulted in developing the Action Plan.

   i. The General Counsel shall review the final draft report to assess any legal, confidentiality and privacy issues that may be contained therein.
2. Standards for distribution and release of reports

   a. After the draft report is finalized by the OIG including comments and responses attached, the final draft report shall be distributed by the OIG to all Board members and the CEO.

   b. Thirty days after distribution to the Board, the report shall be deemed final, and the final report shall at that point become public subject to the DRPA Right to Know/Open Records Policy. Prior to this point, all findings and underlying facts and materials contained within draft reports are confidential and are subject to and protected by law, Authority policy, and confidentiality agreements. The Board may delay or deny the release (and finalization) of a draft report for good cause, upon affirmative vote of the majority of both states of the full Board. Both before and after the finalization of any report, all draft versions of such report shall be exempt from the Authority’s Right-to-Know/Open Records Policy.

   c. The OIG shall give the CEO and the Board at least 3 business days’ notice before making the report public and posting it on the DRPA website.

X. Other Communication of OIG Activities

   The OIG shall keep the Oversight Committee, the Audit Committee and as necessary and/or appropriate, the CEO, Authority senior management, program managers, and the Board, fully and currently informed of appropriate aspects of OIG operations and findings, subject to any necessary confidentiality requirements.

   Such updates shall be made via periodic briefings and reports, and updates at Audit Committee meetings, and will advise of investigation outcomes, and any problems encountered. Such reporting should include any serious programmatic or administrative problems that contribute to fraud, corruption, waste, abuse, or mismanagement in Authority operations and programs.

   The OIG should timely advise the Oversight Committee and, as necessary and appropriate, senior management, consistent with requirements of confidentiality, of any Authority official or employee who attempts to impede or fails to require a contractor under his or her responsibility to desist from impeding an audit, investigation, inspection, evaluation, or any other OIG activity.

   The OIG shall promptly report any suspected violation of criminal law to law enforcement officials. Furthermore, the OIG shall promptly report any suspected violation of law to the Oversight Committee and the Audit Committee, on a confidential basis, unless there is a conflict of interest of reporting same to any of these persons, or involvement in the suspected violation. These officials shall then notify appropriate senior management and Commissioners of the suspected violation, unless there is a conflict of interest of reporting same to any of these persons.

XI. Monitoring Progress and Follow up

   Progress for the Authority will only happen if necessary corrective actions are taken. Therefore, the OIG or other designated Authority official should establish and maintain a system to monitor the disposition of results communicated to management. Additionally, there must be a
follow-up process to monitor and ensure that any Action Plan and/or other recommendations have been effectively implemented, or that senior management has accepted the risk of not taking action.

If the OIG concludes that management has accepted a level of risk that may be unacceptable to the organization, the OIG must discuss the matter with the Oversight Committee, and the Audit Committee, who shall review and make a recommendation to the full Board.

The OIG, the Oversight Committee, the Audit Committee, the Citizens Advisory Committee, and appropriate senior management shall meet annually to review this SOP, to assess whether its procedures are sufficient and effective, or whether any amendments or additions should be made to improve the effectiveness of these operations.

XII. Annual Reports

The OIG shall prepare annual reports to the Board and public summarizing the activities of the OIG during the immediately preceding calendar year and shall include, but need not be limited to:

1. a description of significant problems, abuses, and deficiencies relating to the administration of programs and operations of the Authority disclosed during the reporting period;

2. a description of the recommendations for corrective action made by the OIG during the reporting period with respect to significant problems, abuses, or deficiencies identified pursuant to paragraph (1);

3. an identification of each significant recommendation described in previous annual reports on which corrective action has not been completed; and

4. information concerning any significant management decision with which the OIG is in disagreement.

XIII. Quality Control and Feedback

The OIG will annually assess its own performance by evaluating actual to planned performance goals. The OIG will report this assessment to the Board and the CEO, and will invite and discuss areas for change or improvement.

The OIG should collect and retain sufficient information to conduct performance evaluations, e.g., a history of past results to show prior performance, a strategic and annual planning process to show expected performance, and a management information system to show actual performance.

An external assessment of the OIG shall be conducted at least once every three years by a qualified, independent assessor or assessment team from outside the organization, retained by the Audit Committee with Board approval. The reports of such assessments shall be provided to the Board. The first external assessment shall commence in 2018.
SUMMARY STATEMENT

ITEM NO.: DRPA-15-115

SUBJECT: Approval of Citizens Advisory Committee Membership Nomination

COMMITTEE: Audit

COMMITTEE MEETING DATE: August 12, 2015

BOARD ACTION DATE: September 16, 2015

PROPOSAL: That the Board approve the nomination made by the Citizens Advisory Committee ("CAC") to fill one (1) vacancy on the Committee.

PURPOSE: To fill a vacancy on the CAC.

BACKGROUND: On September 15, 2010, the Board of Commissioners of the Delaware River Port Authority and the Board of Directors of the Port Authority Transit Corporation voted to create a Citizens Advisory Committee comprised of an equal number of residents of Pennsylvania and New Jersey.

Those interested in becoming CAC members must complete and submit an application. Applications are available on DRPA’s website and also in One Port Center’s lobby, all four bridges and at all PATCO stations. Applicants may not be related to any commissioner, officer or Authority employee. No vendors or employees of companies doing business with DRPA or PATCO are eligible.

The CAC was formed and adopted its own By Laws, which provide that a Nominating Committee of the CAC will review applications from Pennsylvania and New Jersey residents submitted to the DRPA and recommend new members.

When a CAC opening becomes available, the CAC’s Nominating Committee selects candidates for recommendation to the Audit Committee. Before the CAC will advance a candidate to the Audit Committee for consideration, the Committee requires potential members to attend three board meetings to familiarize themselves with Authority issues, become acquainted with
CAC members and to enable the CAC to assess whether the potential new member would be an appropriate fit for such service. Audit Committee members are then invited to interview prospective CAC members. Once approved by the Audit Committee, the proposed new members are presented to the Authority Board for approval.

The CAC’s Nominating Committee has selected one (1) new member for recommendation to the Board:

- Larry Davis of Philadelphia, PA

Mr. Davis has been a daily user of PATCO and an occasional bridge user for more than 5 years. He has attended at least three (3) CAC meetings. Approximately 18 months ago Mr. Davis started @PatcoWatchers on both Facebook and Twitter. He believes his appointment will help enhance the communication between the Citizens Advisory Committee and PATCO riders. He would like to bring the voice of the everyday rider, good and bad, to the Authority. Mr. Davis thanked DRPA and PATCO management for embracing his Twitter Handle, adding that is very admirable for a public entity.

The candidate was interviewed on July 28, 2015 by members of the Audit Committee and Chief Administrative Officer Toni P. Brown and is being presented to the Board for approval. There are currently five (5) members from PA, with 7 vacancies open. If this nominee is approved, the CAC will have six (6) members from PA. Currently, there are 11 members from NJ with one (1) vacancy open.

SUMMARY:
Amount: N/A
Source of Funds: N/A
Capital Project #: N/A
Operating Budget: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: N/A
Other Parties Involved: N/A
RESOLUTION

RESOLVED: That the Board approve the appointment of Larry Davis of Philadelphia, PA to serve as a member of the Citizens Advisory Committee.

SUMMARY:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount:</th>
<th>Source of Funds:</th>
<th>Capital Project #:</th>
<th>Operating Budget:</th>
<th>Master Plan Status:</th>
<th>Other Fund Sources:</th>
<th>Duration of Contract:</th>
<th>Other Parties Involved:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
UNFINISHED BUSINESS
SUMMARY STATEMENT

ITEM NO.: DRPA-15-108

SUBJECT: Group Life, AD&D and Disability Coverage 2016-2017 (DRPA & PATCO)

COMMITTEE: Finance

COMMITTEE DATE: September 9, 2015

BOARD DATE: September 16, 2015

PROPOSAL: Staff seeks authorization to renew DRPA & PATCO’s Group Life, Accidental Death and Dismemberment (AD&D), and Disability coverages with The Standard Life Insurance Company (“The Standard”) for a two-year term beginning January 1, 2016 through December 31, 2017.

PURPOSE: To continue to provide quality Group Life Insurance, AD&D to active benefit-eligible employees and eligible retirees, Short Term Disability to IUOE and FOP-represented employees, and Long Term Disability Insurance to active benefit-eligible DRPA & PATCO employees.

BACKGROUND: As part of its benefits package for benefit-eligible active employees DRPA & PATCO has traditionally provided Group Life benefits for all benefit-eligible employees and retirees.

We have traditionally provided AD&D benefits for all benefit-eligible employees.

We have provided Long Term Disability benefits for all DRPA & PATCO benefit-eligible employees. Short Term Disability benefits are provided to IUOE and FOP-represented employees.

DRPA & PATCO’s Group Life, AD&D, and Disability programs are currently insured and administered by The Standard. At the most recent renewal for plan year beginning January 1, 2016, The Standard presented a 19.83% renewal increase, which is an annual increase of $209,086.70.

At staff’s request, our broker, Gallagher Benefit Services, marketed the Group Life, AD&D, and Disability programs to various carriers. The following carriers submitted quotes: The Standard; Aetna; and Symetra.
We received the following quotes:

- **The Standard** - $1,476,223.33 (40% increase over current – original renewal quote)
- **The Standard** - $1,314,773.82 (24.69% increase - Revised)
- **The Standard** - $1,263,531.94 (19.83% increase – Final)
- **Aetna** - $1,588,841.29 (50.68% increase)
- **Symetra** - $1,255,339.88 (19.05% increase)

The following carriers all declined to quote on DRPA Life and Disability lines:

- AIG
- Assurant
- Cigna
- Dearborn
- Guardian
- Hartford
- Horizon (USAble)
- Lincoln Financial Group
- Liberty Mutual
- MetLife
- Mutual of Omaha
- Principal
- Reliance
- SunLife
- United Healthcare
- Unum

Initially Standard presented a 40% renewal increase. Through negotiations, the initial quote was reduced to 24.69% over current for an estimated annual premium of $1,314,773.82, and reduced again to 19.83% over current for an estimated annual premium of $1,263,531.94 (or $209,086.70 annual premium increase).

From 1/2011-6/30/2015, Standard lost money on two of the three lines of coverage (Life and STD), and broke even on one line (LTD).

1. **Life Insurance Line** – DRPA paid $2.9M in premium; Standard paid $4.2M in death claims
2. **Long Term Disability Line** – DRPA paid $1.5M in premium; Standard paid $1.5M in claims
3. **Short Term Disability Line** – DRPA paid $734k in premium; Standard paid $805k in claims
It is the broker’s recommendation to renew with The Standard based on their negotiated renewal rates. The Standard made a business decision to reduce the original renewal by over $212,600. While the Symetra rate would result in an annual savings of 0.78% (or approximately $8,192.06), our broker advises that the estimated savings is not worth the disruption and administrative effort that will be needed to transition from one carrier to another. Symetra is known for its stop loss coverage options and this would be a new product line for Symetra. Our broker also notes that Standard has a large footprint in the public sector market and therefore believes that the carrier continues to be a good fit for the Authority.

Staff agrees with the Broker’s recommendation.

<table>
<thead>
<tr>
<th>Summary: Estimated annual premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount:</td>
</tr>
<tr>
<td>$1,263,531.94</td>
</tr>
</tbody>
</table>

Note: This covers DRPA and PATCO. The annual rate is based upon our current DRPA/PATCO census of active benefit-eligible employees, and is subject to change as our census changes.

Source of Funds: Revenue Fund, General Fund
Capital Project #: N/A
Operating Budget: DRPA/PATCO Employee Services Expense
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: Two-Years for Life, AD&D, and Disability
Other Parties Involved: The Standard Insurance Company
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to negotiate a two-year contract with The Standard Life Insurance Company for the provision of Group Life Insurance for benefit-eligible employees and retirees; and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to negotiate a contract with The Standard Life Insurance Company for the provision of AD&D, and Long-Term Disability Insurance to active DRPA and PATCO benefit-eligible employees; and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes staff to negotiate a contract with The Standard Life Insurance Company for the provision of Short-Term Disability to IUOE and FOP-represented employees; and be it further

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority recognizes that the estimated annual premium of $1,263,531.94 is based upon our current DRPA/PATCO census of active benefit-eligible employees, and is subject to change as our census changes; and be it further

RESOLVED: The Chair, Vice Chair and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA and PATCO. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and Chief Executive Officer, and if thereafter, either the Chair or Vice Chair is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA and PATCO, along with the Chief Executive Officer. If both the Chair and Vice Chair are absent or unavailable, and if it is necessary to execute the said document(s), while they are absent or unavailable, the Chief Executive Officer shall execute such document(s) on behalf of DRPA and PATCO.
Summary: Estimated annual premium
$1,263,531.94
Note: This covers DRPA and PATCO. The annual rate is based upon our current DRPA/PATCO census of active benefit-eligible employees, and is subject to change as our census changes.

Source of Funds: Revenue Fund, General Fund
Capital Project #: N/A
Operating Budget: DRPA/PATCO Employee Services Expense
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: Two-Years for Life, AD&D, and Disability
Other Parties Involved: The Standard Insurance Company
NEW BUSINESS
SUMMARY STATEMENT

ITEM NO.: DRPA-15-114    SUBJECT: Consideration of Pending DRPA Contracts (Between $25,000 and $100,000)

COMMITTEE: New Business

COMMITTEE MEETING DATE: N/A

BOARD ACTION DATE: September 16, 2015

PROPOSAL: That the Board consider authorizing staff to enter into contracts as shown on the Attachment to this Resolution.

PURPOSE: To permit staff to continue and maintain DRPA operations in a safe and orderly manner.

BACKGROUND: At the Meeting held August 18, 2010 the DRPA Commission adopted Resolution 10-046 providing that all DRPA contracts must be adopted at an open meeting of the DRPA Board. The Board proposed modifications to that Resolution at its meeting of September 15, 2010; specifically that all contracts between $25,000 and $100,000 be brought to the Board for approval. The contracts are listed on the Attachment hereto with the understanding that the Board may be willing to consider all of these contracts at one time, but if any member of the Board wishes to remove any one or more items from the list for separate consideration, each member will have that privilege.

SUMMARY:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount:</th>
<th>Source of Funds:</th>
<th>Capital Project #:</th>
<th>Operating Budget:</th>
<th>Master Plan Status:</th>
<th>Other Fund Sources:</th>
<th>Duration of Contract:</th>
<th>Other Parties Involved:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N/A</td>
<td>See Attached List</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
RESOLUTION

RESOLVED: That the Board authorizes and directs that subject to approval by the Chair, Vice Chair, General Counsel and the Chief Executive Officer, staff proceed to negotiate and enter into the contracts listed on the Attachment hereto.

SUMMARY:  
Amount: N/A  
Source of Funds: See Attached List  
Capital Project #: N/A  
Operating Budget: N/A  
Master Plan Status: N/A  
Other Fund Sources: N/A  
Duration of Contract: N/A  
Other Parties Involved: N/A
<table>
<thead>
<tr>
<th>Item #</th>
<th>Vendor/Contractor</th>
<th>Description</th>
<th>Amount</th>
<th>Procurement Method</th>
<th>Bids Received</th>
<th>Bid Amounts</th>
<th>Source of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dell Marketing Round Rock, TX</td>
<td>Purchase of Laptop Computers for the Authority's Public Safety Department. This purchase supports the replacement of Public Safety Laptops due to wear and tear and age.</td>
<td>$32,787.80</td>
<td>In accordance with New Jersey State Contract #M-0483, Vendor Award #70256.</td>
<td>1. Dell Marketing Round Rock, TX</td>
<td>1. $32,787.80</td>
<td>General Fund</td>
</tr>
<tr>
<td>2</td>
<td>Software House International (D/B/A SHI) Somerset, NJ</td>
<td>One (1) year Oracle maintenance contract. The annual Oracle maintenance contract includes support for Oracle program development, application web server, and Oracle database.</td>
<td>$47,949.05</td>
<td>In accordance with New Jersey State Contract #M-0003, Vendor Award #77560.</td>
<td>1. Software House International (D/B/A SHI) Somerset, NJ</td>
<td>1. $47,949.05</td>
<td>Revenue Fund</td>
</tr>
<tr>
<td>3</td>
<td>Planet Technologies, Inc. Germantown, MD</td>
<td>Procurement of professional services to provide assistance and support for migrating Microsoft Office services to Office 365 for the DRPA and PATCO.</td>
<td>$45,200.75</td>
<td>In accordance with Federal GSA Contract #GS-35F-0360J.</td>
<td>1. Planet Technologies, Inc. Germantown, MD</td>
<td>1. $45,200.75</td>
<td>Revenue Fund</td>
</tr>
<tr>
<td>4</td>
<td>ePlus Technology, Inc. Newtown, PA</td>
<td>Procurement of hardware and services to connect all DRPA and PATCO facilities to a new wide area network. This will greatly improve bandwidth and security of the Authority’s data.</td>
<td>$87,596.90</td>
<td>In accordance with New Jersey State Contract #M-7000, Vendor Award #87720</td>
<td>1. ePlus Technology, Inc. Newtown, PA</td>
<td>1. $87,596.90</td>
<td>General Fund</td>
</tr>
</tbody>
</table>
DELAWARE RIVER PORT AUTHORITY & PORT AUTHORITY TRANSIT CORP. BOARD MEETING

Wednesday, September 16, 2015
One Port Center
11th Floor, Board Room
9:00 a.m.

John Hanson, Chief Executive Officer
PATCO BOARD
PORT AUTHORITY TRANSIT CORPORATION
BOARD MEETING

Wednesday, September 16, 2015 at 10:00 a.m.
One Port Center, 11th Floor, Board Room

ORDER OF BUSINESS

1. Roll Call
3. Approval of August 19, 2015 PATCO Board Meeting Minutes
4. Monthly List of Previously Approved Payments – Covering Month of August 2015
5. Monthly List of Previously Approved Purchase Orders and Contracts of August 2015
7. Unfinished Business
   Reintroduction of PATCO-15-023 Woodcrest Station Shredding Event
   Rescission of motion passed at the August 19, 2015 PATCO Board meeting to buy two tables for the Salute to Labor banquet.
8. New Business
   PATCO-15-026 Consideration of Pending PATCO Contracts (Between $25,000 and $100,000)
9. Adjournment
GENERAL MANAGER’S REPORT
REPORT OF THE GENERAL MANAGER

As stewards of public assets, we provide for the safe and efficient operation of transportation services and facilities in a manner that creates value for the public we serve.

September 16, 2015

To the Commissioners:

The following is a summary of recent PATCO activities, with supplemental information attached.

HIGHLIGHTS

STEWARDSHIP

Mickle Street Tunnel
As part of our ongoing commitment to maintaining the infrastructure essential to operating the rail line, PATCO’s Way & Power Department is replacing a total of 4800 feet of running rail in the Mickle Street Tunnel. Working through four shifts in two weekends in August,
Way & Power staff replaced 2400 feet of rail on Track 1, and 2400 feet of Track 2 rail has been replaced at night during the first two weeks of September. In all cases, this work was done by PATCO staff while transit service continued to be available for our customers.

**Transit Car Overhaul Project** – During August, two additional cars arrived from the Alstom car builder plant in Hornell, New York. We now have 20 cars on site, 16 of which have been conditionally accepted.

**Maintenance of Trains** – PATCO performs routine, preventive maintenance and inspections in addition to responding to malfunctions of equipment. As you can see from the chart below, the mean distance between failures is measured against a goal, and although we faltered last month, primarily relating to a problem with a vendor’s part, our performance is trending upward in August.

**Elevators / Escalators** – Elevator availability was 99.8% for the month of August and 98.3% for the year to date. Availability of all escalators was 97.2% in August and 94.2% for the year to date. We far exceeded our goals of 97% and 90% for elevator and escalator availability, respectively.

We continue to be pleased with the service provided through our elevator/escalator maintenance contract with SEPTA and offer an updated chart of equipment availability since the inception of our
contract in July, 2014. The dip in availability in July was an elevator communications problem at 9th/10th & Locust which required two weeks to resolve.

**SERVICE**

**Comcast WiFi** – In preparation for offering WiFi to all PATCO customers on our trains, Comcast has been conducting Beta testing in our subway and above-ground stations. We are pleased to be working with Comcast to provide this convenience to our customers, many, many of whom have expressed an interest in having WiFi available.

**COMMUNITY**

**PATCO Cares** – Representatives of the National Multiple Sclerosis Society spoke with customers at Woodcrest Station to increase awareness of the challenges of this disease and to promote the Bike MS Ride, which will begin at our Woodcrest Station on October 3, 2015.
FINANCE

PATCO Income year to date (through 7/31/15) amounted to $15,190,649 compared with a Budget Anticipated Income of $15,456,297, a favorable variance of $265,648 or 1.72%.

Operating expenses during July 2015 amounted to $4,975,277, compared with a Budget Anticipated Expense of $4,609,912, a favorable variance of $365,365 or 7.93%. Year to date expenses totaled $28,466,111, compared with a Budget Anticipated Expense of $30,858,853, a favorable variance of $2,392,742 or 7.75%.

During the month of July 2015, PATCO experienced a Net Operating Loss (excluding rental and non-recurring charges) of $2,667,062. The cumulative Net Operating Loss (excluding rental and non-recurring charges) through 7/31/15 totaled $13,275,462. Total Cumulative Loss year to date (including Lease Rental charges) equaled $16,846,627.

Net Transit Loss (including lease expense) for the month ending 7/31/15 was $3,177,229.

<table>
<thead>
<tr>
<th>Through July 31, 2015</th>
<th>2015 Budget</th>
<th>2015 Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>$15,456,297</td>
<td>$15,190,649</td>
<td>$265,648</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>U</td>
</tr>
<tr>
<td>Expenses</td>
<td>$30,858,853</td>
<td>$28,466,111</td>
<td>$2,392,742</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>F</td>
</tr>
<tr>
<td>Operating Ratio</td>
<td>.5009</td>
<td>.5336</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers</td>
<td>6,072,752</td>
<td>5,861,999</td>
<td>210,753</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>U</td>
</tr>
<tr>
<td>Car Miles</td>
<td>2,794,301</td>
<td>2,609,826</td>
<td>184,475</td>
</tr>
</tbody>
</table>

The passenger count for the month of July 2015 totaled 880,347, an increase of 36,937 (+4.38%) when compared to July 2014. Admittedly, this variance may be partially attributable to the Independence Day holiday in 2015 being on a Saturday, whereas the holiday in 2014 was on a Friday. However, ridership for the year to date (as of 7/31/15) is also positive with a total of 5,861,999 riders, 19,176 (+0.33%) more than for the same period of 2014.

PERSONNEL TRANSACTIONS

The following personnel transactions occurred in August, 2015:

<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION</th>
<th>DEPT.</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPOINTMENT(S)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald L. Heiney</td>
<td>Electronic Technician</td>
<td>Equipment</td>
<td>8/10/15</td>
</tr>
<tr>
<td>Terrance W. Bennett</td>
<td>Custodian</td>
<td>Way &amp; Power</td>
<td>8/10/15</td>
</tr>
</tbody>
</table>
APPOINTMENT(S) – TEMPORARY - None

PROMOTION(S) - None

UPGRADE - None

TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION

Clayton J. Wilt  From: Dispatcher  Transit Services  7/31/15 – 12/31/15
To: Acting Supervising Dispatcher  Transit Services

TRANSFER(S) - None

RESIGNATION(S) - None

RETIREMENT(S) - None

DECEASED - None

PURCHASING & MATERIAL MANAGEMENT

During the month of August, 184 purchase orders were issued with a total value of $1,246,828. Of the $42,213 in monthly purchases where minority vendors could have served PATCO needs, $15,374 was awarded to MBEs and $16,662 to WBEs. The $32,037 total MBE/WBE purchases represent 2.5% of the total spent and 75.9% of the purchases available to MBE/WBEs. The storeroom completed 3,165 transactions in August; book value of inventory on hand at the end of the month was $5,453,582.
The on-time performance for the 4,473 scheduled trips in August was 94.70%. In August, the 24/7 availability of only a single track over the bridge continued to challenge us when faced with a disabled train near the bridge. One incident involving 2 annulments and 18 late trains occurred one Sunday as a result of the cutover of the bridge signal system. In addition, we have several student train operators, who drive just a bit more slowly than veteran operators. These issues will resolve as we move into the next phase of the bridge track rehab project, implement dual track operations on most weekdays early in September, and as student operators gain confidence and experience. In addition, the concert season at the waterfront draws many riders; although we plan for these crowds based on past experience and add shuttle trains, twelve trains were late in August as a result of concert crowds. On-time performance year to date is 96.39%

The chart below illustrates the causes of incidents that resulted in delays and annulments in August:
MAINTENANCE

The following significant maintenance initiatives progressed in August:

- Twenty-seven (27) rebuilt motors are available for installation as needed. Thirty-nine (39) motors are at vendors for repair.
- As reported previously, we had established a goal of 50 truck overhauls in 2015. Sixteen (16) trucks have been assembled so far this year, with one (1) additional unit in progress. Availability of gear boxes and suspension hardware pose a choke point impeding progress on this initiative. We have traded four small wheel trucks for large wheel trucks from Alstom.
- No rebuilt gearboxes are currently available. Six (6) wheelsets are assembled and ready for truck building. We are still relying primarily on UTC to support our gearbox overhaul program. Sixty-one (61) gearboxes are at vendors for repair with 21 at UTC and 40 at Penn Machine. Procurement of an internal gear needed for 25 of the gearboxes at Penn Machine has been approved.
- In August we continued car cleaning operations on both shifts, performing 198 exterior washes. Interior heavy cleaning was performed on 24 cars.
- Car overhaul - We have 18 overhauled cars on-site and 16 have been conditionally accepted. A software update has dramatically reduced recurring propulsion faults. Two unresolved issues affect car acceptance: inductor whine and intermittent door opening failures.
- Car Overhaul – Alstom-supplied test equipment – The commissioning of the S500 automated test station was completed, but fault detection within the propulsion equipment remains an open item. The diagnostic commissioning is scheduled for mid-September. The remaining pending items are communication equipment and software.
- A rash of tappet air blows have been traced to defective tappet air gaskets. We have been in contact with the Original Equipment Manufacturer and a third party vendor and are awaiting a resupply of gaskets.
- New running rail was installed throughout Mickle Tunnel and welding operations were performed on installed sections.
- Welding was performed on mainline track between Way & West Ferry Interlockings on #2 track.
- A new water well system was installed at Ashland West Substation.
- Water service metering and shut off valves were installed for the train carwash system.
- Right-of-way inspections were performed.
- Relay testing and repairs at interlockings and substations were performed.
- Stations, subway tunnels, and parking lots were relamped as necessary.
- Sign installation and station enhancements were performed in preparation for the events associated with the Pope’s visit to Philadelphia in late September
- Support services were provided as required for the following projects:
  - Testing of refurbished transit cars
  - Maintenance of fire-alarm systems
  - Maintenance of and enhancements to the 800 MHz radio system
  - Maintenance and repairs of escalators and elevators
  - Ben Franklin Bridge track structure inspections and repairs – provided flagging, scheduling and guidance
General Manager’s Report – for September 16, 2015 Meeting

- Ben Franklin Bridge track rehab project – assisted with power design and coordination issues with DRPA/HNTB to ensure the work on Contract 21E remains on schedule

SAFETY

The monthly report of the Safety Department is enclosed with this report.

KEY PERFORMANCE INDICATORS (KPI's)

PATCO is tracking availability of escalators and elevators, as shown below:

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Target</th>
<th>Actual</th>
<th>Variance</th>
<th>Favorable / Unfavorable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escalators (14)</td>
<td>90%</td>
<td>97.2%</td>
<td>+7.2%</td>
<td>F</td>
</tr>
<tr>
<td>Elevators (11)</td>
<td>97%</td>
<td>99.8%</td>
<td>-2.8%</td>
<td>F</td>
</tr>
</tbody>
</table>

Respectfully submitted,

[Signature]

John D. Rink
General Manager
<table>
<thead>
<tr>
<th></th>
<th>1ST A/P</th>
<th>2ND A/P</th>
<th>3RD A/P</th>
<th>4TH A/P</th>
<th>5TH A/P</th>
<th>6TH A/P</th>
<th>7TH A/P</th>
<th>8TH A/P</th>
<th>9TH A/P</th>
<th>10TH A/P</th>
<th>11TH A/P</th>
<th>12TH A/P</th>
</tr>
</thead>
<tbody>
<tr>
<td>INCOME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>1,960,995</td>
<td>1,943,014</td>
<td>2,229,035</td>
<td>2,191,126</td>
<td>2,120,853</td>
<td>2,154,570</td>
<td>2,233,341</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Operating</td>
<td>37,351</td>
<td>24,664</td>
<td>42,848</td>
<td>38,818</td>
<td>29,997</td>
<td>69,863</td>
<td>74,874</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Income-Pd</td>
<td>2,028,346</td>
<td>1,967,978</td>
<td>2,271,893</td>
<td>2,229,944</td>
<td>2,159,850</td>
<td>2,224,233</td>
<td>2,308,215</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Income-YTD</td>
<td>3,996,324</td>
<td>3,626,307</td>
<td>8,496,251</td>
<td>10,058,201</td>
<td>12,862,434</td>
<td>15,190,649</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Op Inc-Pd</td>
<td>1,990,995</td>
<td>1,943,014</td>
<td>2,229,035</td>
<td>2,191,126</td>
<td>2,120,853</td>
<td>2,154,570</td>
<td>2,233,341</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Op Inc-YTD</td>
<td>3,934,009</td>
<td>3,183,044</td>
<td>8,354,170</td>
<td>10,484,123</td>
<td>12,838,693</td>
<td>14,872,034</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WAY &amp; POWER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>666,358</td>
<td>671,182</td>
<td>488,756</td>
<td>908,347</td>
<td>588,791</td>
<td>423,578</td>
<td>748,167</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportion</td>
<td>1,216,804</td>
<td>1,262,849</td>
<td>1,325,510</td>
<td>1,351,129</td>
<td>1,787,154</td>
<td>1,297,114</td>
<td>1,673,181</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>370,164</td>
<td>359,432</td>
<td>378,401</td>
<td>371,848</td>
<td>559,479</td>
<td>477,050</td>
<td>452,179</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchased Power</td>
<td>484,111</td>
<td>481,002</td>
<td>454,378</td>
<td>409,131</td>
<td>240,441</td>
<td>354,211</td>
<td>488,094</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ins &amp; Claims</td>
<td>95,385</td>
<td>141,188</td>
<td>(164,042)</td>
<td>164,472</td>
<td>41,453</td>
<td>132,596</td>
<td>203,022</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub-Total-Pd</td>
<td>3,772,335</td>
<td>3,946,565</td>
<td>3,817,434</td>
<td>4,157,626</td>
<td>4,337,526</td>
<td>3,459,348</td>
<td>4,675,277</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub-Total-YTD</td>
<td>7,716,800</td>
<td>11,536,334</td>
<td>15,693,860</td>
<td>20,031,486</td>
<td>23,480,834</td>
<td>28,466,111</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEB Accrual-PD</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEB Accrual-YTD</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent-DRPA-YTD</td>
<td>1,020,330</td>
<td>1,350,497</td>
<td>2,040,864</td>
<td>2,550,831</td>
<td>3,660,998</td>
<td>3,571,165</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Expenses-YTD</td>
<td>8,736,230</td>
<td>13,086,331</td>
<td>17,734,624</td>
<td>22,982,317</td>
<td>26,851,832</td>
<td>32,037,276</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers-PD</td>
<td>792,665</td>
<td>768,061</td>
<td>865,316</td>
<td>866,830</td>
<td>844,218</td>
<td>844,362</td>
<td>860,347</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers-YTD</td>
<td>1,560,566</td>
<td>2,426,242</td>
<td>3,283,072</td>
<td>4,157,290</td>
<td>4,961,652</td>
<td>5,661,999</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Rev./Pass-PD</td>
<td>2.5111</td>
<td>2.5288</td>
<td>2.576</td>
<td>2.5727</td>
<td>2.523</td>
<td>2.5517</td>
<td>2.5369</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Rev./Pass-YTD</td>
<td>2.5203</td>
<td>2.5402</td>
<td>2.5696</td>
<td>2.5696</td>
<td>2.5696</td>
<td>2.5696</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Exp./Pass-PD</td>
<td>4.7579</td>
<td>5.1383</td>
<td>4.4116</td>
<td>4.7964</td>
<td>5.1379</td>
<td>4.697</td>
<td>5.6515</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Exp./Pass-YTD</td>
<td>4.9451</td>
<td>4.7548</td>
<td>4.7658</td>
<td>4.8417</td>
<td>4.7155</td>
<td>4.856</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Miles-Pd</td>
<td>406,664</td>
<td>391,436</td>
<td>420,682</td>
<td>356,634</td>
<td>340,714</td>
<td>352,592</td>
<td>341,124</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Miles-YTD</td>
<td>796,120</td>
<td>1,218,020</td>
<td>1,575,436</td>
<td>1,916,150</td>
<td>2,268,702</td>
<td>2,609,826</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Rev./CM-PD</td>
<td>4.897</td>
<td>4.9938</td>
<td>5.2986</td>
<td>6.1439</td>
<td>5.2514</td>
<td>8.1114</td>
<td>6.547</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oper Rev./CM-YTD</td>
<td>4.9291</td>
<td>5.0566</td>
<td>5.3028</td>
<td>5.4715</td>
<td>5.7079</td>
<td>5.9885</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Rev./Pass-YTD</td>
<td>2.5582</td>
<td>2.5802</td>
<td>2.5835</td>
<td>2.5806</td>
<td>2.5761</td>
<td>2.586</td>
<td>2.5914</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Port Authority Transit Corporation
Analysis of Budgeted/Actual Income - Year 2015
7th Accounting Period Ending
July 31, 2015

<table>
<thead>
<tr>
<th>Income</th>
<th>2015 Budget</th>
<th>Current</th>
<th>Year-To-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Passenger Revenue</td>
<td>$24,488,120</td>
<td>$2,156,837</td>
<td>$14,578,248</td>
</tr>
<tr>
<td>Smart Card Sales</td>
<td>89,700</td>
<td>7,555</td>
<td>52,326</td>
</tr>
<tr>
<td>Less Transfers</td>
<td>49,050</td>
<td>4,297</td>
<td>29,650</td>
</tr>
<tr>
<td>Net Passenger Revenue</td>
<td>24,526,170</td>
<td>2,160,133</td>
<td>14,601,913</td>
</tr>
<tr>
<td>Advertising</td>
<td>$687,500</td>
<td>$2,109</td>
<td>$374,951</td>
</tr>
<tr>
<td>Parking</td>
<td>776,845</td>
<td>73,208</td>
<td>466,546</td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Interest</td>
<td>2,500</td>
<td>(212)</td>
<td>1,450</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>14,550</td>
<td>5,938</td>
<td>12,327</td>
</tr>
<tr>
<td>Total Income</td>
<td>$26,007,575</td>
<td>$2,308,215</td>
<td>$15,456,297</td>
</tr>
<tr>
<td>Passengers</td>
<td>10,200,000</td>
<td>862,811</td>
<td>6,072,752</td>
</tr>
</tbody>
</table>

9/4/2015
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Passenger Revenue</td>
<td>$24,486,120</td>
<td>$21,197,263</td>
<td>$2,156,837</td>
<td>$37,561</td>
<td>$14,678,248</td>
<td>$14,370,137</td>
<td>($308,112)</td>
<td>-1.4%</td>
<td>$14,678,248</td>
<td>$14,370,137</td>
</tr>
<tr>
<td>Smart Card Sales</td>
<td>89,700</td>
<td>7,475</td>
<td>7,555</td>
<td>80</td>
<td>52,325</td>
<td>60,165</td>
<td>7,840</td>
<td>15.0%</td>
<td>29,660</td>
<td>30,104</td>
</tr>
<tr>
<td>Less: Transfers</td>
<td>49,650</td>
<td>4,297</td>
<td>4,259</td>
<td>38</td>
<td>29,660</td>
<td>30,104</td>
<td>(744)</td>
<td>-2.4%</td>
<td>29,660</td>
<td>30,104</td>
</tr>
<tr>
<td>Net Passenger Revenue</td>
<td>$24,526,170</td>
<td>2,122,454</td>
<td>2,160,133</td>
<td>37,679</td>
<td>$14,601,013</td>
<td>14,308,976</td>
<td>($292,037)</td>
<td>-1.4%</td>
<td>14,601,013</td>
<td>14,308,976</td>
</tr>
<tr>
<td>Other</td>
<td>1,464,405</td>
<td>135,654</td>
<td>146,862</td>
<td>13,028</td>
<td>855,284</td>
<td>790,871</td>
<td>($64,413)</td>
<td>-7.6%</td>
<td>855,284</td>
<td>790,871</td>
</tr>
<tr>
<td>Total Income</td>
<td>$26,007,575</td>
<td>$2,257,508</td>
<td>$2,308,215</td>
<td>$50,707</td>
<td>$15,456,297</td>
<td>$15,190,048</td>
<td>($265,648)</td>
<td>-1.7%</td>
<td>$15,456,297</td>
<td>$15,190,048</td>
</tr>
<tr>
<td>Way &amp; Power Dept.</td>
<td>$12,407,279</td>
<td>$1,105,756</td>
<td>$1,130,634</td>
<td>($24,878)</td>
<td>$7,391,726</td>
<td>$7,303,198</td>
<td>($88,527)</td>
<td>1.2%</td>
<td>$7,391,726</td>
<td>$7,303,198</td>
</tr>
<tr>
<td>Equipment Dept.</td>
<td>7,366,021</td>
<td>670,261</td>
<td>748,167</td>
<td>(77,908)</td>
<td>4,369,417</td>
<td>4,496,170</td>
<td>(126,762)</td>
<td>-2.9%</td>
<td>4,369,417</td>
<td>4,496,170</td>
</tr>
<tr>
<td>Transportation Dept.</td>
<td>18,420,516</td>
<td>1,619,634</td>
<td>1,973,181</td>
<td>(353,647)</td>
<td>10,834,069</td>
<td>10,211,741</td>
<td>622,328</td>
<td>5.7%</td>
<td>10,834,069</td>
<td>10,211,741</td>
</tr>
<tr>
<td>Administration Dept.</td>
<td>6,121,040</td>
<td>537,165</td>
<td>432,179</td>
<td>(104,990)</td>
<td>3,624,385</td>
<td>2,925,581</td>
<td>698,804</td>
<td>19.2%</td>
<td>3,624,385</td>
<td>2,925,581</td>
</tr>
<tr>
<td>Insurance &amp; Claims</td>
<td>2,452,741</td>
<td>204,395</td>
<td>203,022</td>
<td>1,373</td>
<td>1,430,765</td>
<td>614,074</td>
<td>816,691</td>
<td>57.1%</td>
<td>1,430,765</td>
<td>614,074</td>
</tr>
<tr>
<td>Purchased Power</td>
<td>5,492,688</td>
<td>472,797</td>
<td>468,094</td>
<td>(15,297)</td>
<td>2,204,492</td>
<td>2,021,124</td>
<td>183,368</td>
<td>9.3%</td>
<td>2,204,492</td>
<td>2,021,124</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$52,260,293</td>
<td>$4,609,912</td>
<td>$4,875,277</td>
<td>($365,365)</td>
<td>$30,858,653</td>
<td>$28,466,111</td>
<td>($2,392,742)</td>
<td>7.9%</td>
<td>$30,858,653</td>
<td>$28,466,111</td>
</tr>
<tr>
<td>Rent-DRPA</td>
<td>6,122,000</td>
<td>510,167</td>
<td>510,167</td>
<td>0</td>
<td>3,571,165</td>
<td>3,571,165</td>
<td>0</td>
<td>0%</td>
<td>3,571,165</td>
<td>3,571,165</td>
</tr>
<tr>
<td>Reserve Accrual for Other Post Employment Benefits</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$58,382,293</td>
<td>$5,120,079</td>
<td>$5,485,444</td>
<td>($365,365)</td>
<td>$34,400,018</td>
<td>$32,097,276</td>
<td>($2,392,742)</td>
<td>7.9%</td>
<td>$34,400,018</td>
<td>$32,097,276</td>
</tr>
</tbody>
</table>
1. Staff was involved in the following activities concerning Contractor Safety:
   • Conducted Contractor’s Safety Briefings and created the necessary follow-up reports of safety briefings as shown below:

<table>
<thead>
<tr>
<th>DATE</th>
<th>CONTRACTOR</th>
<th>PATCO CONTRACT NO.</th>
<th>PROJECT/WORK AREA</th>
<th>NUMBER IN ATTENDANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>08/03/15</td>
<td>AON Global Risk</td>
<td></td>
<td>Loss &amp; Control</td>
<td>1</td>
</tr>
<tr>
<td>08/03/15</td>
<td>Dresdner Robin</td>
<td></td>
<td>Spill Prevention Control</td>
<td>3</td>
</tr>
<tr>
<td>08/03/15</td>
<td>RCC/IBC-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>2</td>
</tr>
<tr>
<td>08/03/15</td>
<td>RCC/IBC/Commodore</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>2</td>
</tr>
<tr>
<td>08/03/15</td>
<td>Verizon Wireless</td>
<td></td>
<td>WI-FI in stations</td>
<td>4</td>
</tr>
<tr>
<td>08/03/15</td>
<td>Verizon/V-Comm</td>
<td></td>
<td>Underground Service</td>
<td>2</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Verizon/Carr &amp; Duff</td>
<td></td>
<td>Underground Service</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>RCC/IBC-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>5</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Beach/Vanalt-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>2</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Gannett Fleming</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Accountants for You</td>
<td>Temp</td>
<td>Social Media Specialist</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Beach/Vanalt-JV/BET</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>PATCO New Hire</td>
<td></td>
<td>W&amp;P Custodian</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>PATCO New Hire</td>
<td></td>
<td>Equipment ET</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>PATCO New Hire</td>
<td></td>
<td>CSA/Traffic Checker</td>
<td>1</td>
</tr>
<tr>
<td>08/10/15</td>
<td>Schneider Electric</td>
<td></td>
<td>Security Camera</td>
<td>2</td>
</tr>
<tr>
<td>08/10/15</td>
<td>AON Global Risk</td>
<td></td>
<td>Safety &amp; Loss Control</td>
<td>2</td>
</tr>
<tr>
<td>DATE</td>
<td>CONTRACTOR</td>
<td>PATCO CONTRACT NO.</td>
<td>PROJECT/WORK AREA</td>
<td>NUMBER IN ATTENDANCE</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------------</td>
<td>--------------------</td>
<td>---------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>08/17/15</td>
<td>RCC/IBC-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>5</td>
</tr>
<tr>
<td>08/17/15</td>
<td>Schneider Electric</td>
<td></td>
<td>Security Camera</td>
<td>1</td>
</tr>
<tr>
<td>08/17/15</td>
<td>Simplex Grinnell</td>
<td></td>
<td>Access Control</td>
<td>2</td>
</tr>
<tr>
<td>08/17/15</td>
<td>Beach/Vanalt-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/17/15</td>
<td>AECOM</td>
<td></td>
<td>Embankment Restoration</td>
<td>1</td>
</tr>
<tr>
<td>08/24/15</td>
<td>RCC/IBC/Orgo Thermite</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>3</td>
</tr>
<tr>
<td>08/24/15</td>
<td>Alstom</td>
<td>18-C</td>
<td>Transit Car Overhaul</td>
<td>2</td>
</tr>
<tr>
<td>08/24/15</td>
<td>Dunbar Armored Services</td>
<td>GN-0019-12</td>
<td>Revenue Collection</td>
<td>1</td>
</tr>
<tr>
<td>08/31/15</td>
<td>Verizon Wireless</td>
<td></td>
<td>WI-FI in stations</td>
<td>6</td>
</tr>
<tr>
<td>08/31/15</td>
<td>RCC/IBC-JV</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/31/15</td>
<td>RCC/IBC/Commodore</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/31/15</td>
<td>HNTB</td>
<td>21-E</td>
<td>BFB Track Rehab</td>
<td>1</td>
</tr>
<tr>
<td>08/31/15</td>
<td>Perry Resources</td>
<td>Temporary</td>
<td>Transit Ambassador</td>
<td>4</td>
</tr>
<tr>
<td>08/31/15</td>
<td>Bird Control Services</td>
<td>P.O. 301614</td>
<td>Lindenwold Shop</td>
<td>1</td>
</tr>
<tr>
<td>08/31/15</td>
<td>Alstom</td>
<td>18-C</td>
<td>Transit Car Overhaul</td>
<td>2</td>
</tr>
</tbody>
</table>

**Drug & Alcohol Tests – for August 2015**

- Random Drug only: 9
- Random Alcohol only: 2
- Reasonable Suspicion Drug only: 0
- Reasonable Suspicion Alcohol only: 0
- Post Accident: 1

**TOTAL TESTS COMPLETED**: 12

2. Internal PATCO Safety Activities:
   - Conducted and participated in monthly SACC and Joint Workplace Committee meetings.
   - Conducted two (2) make up sessions on Decision Driving for PATCO employees.

3. Involvement in Authority Activities:
   - Participated in Central Safety & Health Committee meeting.
   - Participated in Incident/Accident subcommittee.
   - Attended an EEO training session at OPC.
4. **Outside Agency Involvement.**

- Conducted seven (7) Familiarization Tours for various Camden County Police, Sheriff & Fire Departments and NJ State Police K-9 Unit.
- Participated in AMTRAK 2015 exercise in preparation for Papal Visit.
- Conducted a two-day First Responder Training exercise at Camden County Police Academy Lakeland facility in preparation for Papal Visit.
- Participated in FTA Safety & Security Audit.
PORT AUTHORITY TRANSIT CORPORATION

BOARD MEETING

Pennsylvania Convention Center
1101 Arch Street
Philadelphia, Pennsylvania

Wednesday, August 19, 2015
PRESENT

Pennsylvania Commissioners

Ryan Boyer, Chairman
Antonio Fiol-Silva
Marian Moskowitz
Elinor Haider
Rohan K. Hepkins
John Dougherty (for Pennsylvania Auditor General
   Eugene DePasquale)
Timothy Reese, Pennsylvania State Treasurer
Carl Singley, Esquire

New Jersey Commissioners

Jeffrey Nash, Esquire, Vice Chairman
Richard Sweeney
Charles Fentress
Albert Frattali

DRPA/PATCO Staff

John Hanson, Chief Executive Officer
Raymond Santarelli, General Counsel and
   Corporate Secretary
Kristen Mayock, Deputy General Counsel
Stephen Holden, Deputy General Counsel
Kathleen P. Vandy, Assistant General Counsel
Richard J. Mosback, Jr., Assistant General Counsel
James White, Chief Financial Officer
Dan Auletto, Acting Chief Operating Officer
Toni Brown, Chief Administrative Officer
Michael Venuto, Chief Engineer
William Shanahan, Director, Government Relations
John Rink, General Manager, PATCO
Jack Stief, Chief, Public Safety
Robert Finnegan, Lieutenant, Public Safety, Ben Franklin Bridge
Michael Voll, Public Safety, Sergeant, Ben Franklin Bridge
DRPA/PATCO Staff (continued)

Sean Longfellow, Corporal, Public Safety, Ben Franklin Bridge
Jim Simpson, Manager, IS
David Gentile, Inspector General
Susan Squillace, Manager, Procurement and Stores, DRPA/PATCO
Howard Korsen, Manager, Contract Administration
Christina Maroney, Director, Strategic Initiatives
Kyle Anderson, Director, Corporate Communications
Fran O'Brien, Manager, Corporate Communications & Community Relations
Mike Williams, Acting Manager, Corporate Communications
Sheila Milner, Administrative Coordinator
Elizabeth McGee, Administrative Coordinator
Nancy Farthing, Executive Assistant to the CEO
Dawn Whiton, Administrative Coordinator to the CEO

Others Present

Amy Herbold, Esq., New Jersey Governor's Authorities Unit
David Dix, Assistant to Chairman Boyer
Obra Kernodle, Deputy Chief of Staff, Pennsylvania Governor's Office
Dionne Frith, Assistant to Chairman Boyer
Chelsea Guzowski, Director of Special Projects, Pennsylvania Governor's Office of the Budget
Victoria Madden, Chief Counsel for Auditor General
Eugene DePasquale (via telephone)
Christopher Gibson, Esq., Archer & Greiner, (New Jersey Counsel)
Alan Kessler, Esq., Duane Morris LLP (Pennsylvania Counsel)
Stephanie Kosta, Esq., Duane Morris LLP (Pennsylvania Counsel)
Olivia C. Glenn, Regional Manager, New Jersey Conservation Foundation
Tara Chupka, Assistant to John Dougherty
Marcia Ferry, Assistant to Kyle Anderson
**Others Present (continued)**

Phoebe Coles, Community Marketing Concepts  
John Boyle, DRPA/PATCO Citizen Advisory Committee  
Tony DeSantis, DRPA/PATCO Citizen Advisory Committee  
Brian Stevenson  
Frank Keel  
Sara Hershler
## INDEX

<table>
<thead>
<tr>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roll Call</td>
<td>7</td>
</tr>
<tr>
<td>Report of the General Manager - August 2015</td>
<td>8</td>
</tr>
<tr>
<td>Approval of July 15, 2015, PATCO Board Meeting Minutes</td>
<td>11</td>
</tr>
<tr>
<td>Balance Sheet and Equity Statement dated June 30, 2015</td>
<td>12</td>
</tr>
<tr>
<td>Approval of Operations &amp; Maintenance Committee Minutes of August 5, 2015</td>
<td>12</td>
</tr>
<tr>
<td>Adopt Resolutions Approved by Operations &amp; Maintenance Committee of July 1, 2015:</td>
<td>13</td>
</tr>
<tr>
<td>PATCO-15-021 Contract No. PATCO-54-2014, Replacement of Rectifier Transformers Phase II and Lindenwold Emergency Diesel Generator</td>
<td>13</td>
</tr>
<tr>
<td>PATCO-15-022 Construction Monitoring Services for Contract No. PATCO-54-2014, Replacement of Rectifier Transformers Phase II and Lindenwold Emergency Diesel Generator</td>
<td>13</td>
</tr>
<tr>
<td>PATCO-15-023 Woodcrest Station Shredding Event</td>
<td>13</td>
</tr>
</tbody>
</table>
INDEX

(continued)

New Business:

PATCO-15-025  Consideration of Pending
PATCO Contracts Between
$25,000 & $100,000  14

Unfinished Business  14

Executive Session  15

Adjournment  17
PROCEDINGS

(11:25 a.m.)

CHAIRMAN BOYER: I'm going to ask the
Corporate Secretary to call the roll for the PATCO
Board meeting.

MR. SANTARELLI: Thank you, Mr. Chairman.
Chairman Boyer?

CHAIRMAN BOYER: Present.

MR. SANTARELLI: Vice Chairman Nash?
VICE CHAIRMAN NASH: Here.

MR. SANTARELLI: Commissioner Dougherty?
COMMISSIONER DOUGHERTY: Present.

MR. SANTARELLI: Commissioner Fentress?
COMMISSIONER FENTRESS: Present.

MR. SANTARELLI: Commissioner Fiol-Silva?
COMMISSIONER FIOL-SILVA: Present.

MR. SANTARELLI: Commissioner Sweeney?
COMMISSIONER SWEENEY: Here.

MR. SANTARELLI: Commissioner Moskowitz?
COMMISSIONER MOSKOWITZ: Here.

MR. SANTARELLI: Commissioner Frattali?
COMMISSIONER FRATTALI: Here.
MR. SANTARELLI: Treasurer Reese?

TREASURER REESE: Here.

MR. SANTARELLI: Is Commissioner Jones still with us? She is not.

Commissioner Hepkins?

COMMISSIONER HEPKINS: Present.

MR. SANTARELLI: Commissioner Haider?

COMMISSIONER HAIDER: Here.

MR. SANTARELLI: Commissioner Singley?

COMMISSIONER SINGLEY: Here.

MR. SANTARELLI: You have a quorum.

CHAIRMAN BOYER: Thank you.

I'm going to now ask for a report from General Manager John Rink.

MR. RINK: Thank you, Mr. Chairman. Good morning, Commissioners.

I'd just like to highlight a couple of items from my report.

In regards to stewardship, early in July, PATCO began using or displaying our schedule information in GTFS format, the general transit feed specification. So, anyone who has access with the
Internet via computer, smartphone, or tablet can have easily accessible PATCO information in both narrative and graphic form. I'd like to thank Mike Williams of the DRPA for his help in getting us that. It's a very good service enhancement for our customers and for anyone who uses Google Maps to plan a trip.

I'd also like to highlight that for the month of July, it was the first time since this time last year that we did not meet our goal for the elevators. Unfortunately, our 9th and 10th Street elevator experienced an emergency communication issue during the month. We had to keep the elevator out of service because the emergency phone inside the cabs were not working. It took our staff, SEPTA, IS staff, Verizon, and the original manufacturer working together to come to the solution. Because of that, our goal was not met for the month.

If you look in my report, I did put in a chart which shows our elevator availability and escalator availability from July 2015 back to July of 2014. July of 2014 is when SEPTA took over the contract for maintenance of our elevators and escalators. You can
see from the chart that since we began with them, the service that we've been provided by SEPTA has exceeded our goal, and then some. We are very happy with their service. They have been providing outstanding service to us, keeping our elevators and escalators available to our customers.

In regards to the bridge track schedule, during the week prior to Labor Day, our staff will be in stations passing out the new schedule, which will start on September 7th.

And just a follow-up to the CAC question about the westbound train service during the Pope’s visit; when we return people from the events in the evening — heading east -- we will be running trains every five to six minutes out of 9th and 10th Street Station.

That is all I have, Mr. Chairman.

MR. HANSON: And they'll be stopping at every station?

MR. RINK: They will be stopping at every station.

MR. HANSON: So, they won't be express.

MR. RINK: At the four stations that we have.
MR. HANSON: Right, the four of them.

MR. RINK: That's all I have, Mr. Chairman.

CHAIRMAN BOYER: Any questions for John Rink?

I'll have a motion to accept this report.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor signify by saying aye.

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

Approval of July 15, 2015 PATCO Board minutes.

They were all previously provided to the Commissioners.

Any corrections?

No corrections, I'll accept a motion to approve the minutes.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?
Ayes carry.


I'll take a motion.

COMMISSIONER FRATTALI: So moved.

CHAIRMAN BOYER: Second?

COMMISSIONER HEPKINS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.


COMMISSIONER FRATTALI: So moved.

CHAIRMAN BOYER: Second?

COMMISSIONER HEPKINS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes carry.

Approval of the Operations & Maintenance
Committee meeting minutes of August 5, 2015. Are there any corrections?

I'll entertain a motion.

COMMISSIONER FRATTALI: So moved.

COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

Ayes have it.

There are four items from the Operations & Maintenance Committee meeting for your consideration and your approval: Item Number PATCO-15-021, Contract PATCO-54-2014, Replacement of Rectifier Transformers, Phase II, and Lindenwold Emergency Diesel Generator; Item Number PATCO-15-022, Construction Monitoring Service for PATCO-54-2014, Replacement of Rectifier Transformers, Phase II, and Lindenwold Emergency Diesel Generator; Item Number PATCO-15-023, Woodcrest Station Shredding Event; and Item Number PATCO-15-024, General Consulting Services, PATCO Safety and Security.

Does anyone have any questions on any of those
four contracts?

VICE CHAIRMAN NASH: Chairman, I'm going to abstain on PATCO-15-023.

CHAIRMAN BOYER: Okay. I'll take a motion in an omnibus fashion for all four.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

The ayes carry with the notable exception of Vice Chairman Nash.

(Pursuant to the Bylaws of the Delaware River Port Authority, Article VII, Quorum, PATCO-15-023 did not pass due to lack of New Jersey quorum. This Resolution will be reintroduced at the next PATCO Board meeting).

Unfinished business. Are there any items for unfinished business for the PATCO Board?

None?

New business. There is one item in New Business for consideration of approval and it is as
follows: PATCO-15-025, Consideration of Pending PATCO Contracts between $25,000 and $100,000. I need a motion.

COMMISSIONER FRATTALI: Move the motion.

CHAIRMAN BOYER: Second?

COMMISSIONER FENTRESS: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

The ayes carry.

I would like to call for a motion to go into Executive Session.

COMMISSIONER HEPKINS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: All in favor?

ALL: Aye.

CHAIRMAN BOYER: All opposed?

We are now in Executive Session.

(Off the record at 11:35 a.m.)

(On the record at 12:45 p.m.)

CHAIRMAN BOYER: We are on the record.

Commissioner Frattali?
COMMISSIONER FRATTALI: I don't know if the Board is aware, but our Chairman is going to be honored in October at the Salute to Labor banquet, as Labor Man of the Year. It is a very prestigious honor. I’d like to make a motion that we buy two tables in support of the Chairman.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER HEPKINS: Second.

CHAIRMAN BOYER: I want the record to reflect that I am recusing myself, so, Jeff, could you carry this?

Just say all in favor.

VICE CHAIRMAN NASH: All in favor?

ALL: Aye.

VICE CHAIRMAN NASH: Opposed?

None.

CHAIRMAN BOYER: Ayes have it.

(Commissioner Frattali withdrew the above motion on August 20, 2015.)

Is there any other business for the DRPA or PATCO Boards?

With there being none, the meeting is
adjourned.

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER FRATTALI: Second.

CHAIRMAN BOYER: The ayes have it.

(Whereupon, at 12:46 p.m., on Wednesday, August 19, 2015, the meeting adjourned.)

There being no further business, on motion duly made and seconded, the meeting was adjourned.

Respectfully submitted,

Raymond J. Santarelli
Corporate Secretary
CERTIFICATE

This is to certify that the attached proceedings before the Port Authority Transit Corporation on August 19, 2015, were held as herein appears, and that this is the original transcript thereof for the file of the Authority.

FREE STATE REPORTING, INC.

Timothy J. Atkinson, Jr.
Official Reporter
PATCO MONTHLY LIST OF
PREVIOUSLY APPROVED
MONTHLY LIST OF PAYMENTS
<table>
<thead>
<tr>
<th>Vendor Name</th>
<th>Item Description</th>
<th>Resolution # / Authorization</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automated Access Systems Inc.</td>
<td>Access Doors - Broadway Station</td>
<td>25K Threshold</td>
<td>$6,653.00</td>
</tr>
<tr>
<td></td>
<td>Access Doors - Broadway Station Total</td>
<td></td>
<td>$6,653.00</td>
</tr>
<tr>
<td>Marco Polo Design</td>
<td>Advertising</td>
<td>DRPA-13-108</td>
<td>$1,999.85</td>
</tr>
<tr>
<td></td>
<td>Advertising Total</td>
<td></td>
<td>$1,999.85</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td>AFC Customer Service Center</td>
<td>PATCO-13-032</td>
<td>$215,907.17</td>
</tr>
<tr>
<td></td>
<td>AFC Customer Service Center Total</td>
<td></td>
<td>$215,907.17</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td>AFC IS System Administration Support</td>
<td>PATCO-13-001</td>
<td>$23,251.42</td>
</tr>
<tr>
<td></td>
<td>AFC IS System Administration Support Total</td>
<td></td>
<td>$23,251.42</td>
</tr>
<tr>
<td>Acadaca</td>
<td>AFC System Website Host</td>
<td>PATCO-13-018</td>
<td>$9,154.00</td>
</tr>
<tr>
<td></td>
<td>AFC System Website Host Total</td>
<td></td>
<td>$9,154.00</td>
</tr>
<tr>
<td>Dunbar Armored Inc.</td>
<td>Armored Car Services-Revenue Transport</td>
<td>DRPA-14-093</td>
<td>$11,454.16</td>
</tr>
<tr>
<td></td>
<td>Armored Car Services-Revenue Transport Total</td>
<td></td>
<td>$11,454.16</td>
</tr>
<tr>
<td>City of Philadelphia</td>
<td>Canine Costs</td>
<td>25K Threshold</td>
<td>$350.00</td>
</tr>
<tr>
<td></td>
<td>Canine Costs Total</td>
<td></td>
<td>$350.00</td>
</tr>
<tr>
<td>Halo House Animal Resort</td>
<td>Canine Costs</td>
<td>25K Threshold</td>
<td>$665.30</td>
</tr>
<tr>
<td>PetSmart Store# 1225</td>
<td>Canine Costs</td>
<td>25K Threshold</td>
<td>$141.94</td>
</tr>
<tr>
<td>University Of Pennsylvania</td>
<td>Canine Costs</td>
<td>25K Threshold</td>
<td>$3,060.00</td>
</tr>
<tr>
<td></td>
<td>Electric Power Total</td>
<td></td>
<td>$4,217.24</td>
</tr>
<tr>
<td>City Of Philadelphia</td>
<td>Car overhead</td>
<td>25K Threshold</td>
<td>$300.72</td>
</tr>
<tr>
<td>Walker and Associates, Inc.</td>
<td>Communications</td>
<td>25K Threshold</td>
<td>$70.95</td>
</tr>
<tr>
<td>Benefit Harbor, LP</td>
<td>Consulting Services</td>
<td>DRPA-14-104</td>
<td>$1,430.00</td>
</tr>
<tr>
<td></td>
<td>Consulting Services Total</td>
<td></td>
<td>$1,430.00</td>
</tr>
<tr>
<td>Atlantic City Electric</td>
<td>Electric Power</td>
<td>Utility</td>
<td>$37.51</td>
</tr>
<tr>
<td>Direct Energy Business</td>
<td>Electric Power</td>
<td>Utility</td>
<td>$200,698.39</td>
</tr>
<tr>
<td>PECO Energy</td>
<td>Electric Power</td>
<td>Utility</td>
<td>$49,536.81</td>
</tr>
<tr>
<td>PSE&amp;G Co.</td>
<td>Electric Power</td>
<td>Utility</td>
<td>$119,046.40</td>
</tr>
<tr>
<td>SEPTA</td>
<td>Electric Power</td>
<td>Utility</td>
<td>$952.87</td>
</tr>
<tr>
<td></td>
<td>Electric Power Total</td>
<td></td>
<td>$271,411.98</td>
</tr>
<tr>
<td>AARP Health Care Options</td>
<td>Employee Benefits</td>
<td>DRPA-14-133</td>
<td>$41,235.05</td>
</tr>
<tr>
<td>AmerHealth insurance Company of New Jersey</td>
<td>Employee Benefits</td>
<td>DRPA-14-115</td>
<td>$250,848.08</td>
</tr>
<tr>
<td>Commonwealth Of Pennsylvania</td>
<td>Employee Benefits</td>
<td>DRPA-14-100</td>
<td>$297,533.02</td>
</tr>
<tr>
<td>Delta Dental Plan of NJ. Inc</td>
<td>Employee Benefits</td>
<td>DRPA-14-103</td>
<td>$7,690.71</td>
</tr>
<tr>
<td>Horizon Blue Cross Blue Shield of NJ</td>
<td>Employee Benefits</td>
<td>DRPA-14-132</td>
<td>$19,520.93</td>
</tr>
<tr>
<td>NJ Dept. of Labor &amp; Workforce Development Div</td>
<td>Employee Benefits</td>
<td>DRPA-14-124</td>
<td>$24,413.31</td>
</tr>
<tr>
<td>Standard Insurance Company</td>
<td>Employee Benefits</td>
<td>PATCO-13-014</td>
<td>$27,579.78</td>
</tr>
<tr>
<td>Teamsters Health &amp; Welfare Funds</td>
<td>Employee Benefits</td>
<td>DRPA-15-031</td>
<td>$294,451.10</td>
</tr>
<tr>
<td>Teamsters Pension Fund</td>
<td>Employee Benefits</td>
<td>DRPA-14-047</td>
<td>$94,350.56</td>
</tr>
<tr>
<td>Vision Benefits of America</td>
<td>Employee Benefits</td>
<td>DRPA-13-105</td>
<td>$844.55</td>
</tr>
<tr>
<td></td>
<td>Employee Benefits Total</td>
<td></td>
<td>$507,448.76</td>
</tr>
<tr>
<td>Treasury Direct</td>
<td>Employee Deduction U.S. Savings Bonds</td>
<td></td>
<td>$100.00</td>
</tr>
<tr>
<td></td>
<td>Employee Deduction U.S. Savings Bonds Total</td>
<td></td>
<td>$100.00</td>
</tr>
<tr>
<td>AFLAC</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$8,436.19</td>
</tr>
<tr>
<td>Commonwealth Of Pennsylvania</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$32,761.34</td>
</tr>
<tr>
<td>NG</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$33,771.64</td>
</tr>
<tr>
<td>National Drive</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$8.00</td>
</tr>
<tr>
<td>PATCO - Flexible Spending Account</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$5,168.91</td>
</tr>
<tr>
<td>South Jersey Federal Credit Union</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$93,990.64</td>
</tr>
<tr>
<td>Teamsters Local Union 676</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$11,160.00</td>
</tr>
<tr>
<td>United Way Of Camden County</td>
<td>Employee Payroll Deductions</td>
<td></td>
<td>$47.04</td>
</tr>
<tr>
<td>Internal Revenue Service</td>
<td>Employee Payroll Deductions Total</td>
<td></td>
<td>$198,362.76</td>
</tr>
<tr>
<td>Pa Dept Of Revenue</td>
<td>Employee Withholding Tax Deposits</td>
<td></td>
<td>$456,216.56</td>
</tr>
<tr>
<td>State Of New Jersey GITAX</td>
<td>Employee Withholding Tax Deposits</td>
<td></td>
<td>$7,166.68</td>
</tr>
<tr>
<td>DIRECTV Business Service Center</td>
<td>Employee Withholding Tax Deposits Total</td>
<td></td>
<td>$44,065.52</td>
</tr>
<tr>
<td>Federal Express Corp.</td>
<td>Employee Withholding Tax Deposits Total</td>
<td></td>
<td>$507,448.76</td>
</tr>
<tr>
<td>Riggins Inc.</td>
<td>Equipment Rental</td>
<td>25K Threshold</td>
<td>$50.99</td>
</tr>
<tr>
<td>SimplexGrinnell LP</td>
<td>Equipment Rental Total</td>
<td></td>
<td>$50.99</td>
</tr>
<tr>
<td>Qual Lynx (Wire Transfers Only)</td>
<td>Freight Charges</td>
<td>25K Threshold</td>
<td>$186.60</td>
</tr>
<tr>
<td>ASK-intTAG</td>
<td>Freight Charges Total</td>
<td></td>
<td>$186.60</td>
</tr>
<tr>
<td>Glenn Associates</td>
<td>Fuel Expenses</td>
<td>DRPA-14-082</td>
<td>$10,536.00</td>
</tr>
<tr>
<td>KSL Supplies Inc.</td>
<td>Fuel Expenses Total</td>
<td></td>
<td>$10,536.00</td>
</tr>
<tr>
<td>Lowe's Commercial Services</td>
<td>Holding Room Institutional Door @ Police HQ in Broadway</td>
<td>25K Threshold</td>
<td>$13,980.00</td>
</tr>
<tr>
<td></td>
<td>Holding Room Institutional Door @ Police HQ in Broadway Total</td>
<td></td>
<td>$13,980.00</td>
</tr>
<tr>
<td>Pennsylvania - Aspects</td>
<td>Insurance and Claims</td>
<td>DRPA-12-098</td>
<td>$19,413.10</td>
</tr>
<tr>
<td></td>
<td>Insurance and Claims Total</td>
<td></td>
<td>$19,413.10</td>
</tr>
<tr>
<td>ASK-intTAG</td>
<td>Inventory</td>
<td>PATCO-15-013</td>
<td>$82,500.00</td>
</tr>
<tr>
<td>Glenn Associates</td>
<td>Inventory</td>
<td>25K Threshold</td>
<td>$535.44</td>
</tr>
<tr>
<td>KSL Supplies Inc.</td>
<td>Inventory</td>
<td>25K Threshold</td>
<td>$340.49</td>
</tr>
<tr>
<td>Lowe's Commercial Services</td>
<td>Inventory</td>
<td>25K Threshold</td>
<td>$996.32</td>
</tr>
<tr>
<td></td>
<td>Inventory Total</td>
<td></td>
<td>$87,452.06</td>
</tr>
<tr>
<td>Homeland Industrial Supply</td>
<td>Inventory - Buildings and Grounds</td>
<td>25K Threshold</td>
<td>$1,098.75</td>
</tr>
<tr>
<td>Kaeser Compressors</td>
<td>Inventory - Buildings and Grounds</td>
<td>25K Threshold</td>
<td>$205.91</td>
</tr>
<tr>
<td>Penetone Corp</td>
<td>Inventory - Buildings and Grounds</td>
<td>25K Threshold</td>
<td>$2,733.90</td>
</tr>
<tr>
<td>W E Timmerman Co Inc</td>
<td>Inventory - Buildings and Grounds</td>
<td>25K Threshold</td>
<td>$166.24</td>
</tr>
<tr>
<td></td>
<td>Inventory - Buildings and Grounds Total</td>
<td></td>
<td>$4,201.80</td>
</tr>
<tr>
<td>C.L. Presser Company</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$80.26</td>
</tr>
<tr>
<td>Camden Tool Company</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$686.13</td>
</tr>
<tr>
<td>Hilti Inc</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$1,056.22</td>
</tr>
<tr>
<td>Industrial Distribution Group</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$336.59</td>
</tr>
<tr>
<td>M S S Industrial Supply Co. INC.</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$149.28</td>
</tr>
<tr>
<td>Travers Tool Co., Inc.</td>
<td>Inventory - Tools</td>
<td>25K Threshold</td>
<td>$61.96</td>
</tr>
<tr>
<td>Allied Electronics, Inc.</td>
<td>Inventory - Tools Total</td>
<td></td>
<td>$2,552.44</td>
</tr>
<tr>
<td>Cooper Electric Supply Co.</td>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>25K Threshold</td>
<td>$963.89</td>
</tr>
<tr>
<td>Franklin Electric Co.</td>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>25K Threshold</td>
<td>$3,780.20</td>
</tr>
<tr>
<td></td>
<td>Inventory-Electrical/Electronic Supplies Total</td>
<td></td>
<td>$4,744.09</td>
</tr>
</tbody>
</table>

---

**Port Authority Transit Corporation**

**Monthly List Of Previously Approved Payments 08/01/15 through 08/31/15**

**Meeting Date 09/16/15**

---

Page 1 of 4
<table>
<thead>
<tr>
<th>Item Description</th>
<th>Total Cost</th>
<th>Vendor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$84.00</td>
<td>KC Electrical Distributors, Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$3,200.80</td>
<td>Pemberton Electrical Supply Company</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies Total</td>
<td>$3,284.89</td>
<td>Arsaius STS USA, Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$817.70</td>
<td>Applied Industrial Technologies</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$17,582.85</td>
<td>Rancocas Metals Corp.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$594.06</td>
<td>Shallock Bolt and Specialists Co.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$1,024.25</td>
<td>Tri-State Industrial Distributors of NJ, Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$2,204.65</td>
<td>American Microsemiconductor</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$28,731.50</td>
<td>Bombarde Mass Transit Corporation</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$4,865.51</td>
<td>Duox Co.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$2,444.00</td>
<td>Franklin Dile-Lamitex Corp.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$357.76</td>
<td>Grainger</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$10,960.40</td>
<td>Gray Manufacturing Industries, LLC</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$1,882.70</td>
<td>Hallel Carbong Co., Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$900.00</td>
<td>Mill Supply</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$498.49</td>
<td>Motlon Graphics Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$765.58</td>
<td>Newsellement 14</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$2,715.69</td>
<td>Philadelphia Instruments and Control, Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$1,386.00</td>
<td>Swiger Coll Systems A Wabtec Company</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$1,417.78</td>
<td>Tr-Dim Filter Corp.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$558.87</td>
<td>UKM Transit Products, Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$78.24</td>
<td>United Refrigeration Inc.</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$3,882.08</td>
<td>WABTEC Passenger Transit</td>
</tr>
<tr>
<td>Inventory-Electrical/Electronic Supplies</td>
<td>$2,945.11</td>
<td>Wabtec Global Services</td>
</tr>
<tr>
<td>Office Expense</td>
<td>$813.99</td>
<td></td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$1,513.95</td>
<td>Calico Industries, Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$4,495.00</td>
<td>General Chemical &amp; Supply</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$2,220.00</td>
<td>Hajouca Corp</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$2,099.76</td>
<td>INDCO Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$425.00</td>
<td>Brown Manufacturing Works, Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$600.00</td>
<td>Denny Septic Service &amp; Portable Toilets</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$1,343.09</td>
<td>Grainger</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$339.09</td>
<td>Haddon Locksmith</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$841.13</td>
<td>Home Depot</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$240.35</td>
<td>Johnstone Supply</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$2,774.84</td>
<td>Kennedy Culvert &amp; Supply Co.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$1,218.76</td>
<td>National Fabricators, Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$835.00</td>
<td>Oliver Communications Group, Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$1,171.00</td>
<td>QC Inc.</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$275.00</td>
<td>South Jersey Short Load RMC</td>
</tr>
<tr>
<td>Maintenance Of Buildings and Grounds</td>
<td>$249.00</td>
<td>Willer Electric Company</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Simco Electronics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Team One Repair, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blass's Tire Service Inc.</td>
<td>$256.00</td>
<td>Medical-Physical Exam Total</td>
</tr>
<tr>
<td>Certified Speedometer Service</td>
<td>$1,038.78</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Ecchlin Ford</td>
<td>$30.03</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Elkins Chevrolet Inc</td>
<td>$377.20</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Franklin Trailers Inc</td>
<td>$58.39</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>H.A. Dektar &amp; Son</td>
<td>$107.76</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>NAPA Auto Parts - Berlin</td>
<td>$89.95</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Parts &amp; Service Parts Whse. Inc.</td>
<td>$107.76</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Petteglio Chevrolet</td>
<td>$80.00</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Rudolph's Auto Service</td>
<td>$2,386.48</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Tire Corrall</td>
<td>$3,524.23</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>UniSelect USA, Inc.</td>
<td>$221.20</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Winner Ford</td>
<td>$14,200.79</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>All Seasons Rental &amp; Repair</td>
<td></td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>American Crane &amp; Equipment Co.</td>
<td>$153.75</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Laurel Lawn Service</td>
<td>$718.00</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Material Handling Supply, Inc.</td>
<td>$614.85</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>NAPA Auto Parts - Berlin</td>
<td>$1,122.29</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>American Auto Glass</td>
<td>$115.00</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Engineered Hydraulics Inc.</td>
<td>$2,593.89</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Johnson &amp; Towers Inc</td>
<td>$2,013.50</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Total Equipment Training, Inc.</td>
<td>$2,593.89</td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Criterion Laboratories, Inc.</td>
<td></td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>WORKNET Ocm Med</td>
<td></td>
<td>Maintenance Of Fare Collection Equipment Total</td>
</tr>
<tr>
<td>Iron Mountain Records Management</td>
<td>$618.00</td>
<td>Medical-Physical Exam</td>
</tr>
<tr>
<td>Nestle USA North America Inc.</td>
<td>$2,647.55</td>
<td>Medical-Physical Exam Total</td>
</tr>
<tr>
<td>Ramsey Corporation</td>
<td>$3,265.55</td>
<td>Medical-Physical Exam Total</td>
</tr>
<tr>
<td>G A Blanco &amp; Sons Inc.</td>
<td>$269.00</td>
<td>Office Expense</td>
</tr>
<tr>
<td>Paper Mart Inc.</td>
<td>$395.86</td>
<td>Office Expense</td>
</tr>
<tr>
<td>Prevantage Corporation</td>
<td>$171.94</td>
<td>Office Expense</td>
</tr>
<tr>
<td></td>
<td>$3,066.90</td>
<td>Office Expense</td>
</tr>
</tbody>
</table>
Page 3 of 4
<table>
<thead>
<tr>
<th>Name</th>
<th>Expense Description</th>
<th>25K Threshold</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>John D. Rink</td>
<td>Travel Expenses</td>
<td>25K Threshold</td>
<td>$226.34</td>
</tr>
<tr>
<td>John Lotierzo</td>
<td>Travel Expenses</td>
<td>25K Threshold</td>
<td>$182.85</td>
</tr>
<tr>
<td>John Peterson</td>
<td>Travel Expenses</td>
<td>25K Threshold</td>
<td>$87.39</td>
</tr>
<tr>
<td><strong>Travel Expenses Total</strong></td>
<td></td>
<td></td>
<td><strong>$403.78</strong></td>
</tr>
<tr>
<td>Hugh P. McIntyre</td>
<td>Tuition Reimbursement</td>
<td>25K Threshold</td>
<td>$1,253.25</td>
</tr>
<tr>
<td>A &amp; A Glove &amp; Safety Co.</td>
<td>Uniform Purchases</td>
<td>25K Threshold</td>
<td>$1,672.18</td>
</tr>
<tr>
<td>Northstar Industrial Supply, LLC</td>
<td>Uniform Purchases</td>
<td>25K Threshold</td>
<td>$3,806.82</td>
</tr>
<tr>
<td>Quik Stitch Embroidery</td>
<td>Uniform Purchases</td>
<td>25K Threshold</td>
<td>$1,421.50</td>
</tr>
<tr>
<td><strong>Uniform Purchases Total</strong></td>
<td></td>
<td></td>
<td><strong>$6,900.50</strong></td>
</tr>
<tr>
<td>ITU AbsorbTech, LLC</td>
<td>Uniform Rental &amp; Cleaning</td>
<td>25K Threshold</td>
<td>$366.32</td>
</tr>
<tr>
<td>UniFirst Corporation</td>
<td>Uniform Rental &amp; Cleaning</td>
<td>PATCO-12-011</td>
<td>$4,190.79</td>
</tr>
<tr>
<td><strong>Uniform Rental &amp; Cleaning Total</strong></td>
<td></td>
<td></td>
<td><strong>$4,557.11</strong></td>
</tr>
<tr>
<td>ePlus Technology, Inc.</td>
<td>Upgrade AFCMS Software</td>
<td>PATCO-15-008</td>
<td>$36,301.30</td>
</tr>
<tr>
<td><strong>Upgrade AFCMS Software Total</strong></td>
<td></td>
<td></td>
<td><strong>$36,301.30</strong></td>
</tr>
<tr>
<td>Expertpay Child Support</td>
<td>Wage Attachments</td>
<td>25K Threshold</td>
<td>$7,731.24</td>
</tr>
<tr>
<td>Isabel C. Balboa, Trustee</td>
<td>Wage Attachments</td>
<td>25K Threshold</td>
<td>$520.00</td>
</tr>
<tr>
<td>New Jersey Family Support Payment Center</td>
<td>Wage Attachments</td>
<td>25K Threshold</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Trust Account of Frank Todoro</td>
<td>Wage Attachments</td>
<td>25K Threshold</td>
<td>$277.92</td>
</tr>
<tr>
<td>US Department of Education</td>
<td>Wage Attachments</td>
<td>25K Threshold</td>
<td>$490.64</td>
</tr>
<tr>
<td><strong>Wage Attachments Total</strong></td>
<td></td>
<td></td>
<td><strong>$10,219.80</strong></td>
</tr>
<tr>
<td>Qual Lynx (Wire Transfers Only)</td>
<td>Workers Compensation Costs</td>
<td>DRPA-12-098</td>
<td>$26,852.09</td>
</tr>
<tr>
<td><strong>Workers Compensation Costs Total</strong></td>
<td></td>
<td></td>
<td><strong>$26,852.09</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td></td>
<td><strong>$4,328,151.72</strong></td>
</tr>
</tbody>
</table>
PATCO MONTHLY LIST OF
PREVIOUSLY APPROVED
PURCHASE ORDERS & CONTRACTS
<table>
<thead>
<tr>
<th>VENDOR NAME</th>
<th>ITEM DESCRIPTION</th>
<th>PO NUMBER</th>
<th>AMOUNT</th>
<th>RESOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136395</td>
<td>$142.45</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136399</td>
<td>$534.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136400</td>
<td>$280.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136451</td>
<td>$1,845.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136466</td>
<td>$210.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136467</td>
<td>$340.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136477</td>
<td>$1,845.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136507</td>
<td>$161.95</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136508</td>
<td>$252.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; A GLOVE &amp; SAFETY CO.</td>
<td>Purchase Of Uniforms</td>
<td>136509</td>
<td>$865.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; M Industrial Supply</td>
<td>Stores Inventory - Lindenwold</td>
<td>136432</td>
<td>$372.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A &amp; M Industrial Supply</td>
<td>Stores Inventory - Lindenwold</td>
<td>136450</td>
<td>$900.36</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>A&amp;A Sales Associates, LLC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136440</td>
<td>$144.96</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>AAF International</td>
<td>Stores Inventory - Lindenwold</td>
<td>136537</td>
<td>$343.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Ace Plbg, Htg &amp; Electrical Supplies, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136428</td>
<td>$114.84</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Ace Plbg, Htg &amp; Electrical Supplies, Inc.</td>
<td>Buildings-plumb.-maint.</td>
<td>136475</td>
<td>$1,090.56</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ACME GEAR CO</td>
<td>Stores Inventory - Lindenwold</td>
<td>136499</td>
<td>$22,450.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Airgas Safety, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136423</td>
<td>$870.92</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Airgas Safety, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136521</td>
<td>$644.01</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Airtek, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136517</td>
<td>$1,950.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ALL INDUSTRIAL SAFETY PRODUCTS INC</td>
<td>Fire Protection</td>
<td>301620</td>
<td>$299.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ALLIED ELECTRONICS, INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136441</td>
<td>$42.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ALLIED ELECTRONICS, INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136533</td>
<td>$194.95</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ALLIED ELECTRONICS, INC.</td>
<td>Car Washer</td>
<td>136554</td>
<td>$547.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Ansaldo STS USA, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>84336</td>
<td>$1,800.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Ansaldo STS USA, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136443</td>
<td>$146.40</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>APPLIED INDUSTRIAL TECHNOLOGIES</td>
<td>Stores Inventory - Lindenwold</td>
<td>136404</td>
<td>$979.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ARAMSCO</td>
<td>Stores Inventory - Lindenwold</td>
<td>136523</td>
<td>$846.48</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ARBILL INDUSTRIES INC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136422</td>
<td>$303.93</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ARBILL INDUSTRIES INC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136531</td>
<td>$366.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BDF INDUSTRIAL FASTENERS</td>
<td>Stores Inventory - Lindenwold</td>
<td>136408</td>
<td>$73.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BDF INDUSTRIAL FASTENERS</td>
<td>Stores Inventory - Lindenwold</td>
<td>136478</td>
<td>$246.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BDF INDUSTRIAL FASTENERS</td>
<td>Stores Inventory - Lindenwold</td>
<td>136543</td>
<td>$7,800.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>BioChem Systems Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136513</td>
<td>$740.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Bird Control Services, Inc.</td>
<td>SAFETY</td>
<td>301614</td>
<td>$1,683.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Bruce's Collision Center</td>
<td>Auto-materials, Oil,&amp; Repairs</td>
<td>136489</td>
<td>$1,450.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Bruce's Collision Center</td>
<td>Auto-materials, Oil,&amp; Repairs</td>
<td>136515</td>
<td>$2,762.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>C.E.S. (Baltimore South)</td>
<td>Stores Inventory - Lindenwold</td>
<td>136456</td>
<td>$671.64</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>C.L. PRESSER COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136460</td>
<td>$450.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>C.L. PRESSER COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136546</td>
<td>$236.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CAMDEN TOOL COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136406</td>
<td>$1,133.08</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CAMDEN TOOL COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136530</td>
<td>$66.42</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Colonial Electric Supply Co.,Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136419</td>
<td>$463.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Colonial Electric Supply Co.,Inc.</td>
<td>Circuit Breaker Maint.</td>
<td>136463</td>
<td>$399.05</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CONTROL PAPERS COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136438</td>
<td>$465.32</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>CRAIG TESTING LABORATORIES</td>
<td>Joint Bars And Compromises</td>
<td>136497</td>
<td>$1,050.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Criterion Laboratories, Inc.</td>
<td>Air Condition/heating-old</td>
<td>136481</td>
<td>$12,240.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td>Stores Inventory - Lindenwold</td>
<td>84335</td>
<td>$1,161.40</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td>Stores Inventory - Lindenwold</td>
<td>84337</td>
<td>$1,600.00</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>Cubic Transportation Systems</td>
<td>Dollar/coin Count Equip.</td>
<td>136484</td>
<td>$1,532.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Daktronics</td>
<td>DAMAGED LED SIGN 07/26/15</td>
<td>136556</td>
<td>$3,320.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>DENNY SEPTIC SERVICE &amp; PORTABLE TOILETS</td>
<td>Toilet Facility</td>
<td>301622</td>
<td>$5,000.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Electronics Connections, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136407</td>
<td>$264.62</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Electronics Connections, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136534</td>
<td>$516.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>ELECTRONICS EXCHANGE</td>
<td>Stores Inventory - Lindenwold</td>
<td>136427</td>
<td>$218.24</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>EPLUS Technology, Inc.</td>
<td>Maintenance</td>
<td>301616</td>
<td>$23,767.53</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>EPLUS Technology, Inc.</td>
<td>Maintenance</td>
<td>301618</td>
<td>$4,750.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>VENDOR NAME</td>
<td>ITEM DESCRIPTION</td>
<td>PO NUMBER</td>
<td>AMOUNT</td>
<td>RESOLUTION</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>------------------------------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>FASTENAL COMPANY</td>
<td>Buildings-general-maint.</td>
<td>136495</td>
<td>$1,061.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>FASTENAL COMPANY</td>
<td>Buildings-general-maint.</td>
<td>136496</td>
<td>$2,285.91</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Franklin Electric Co.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136394</td>
<td>$990.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Franklin Electric Co.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136453</td>
<td>$723.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Franklin Electric Co.</td>
<td>Hoist, In-floor</td>
<td>136518</td>
<td>$623.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Franklin Electric Co.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136522</td>
<td>$229.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>FRANKLIN FIBRE-LAMITEX CORP.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136396</td>
<td>$22,500.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Fuchs Lubricants, Co.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136446</td>
<td>$928.56</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>G &amp; Blanco &amp; Sons Inc.</td>
<td>Stationary Forms, Print</td>
<td>136550</td>
<td>$595.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GALLS INC.</td>
<td>Purchase Of Uniforms</td>
<td>136486</td>
<td>$1,050.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Garden State Bobcat</td>
<td>Auto-materials, Oil,&amp; Repairs</td>
<td>136552</td>
<td>$754.58</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GKY Industries</td>
<td>Stores Inventory - Lindenwold</td>
<td>136498</td>
<td>$87.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Grainger</td>
<td>Stores Inventory - Lindenwold</td>
<td>136544</td>
<td>$357.76</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Grainger</td>
<td>WORLD MEETING OF FAMILIES POPE VISIT</td>
<td>136549</td>
<td>$4,476.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Graybar Electric Co. Inc.</td>
<td>Communications</td>
<td>136397</td>
<td>$122.10</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>GROVER PRODUCTS</td>
<td>Stores Inventory - Lindenwold</td>
<td>136411</td>
<td>$1,123.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Hajoca Corp</td>
<td>Stores Inventory - Lindenwold</td>
<td>136433</td>
<td>$40.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Hajoca Corp</td>
<td>Stores Inventory - Lindenwold</td>
<td>136547</td>
<td>$43.58</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>HD Supply Waterworks, LTD.</td>
<td>Buildings-plumb.-maint.</td>
<td>136474</td>
<td>$3,948.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>HELWIG CARBON PRODUCTS, INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136516</td>
<td>$655.85</td>
<td>PATCO-14-048</td>
</tr>
<tr>
<td>HENRY STEWART COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136458</td>
<td>$1,425.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>HILTI INC.</td>
<td>Auto Equipment</td>
<td>136487</td>
<td>$1,917.31</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Homeland Industrial Supply</td>
<td>Stores Inventory - Lindenwold</td>
<td>136426</td>
<td>$924.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Homeland Industrial Supply</td>
<td>Stores Inventory - Lindenwold</td>
<td>136502</td>
<td>$105.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Houghton International Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136442</td>
<td>$1,728.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>INDCO INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136439</td>
<td>$436.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>INDCO INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136448</td>
<td>$1,175.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Industrial Distribution Group</td>
<td>Stores Inventory - Lindenwold</td>
<td>136402</td>
<td>$316.64</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>J. MIKULSKY RAILWAY SUPPLY CO., INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136412</td>
<td>$3,409.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Kaeser Compressors</td>
<td>Stores Inventory - Lindenwold</td>
<td>136436</td>
<td>$904.70</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Kaeser Compressors</td>
<td>Stores Inventory - Lindenwold</td>
<td>136535</td>
<td>$196.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>KC Electrical Distributors, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136454</td>
<td>$225.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Lawson Products</td>
<td>Auto-materials, Oil,&amp; Repairs</td>
<td>136511</td>
<td>$317.61</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Loader Parts Source, Inc.</td>
<td>Right-of-way Machinery</td>
<td>136519</td>
<td>$380.23</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Lochrie &amp; Associates, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136538</td>
<td>$72.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>LOUIS P CANUSO INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136529</td>
<td>$211.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Lowe’s Commercial Services</td>
<td>Shop Equipment</td>
<td>136470</td>
<td>$28.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>M S C INDUSTRIAL SUPPLY CO. INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136405</td>
<td>$149.28</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>M S C INDUSTRIAL SUPPLY CO. INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136437</td>
<td>$149.28</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>M S C INDUSTRIAL SUPPLY CO. INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136520</td>
<td>$1,313.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MAC Hydraulics</td>
<td>Right-of-way Machinery</td>
<td>136548</td>
<td>$565.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MAC Products Inc</td>
<td>Stores Inventory - Lindenwold</td>
<td>136416</td>
<td>$3,594.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Marlac Electronics, a Div.of Syscom Tech, LLC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136541</td>
<td>$489.12</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>MC MASTER-CARR SUPPLY CO</td>
<td>Stores Inventory - Lindenwold</td>
<td>136524</td>
<td>$91.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Modern Group Power System</td>
<td>Generator</td>
<td>136491</td>
<td>$2,400.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Modern Group Power System</td>
<td>Generator</td>
<td>136514</td>
<td>$2,965.45</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Modern Track Machinery, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136545</td>
<td>$798.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Morton Salt Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136483</td>
<td>$16,627.50</td>
<td>DRPA-15-079</td>
</tr>
<tr>
<td>MUIENZ ENGINEERED SALES CO.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136447</td>
<td>$3,667.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>NAPA Auto Parts</td>
<td>Stores Inventory - Lindenwold</td>
<td>136528</td>
<td>$37.60</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>NATIONAL BATTERY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136430</td>
<td>$412.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>National Electrical Carbon Products, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136403</td>
<td>$1,493.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>National Paving Co., Inc.</td>
<td>Paving</td>
<td>136393</td>
<td>$293.76</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>NELCO PRODUCT INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136418</td>
<td>$372.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>NEW PIG CORP</td>
<td>Stores Inventory - Lindenwold</td>
<td>136414</td>
<td>$475.20</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Northstar Industrial Supply, LLC</td>
<td>Purchase Of Uniforms</td>
<td>136471</td>
<td>$108.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>VENDOR NAME</td>
<td>ITEM DESCRIPTION</td>
<td>PO NUMBER</td>
<td>AMOUNT</td>
<td>RESOLUTION</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>--------------------------------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>Northstar Industrial Supply, LLC</td>
<td>Purchase Of Uniforms</td>
<td>136472</td>
<td>$180.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Northstar Industrial Supply, LLC</td>
<td>Purchase Of Uniforms</td>
<td>136555</td>
<td>$114.90</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Oliver Communications Group, Inc.</td>
<td>DAMAGED LED SIGN 07/26/15</td>
<td>136488</td>
<td>$1,200.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PAPER MART INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136429</td>
<td>$304.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PAPER MART INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136493</td>
<td>$172.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Pemberton Electrical Supply Company</td>
<td>Stores Inventory - Lindenwold</td>
<td>136455</td>
<td>$771.49</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Pemberton Electrical Supply Company</td>
<td>Stores Inventory - Lindenwold</td>
<td>136500</td>
<td>$545.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>PENDERGAST SAFETY EQUIPMENT CO</td>
<td>Stores Inventory - Lindenwold</td>
<td>136452</td>
<td>$1,043.68</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Peripheral Resources</td>
<td>Stores Inventory - Lindenwold</td>
<td>136410</td>
<td>$900.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Precision Flow LLC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136504</td>
<td>$525.84</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Quik Stitch Embroidery</td>
<td>Purchase Of Uniforms</td>
<td>136494</td>
<td>$57.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Quik Stitch Embroidery</td>
<td>Purchase Of Uniforms</td>
<td>136553</td>
<td>$57.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Quinn Construction, Inc.</td>
<td>EAST END STAIRWELL REHAB LINDEN STATION</td>
<td>136473</td>
<td>$8,922.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Reflective Apparel Factory, Inc.</td>
<td>Purchase Of Uniforms</td>
<td>136468</td>
<td>$459.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Reflective Apparel Factory, Inc.</td>
<td>Purchase Of Uniforms</td>
<td>136482</td>
<td>$149.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>REIT LUBRICANTS</td>
<td>Stores Inventory - Lindenwold</td>
<td>136434</td>
<td>$3,458.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Sherwin-Williams Co., Woodbury, NJ</td>
<td>Stores Inventory - Lindenwold</td>
<td>136539</td>
<td>$217.98</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Sherwood Electromotion Inc.</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84328</td>
<td>$14,522.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Sherwood Electromotion Inc.</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84329</td>
<td>$14,522.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Shire Products, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136527</td>
<td>$452.88</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Siemens Industry Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>84338</td>
<td>$1,000.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Siemens Industry, Inc.</td>
<td>SERVICE BREAKER D550 - AIR TANKER INSTAL</td>
<td>136461</td>
<td>$11,720.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Siemens Rail Automation Corporation</td>
<td>Stores Inventory - Lindenwold</td>
<td>136457</td>
<td>$3,600.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SILK ROAD TRANSPORT INC.</td>
<td>CAR OVERHAUL, PREP CARS FOR SHIPMENT</td>
<td>136469</td>
<td>$8,572.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SNAP-ON INDUSTRIAL</td>
<td>Crossties-renew</td>
<td>136401</td>
<td>$288.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SNAP-ON INDUSTRIAL</td>
<td>Stores Inventory - Lindenwold</td>
<td>136480</td>
<td>$689.15</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SNAP-ON INDUSTRIAL</td>
<td>Auto Equipment</td>
<td>136490</td>
<td>$679.55</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>South Jersey Transportation Authority</td>
<td>ADA Transportation Services</td>
<td>301617</td>
<td>$20,000.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SOUTH JERSEY WELDING SUPPLY COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136417</td>
<td>$359.73</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SOUTH JERSEY WELDING SUPPLY COMPANY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136526</td>
<td>$147.39</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>SPECTRUM MARKETING &amp; COMMUNICATION INC.</td>
<td>WORLD MEETING OF FAMILIES POPE VISIT</td>
<td>136465</td>
<td>$1,174.25</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Stauffer Glove &amp; Safety Co.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136536</td>
<td>$456.62</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84330</td>
<td>$13,028.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84331</td>
<td>$13,028.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84332</td>
<td>$16,748.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84333</td>
<td>$12,768.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>TRACTION MOTOR REBUILD</td>
<td>84334</td>
<td>$15,968.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Swiger Coil Systems A Wabtec Company</td>
<td>Stores Inventory - Lindenwold</td>
<td>136409</td>
<td>$1,400.00</td>
<td>PATCO-14-028</td>
</tr>
<tr>
<td>Team One Repair, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136421</td>
<td>$551.63</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Town Communications</td>
<td>Stores Inventory - Lindenwold</td>
<td>136435</td>
<td>$182.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>TRI - DIM FILTER CORP</td>
<td>Stores Inventory - Lindenwold</td>
<td>136503</td>
<td>$110.88</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>TRI-STATE INDUSTRIAL DISTRIBUTORS OF NJ, INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136449</td>
<td>$1,408.80</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Twinco Mfg., Inc.</td>
<td>MAINLINE INTERLOCKING DRAGGING EQUIP DED</td>
<td>136462</td>
<td>$13,100.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Uline</td>
<td>Ladders &amp; Work Benches</td>
<td>136551</td>
<td>$538.50</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>UNITED REFRIGERATION INC</td>
<td>Stores Inventory - Lindenwold</td>
<td>136459</td>
<td>$72.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Utility Relay Company</td>
<td>Stores Inventory - Lindenwold</td>
<td>136431</td>
<td>$11,000.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Van - Air &amp; Hydraulics, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136540</td>
<td>$80.40</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Vapor Stone Rail Systems</td>
<td>Stores Inventory - Lindenwold</td>
<td>136505</td>
<td>$1,186.40</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>W E Timmerman Co Inc</td>
<td>Stores Inventory - Lindenwold</td>
<td>136424</td>
<td>$308.35</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>W.B. Mason Co., Inc.</td>
<td>Purchases</td>
<td>136492</td>
<td>$182.82</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Wabtec Global Services</td>
<td>Stores Inventory - Lindenwold</td>
<td>136413</td>
<td>$11,264.73</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>Wabtec Global Services</td>
<td>Stores Inventory - Lindenwold</td>
<td>136506</td>
<td>$19,050.00</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>WATBEC Passenger Transit</td>
<td>Stores Inventory - Lindenwold</td>
<td>136415</td>
<td>$11,284.00</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>WATBEC Passenger Transit</td>
<td>Stores Inventory - Lindenwold</td>
<td>136512</td>
<td>$7,801.95</td>
<td>PATCO-14-045</td>
</tr>
<tr>
<td>WEINSTEIN INDUSTRIAL</td>
<td>Buildings-plumb.-maint.</td>
<td>301621</td>
<td>$2,500.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>WHARTON HARDWARE &amp; SUPPLY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136444</td>
<td>$100.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>WHARTON HARDWARE &amp; SUPPLY</td>
<td>Stores Inventory - Lindenwold</td>
<td>136542</td>
<td>$246.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>VENDOR NAME</td>
<td>ITEM DESCRIPTION</td>
<td>PO NUMBER</td>
<td>AMOUNT</td>
<td>RESOLUTION</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>--------------------</td>
<td>-----------</td>
<td>-------------</td>
<td>------------</td>
</tr>
<tr>
<td>WILLIER ELECTRIC COMPANY</td>
<td>Fan</td>
<td>136464</td>
<td>$1,331.68</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>WINCHESTER INDUSTRIES INC.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136425</td>
<td>$192.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Xylem Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136398</td>
<td>$3,106.74</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Xylem Inc.</td>
<td>Sump Pump</td>
<td>136485</td>
<td>$234.75</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Y-Pers, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136420</td>
<td>$1,440.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Y-Pers, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136445</td>
<td>$264.00</td>
<td>25KTHRES</td>
</tr>
<tr>
<td>Y-Pers, Inc.</td>
<td>Stores Inventory - Lindenwold</td>
<td>136532</td>
<td>$150.00</td>
<td>25KTHRES</td>
</tr>
</tbody>
</table>
BALANCE SHEET
# Balance Sheet
## PORT AUTHORITY TRANSIT CORPORATION
### Balance Sheet
#### July 31, 2015

## Assets

<table>
<thead>
<tr>
<th>Description</th>
<th>December 31, 2014</th>
<th>July 31, 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash (Includes $107,460 in Station Escrow Funds)</td>
<td>$1,061,666</td>
<td>$3,000,177</td>
</tr>
<tr>
<td>Investments (Note 1)</td>
<td>2,655,000</td>
<td>2,655,000</td>
</tr>
<tr>
<td>Accounts Receivable</td>
<td>1,208,970</td>
<td>1,304,449</td>
</tr>
<tr>
<td>Inventory at lower of cost (first-in, first-out) or market</td>
<td>5,584,046</td>
<td>5,504,635</td>
</tr>
<tr>
<td>Prepaid Expenses</td>
<td>1,430,192</td>
<td>1,104,362</td>
</tr>
<tr>
<td>Work Orders in Progress</td>
<td>1,885,433</td>
<td>1,233,747</td>
</tr>
<tr>
<td></td>
<td><strong>$13,825,307</strong></td>
<td><strong>$14,802,370</strong></td>
</tr>
</tbody>
</table>

## Liabilities and Equity

### Liabilities:

<table>
<thead>
<tr>
<th>Description</th>
<th>December 31, 2014</th>
<th>July 31, 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Payable:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trade</td>
<td>$2,368,155</td>
<td>$2,054,766</td>
</tr>
<tr>
<td>Delaware River Port Authority (Note 2)</td>
<td>250,852,000</td>
<td>254,423,165</td>
</tr>
<tr>
<td>Accrued Liabilities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve for Other Post Employment Benefits (Note 4,)</td>
<td>10,269,503</td>
<td>10,269,503</td>
</tr>
<tr>
<td>Deferred Revenue (Note 5)</td>
<td>3,706,376</td>
<td>3,967,591</td>
</tr>
<tr>
<td>Wages</td>
<td>756,490</td>
<td>578,402</td>
</tr>
<tr>
<td>Payroll taxes</td>
<td>51,842</td>
<td>79,768</td>
</tr>
<tr>
<td>Pension and Other</td>
<td>663,315</td>
<td>573,591</td>
</tr>
<tr>
<td>Sick Leave Benefits</td>
<td>417,209</td>
<td>400,186</td>
</tr>
<tr>
<td>Reserve for Unused Vacation</td>
<td>357,291</td>
<td>337,867</td>
</tr>
<tr>
<td>Reserve for contingent liabilities (Note 3)</td>
<td>3,468,561</td>
<td>2,870,062</td>
</tr>
<tr>
<td></td>
<td><strong>$272,910,742</strong></td>
<td><strong>$275,554,901</strong></td>
</tr>
</tbody>
</table>

### Equity:

<table>
<thead>
<tr>
<th>Description</th>
<th>December 31, 2014</th>
<th>July 31, 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advances from Delaware River Port Authority</td>
<td>385,338,619</td>
<td>400,518,151</td>
</tr>
<tr>
<td>Deficit</td>
<td>($644,424,054)</td>
<td>($661,270,682)</td>
</tr>
<tr>
<td></td>
<td><strong>$13,825,307</strong></td>
<td><strong>$14,802,370</strong></td>
</tr>
<tr>
<td></td>
<td>Year to date ended</td>
<td>Month ended</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------</td>
<td>----------------</td>
</tr>
<tr>
<td></td>
<td>July 31, 2015</td>
<td>July 31, 2015</td>
</tr>
<tr>
<td>Operating Revenues:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger fares</td>
<td>$14,329,314</td>
<td>$2,151,793</td>
</tr>
<tr>
<td>Passenger parking</td>
<td>472,056</td>
<td>73,208</td>
</tr>
<tr>
<td>Passenger - other</td>
<td>70,664</td>
<td>8,340</td>
</tr>
<tr>
<td>Advertising</td>
<td>305,249</td>
<td>68,936</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>13,366</td>
<td>5,938</td>
</tr>
<tr>
<td>Interest Income From Investments</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>$15,190,649</td>
<td>$2,308,215</td>
</tr>
<tr>
<td>Operating Expenses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance of Way and Power</td>
<td>7,303,198</td>
<td>1,130,634</td>
</tr>
<tr>
<td>Maintenance of Equipment</td>
<td>4,496,180</td>
<td>748,167</td>
</tr>
<tr>
<td>Purchased Power</td>
<td>2,911,368</td>
<td>488,094</td>
</tr>
<tr>
<td>Transportation</td>
<td>10,211,741</td>
<td>1,973,181</td>
</tr>
<tr>
<td>General Insurance</td>
<td>614,074</td>
<td>203,022</td>
</tr>
<tr>
<td>Superintendence and General Office</td>
<td>2,929,551</td>
<td>432,179</td>
</tr>
<tr>
<td></td>
<td>28,466,112</td>
<td>4,975,277</td>
</tr>
<tr>
<td>Rent of Rapid Transit System Facilities (Note 2)</td>
<td>3,571,165</td>
<td>510,167</td>
</tr>
<tr>
<td>Other Post Employment Benefits Accrual (Note 4)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>$32,037,277</td>
<td>$5,485,444</td>
</tr>
<tr>
<td>Net Income (loss)</td>
<td>($ 16,846,628)</td>
<td>($ 3,177,229)</td>
</tr>
<tr>
<td>Deficit, December 31, 2014</td>
<td>($ 644,424,054)</td>
<td></td>
</tr>
<tr>
<td>Deficit, July 31, 2015</td>
<td>($ 661,270,682)</td>
<td></td>
</tr>
</tbody>
</table>

See Notes To Financial Statements
NOTES TO FINANCIAL STATEMENTS

1. Investments:

The Corporation has set aside $2,655,000. to partially fund its liability for self-insurance with the following limits:

(a) Totally self-insured for Voluntary Workers Compensation.

(b) Comprehensive General Liability from the first dollar to $5,000,000 per occurrence.

2. Rent of transit system facilities:

All rapid transit system facilities used by the Corporation are leased from the Delaware River Port Authority, under terms of an agreement dated April 18, 1969 and amended June 3, 1974. The lease requires the Corporation to operate and maintain the Locust-Lindenwold line.

The terms of the amended agreement, which was made retroactive to January 1, 1974, and which is to continue from year to year, provide that the Corporation pay a minimum annual rental of $6,122,000, which approximates the sum of the annual interest expense to the Delaware River Port Authority for that portion of its indebtedness attributable to the construction and equipping of the leased facilities plus the provision for depreciation of the rapid transit facilities as recorded by the Authority. In addition, the lease requires the Corporation to pay to the Authority any net earnings from operations for the Locust-Lindenwold line less a reasonable amount to be retained for working capital and operating reserves.

The rent is payable semi-annually on June 30 and December 31. The Corporation is in default of this agreement as payments totaling $254,423,165 from January 1, 1974 through July 31, 2015 have not been made to the Authority.

3. Reserves for Contingent Liabilities:

Pursuant to a policy of self-insurance, the Corporation has reserved $ 780,001 for Comprehensive General Liability and $ 2,090,062 for Workers’ Compensation.

4. Other Post-Employment Benefits:

The Government Accounting Standards Board (GASB) has issued Statement No. 45, “Accounting and Financial Reporting by Employers for Post-Employment Benefits Other than Pensions (OPEB),” which addresses the accountability and disclosure of the costs and obligations, that are associated with post-employment health care and other non-pension benefits to current and future retirees, by governmental entities. Pursuant to this requirement, the Corporation adopted its reporting requirements during the 2007 fiscal year. The OPEB accrual, in recognition of the costs and obligations associated with post-employment health care, represents an actuarial determined amount upon an unfunded assumption under a 30-year amortization period at a discount rate of 5%.

5. Deferred Revenue:

Deferred revenue consists of the prepayment of fares related to the unearned values on passengers’ smart cards for unused trips.
UNFINISHED BUSINESS
SUMMARY STATEMENT
Reintroduced Due to Lack of Quorum at the August 19, 2015 Vote

ITEM NO.: PATCO-15-023
SUBJECT: Woodcrest Station Shredding Event

COMMITTEE: Operations & Maintenance

COMMITTEE MEETING DATE: August 5, 2015

BOARD ACTION DATE: September 16, 2015

PROPOSAL: That the Board permit Camden County to hold a shredding event at Woodcrest Station parking lot on October 24, 2015, with all DRPA/PATCO expenses incurred to provide support services to be reimbursed by Camden County.

PURPOSE: To obtain Board approval for Camden County to hold a shredding event in the parking lot and to provide support services for traffic control.

BACKGROUND: Camden County offers residents the peace of mind of having their documents shredded. In 2014 the Board approved the use of Woodcrest Station parking lot for this annual event through PATCO-14-035.

Camden County has again requested the use of Woodcrest Station parking lots for a shredding event for county residents. DRPA/PATCO would provide support services, primarily through public safety officers who would control traffic into, out of, and around the event, and Way & Power staff who would set up and later remove barricades. Staff is seeking authority to permit Camden County to hold their event on the site on October 24, 2015. DRPA/PATCO will track all its costs and submit them to Camden County for reimbursement. Costs are anticipated to total less than $2,000.

SUMMARY:
Amount: $2,000 (to be totally reimbursed by Camden County)
Source of Funds: N/A
Operating Budget: N/A
Capital Project #: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: N/A
Other Parties Involved: Camden County
RESOLUTION

RESOLVED: That the Board permits Camden County to hold a shredding event at the PATCO Woodcrest Station on October 24, 2015, and

RESOLVED: That the board authorizes DRPA/PATCO to provide support services for the shredding event with all associated DRPA/PATCO costs to be reimbursed by Camden County, at a cost not to exceed $2,000.

SUMMARY:

Amount: $2,000 (to be totally reimbursed by Camden County)
Source of Funds: N/A
Operating Budget: N/A
Capital Project #: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: N/A
Other Parties Involved: Camden County
NEW BUSINESS
SUMMARY STATEMENT

ITEM NO.: PATCO-15-026 SUBJECT: Consideration of Pending PATCO Contracts (Between $25,000 and $100,000)

COMMITTEE: New Business

COMMITTEE MEETING DATE: N/A

BOARD ACTION DATE: September 16, 2015

PROPOSAL: That the Board consider authorizing staff to enter into contracts as shown on the Attachment to this Resolution.

PURPOSE: To permit staff to continue and maintain PATCO operations in a safe and orderly manner.

BACKGROUND: At the Meeting held August 18, 2010 the PATCO Commission adopted Resolution 10-046 providing that all PATCO contracts must be adopted at an open meeting of the PATCO Board. The Board proposed modifications to that Resolution at its meeting of September 15, 2010; specifically that all contracts between $25,000 and $100,000 be brought to the Board for approval. The contracts are listed on the Attachment hereto with the understanding that the Board may be willing to consider all of these contracts at one time, but if any member of the Board wishes to remove any one or more items from the list for separate consideration, each member will have that privilege.

SUMMARY:

Amount: N/A
Source of Funds: See Attached List
Capital Project #: N/A
Operating Budget: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: N/A
Other Parties Involved: N/A
RESOLUTION

RESOLVED: That the Board authorizes and directs that subject to approval by the Chair, Vice Chair, General Counsel and the Chief Executive Officer, staff proceed to negotiate and enter into the contracts listed on the Attachment hereto.

SUMMARY:
- Amount: N/A
- Source of Funds: See Attached List
- Capital Project #: N/A
- Operating Budget: N/A
- Master Plan Status: N/A
- Other Fund Sources: N/A
- Duration of Contract: N/A
- Other Parties Involved: N/A
<table>
<thead>
<tr>
<th>Item #</th>
<th>Vendor/Contractor</th>
<th>Description</th>
<th>Amount</th>
<th>Procurement Method</th>
<th>Bids Received</th>
<th>Bid Amounts</th>
<th>Source of Funds</th>
</tr>
</thead>
</table>
| 1      | Selco Manufacturing W. Caldwell, NJ | Three (3) Motor Operated DC Sectionalizing Switches. | $35,550.00 | Competitive Formal Bid IFB 15-0004 was publicly advertised and issued to six (6) prospective bidders. Five (5) bids were received and publicly opened on April 1, 2015 | 1. Selco Manufacturing W. Caldwell, NJ  
2. Normandy Machine Troy, MO  
3. JBL Electric South Plainfield, NJ  
4. MAC Products Kearny, NJ  
5. Zora LLC Wilmington, DE | 1. $35,550.00  
2. $43,038.00  
3. No Bid  
4. No Bid  
5. No Bid | General Funds |
| 2      | UKM Transit Products, Inc. Harleysville, PA | One-Hundred (100) Beam Supports for Third Rail Beam. | $30,527.00 | Competitive Formal Bid IFB 15-0012 was publicly advertised and issued to seven (7) prospective bidders. Three (3) bids were received and publicly opened on July 29, 2015 | 1. UKM Transit Products, Inc. Harleysville, PA  
2. Franklin Fibre Lamitex Wilmington, DE  
3. Globe Connect, LLC Coatesville, PA | 1. $30,527.00  
2. $34,000.00  
3. $74,600.00 | General Funds |