DELAWARE RIVER PORT AUTHORITY

BOARD MEETING

Friends Meeting House
320 Arch Street
Philadelphia, Pennsylvania

Thursday, September 18, 2014
PRESENT

PENNSYLVANIA

William Sasso, Esquire
Michelle Kichline, Esquire
Walter D'Alessio
Joann Bell
John Lisko, Esquire (for Robert McCord)
Eugene DePasquale (via telephone)
John J. Dougherty
Andrew Reilly, Esquire
Victoria Madden

NEW JERSEY

Jeffrey L. Nash, Esquire, Vice Chairman
(Chaired the meeting)
Albert Frattali
Richard Sweeney
Charles Fentress
Denise Mason
E. Frank DiAntonio (via telephone)

Officers and Chiefs

John Hanson, Chief Executive Officer
Danielle McNichol, General Counsel and
    Corporate Secretary
Kristen Mayock, Deputy General Counsel
Michael Conallen, Deputy Chief Executive Officer
James White, Chief Financial Officer
Timothy Pulte, Chief Operations Officer
Toni Brown, Chief Administrative Officer
Mike Venuto, Chief Engineer
John Rink, PATCO General Manager
Bennett Cornelius, Assistant General Manager, PATCO
Thomas Raftery, Inspector General
Jack Stief, Chief, Public Safety
DRPA Staff

Nancy Farthing, Executive Assistant to CEO
Howard Korsen, Contract Administration
Elizabeth McGee, Administrative Coordinator
William Shanahan, Director, Gov. Relations
Susan Squillace, Manager, Purchasing
Dawn Whiton, Administrative Coordinator
Dan Auletto, Bridge Director, WWB
Mark Lopez, Mgr. Government Relations
Barbara Holcomb, Manager Capital Grants
Jesse Graziani, Toll Manager, BFB/BRB
Matt Luongo, Lt. Police, BFB
 Fran O’Brien, Manager Comm./Customer Relations
Tony DeSantis, DRPA, CAC

Counsel

Christopher Gibson, Esquire, Archer & Greiner,
 New Jersey Counsel
Thomas Ellis, Esquire, Duane Morris,
 Pennsylvania Counsel

Others

Joshua Wilson, Chief of Staff, Office of Lt. Gov.
Peter Simon, Esquire, New Jersey,
 Gov. Authorities Unit
John Boyle, CAC
Tara Chupka, IBEW
Peter Nissan, Acacia
Kathy Clupper, PFM
Paul Nussbaum, Inquirer
Arnold Alston, Wells Fargo
Chris Rupe
Jim Blume
Dan Walworth, Duane Morris
Frank Keel
Brian Stevenson
Speakers

Charles Roberts, Ironworkers Local 401
Nina McKissock
Father Waters
<table>
<thead>
<tr>
<th>I N D E X</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roll Call</td>
<td>9</td>
</tr>
<tr>
<td>Report of the CEO</td>
<td>10</td>
</tr>
<tr>
<td>Report of the CFO</td>
<td>15</td>
</tr>
<tr>
<td>Approval of August 20, 2014 Board Meeting</td>
<td>27</td>
</tr>
<tr>
<td>Minutes</td>
<td></td>
</tr>
<tr>
<td>Monthly List of Payments – Covering Month</td>
<td>--</td>
</tr>
<tr>
<td>of August 2014</td>
<td></td>
</tr>
<tr>
<td>Monthly List of Purchase Orders and</td>
<td>28</td>
</tr>
<tr>
<td>Contracts of August 2014</td>
<td></td>
</tr>
<tr>
<td>Approval of Audit Committee Minutes of</td>
<td>51</td>
</tr>
<tr>
<td>September 3, 2014</td>
<td></td>
</tr>
<tr>
<td>Adopt Resolution Approved by Audit</td>
<td>51</td>
</tr>
<tr>
<td>Committee of September 3, 2014</td>
<td></td>
</tr>
<tr>
<td>DRPA-14-108</td>
<td></td>
</tr>
<tr>
<td>Amendment to the Authority's Right to</td>
<td></td>
</tr>
<tr>
<td>Know Policy to Allow for the Political</td>
<td></td>
</tr>
<tr>
<td>Contribution Disclosure Forms to be</td>
<td></td>
</tr>
<tr>
<td>Available to the Public Consistent with</td>
<td></td>
</tr>
<tr>
<td>the Authority's Stated Goal of</td>
<td></td>
</tr>
<tr>
<td>Restoring Openness and Transparency in</td>
<td></td>
</tr>
<tr>
<td>Its Transactions</td>
<td></td>
</tr>
<tr>
<td>Approval of Operations &amp; Maintenance</td>
<td>52</td>
</tr>
<tr>
<td>Committee Minutes of September 3, 2014</td>
<td></td>
</tr>
<tr>
<td>Adopt Resolutions Approved by Operations</td>
<td>52</td>
</tr>
<tr>
<td>&amp; Maintenance Committee of September 3, 2014</td>
<td></td>
</tr>
<tr>
<td>DRPA-14-109</td>
<td></td>
</tr>
<tr>
<td>Capital Project Contract Modifications</td>
<td></td>
</tr>
</tbody>
</table>
INDEX
(continued)

DRPA-14-110
Right of Entry and Related Agreements with the Environmental Protection Agency

DRPA-14-111
PARTSWG Regional Public Security Awareness Project, Phase V

DRPA-14-112
PARTSWG Transit Contract Intelligence Analysts, Phase III

DRPA-14-113
Philadelphia Port Major River Crossing Impact Study

DRPA-14-114
PARTSWG Contract Intelligence Analysts Phase II: Settlement and Release Agreement with CRA, Inc.

Adopt Resolutions Approved by Finance Committee of September 12, 2014

DRPA-14-115
Active Benefit-Eligible Employees/Under Age 65 Retiree, and Dependents - Health Benefits 2014 (DRPA/PATCO)

DRPA-14-116
Authorization to Terminate and Replace Existing UBS Swaps with New Swap Counterparty(ies), Adoption of Written Swap Policy an Execution of Swap Protocols
INDEX

(continued)

Page

DRPA-14-117
Consent Agreement for Admiral Wilson Plaza Shopping Center Project

Unfinished Business  54

New Business  54

DRPA-14-118
Consideration of Pending DRPA Contracts (Between $25,000 and $100,000)

DRPA-14-119
Outside Employment

DRPA-14-120
Easement to City of Philadelphia for Gas Main Installation along Hedley Street

Citizens Advisory Committee Report  67

Public Comment  28

Executive Session

Adjournment  71
PROCEDINGS

(9:00 a.m.)

VICE CHAIRMAN NASH: Good morning, everyone. Welcome to the monthly meeting of the Delaware River Port Authority. Thank you very much for being here today in this historic building.

We're going to begin with a moment of silence. I'll ask everyone to please rise and remain standing after the moment for the Pledge of Allegiance. A moment of silence today in memory of the Corporal Brian Dixon, age 38, of Dunmore, Pennsylvania, who was horrifically shot and killed while on duty. That is where the Chairman of this Board is today at the funeral of that officer comforting the family. And also our prayers go to Trooper Alex Douglas, who was also injured in that attack. So please, a moment of silence.

(Moment of Silence.)

VICE CHAIRMAN NASH: Thank you. And we also remember today one of our foremen, Ways and Power Track Foreman, Paul Seykot, a long-time employee of the authority who died while working an overtime shift.
last week.

Mr. Hanson: After the shift.

VICE CHAIRMAN NASH: After the shift. And he and our family in our prayers as well.

Thank you.

(Pledge of Allegiance.)

VICE CHAIRMAN NASH: Ask the corporate secretary to please call the roll.

MS. McNICHOL: Vice Chairman Nash?

VICE CHAIRMAN NASH: Here.

MS. McNICHOL: Commissioner Mason?

COMMISSIONER MASON: Here.

MS. McNICHOL: Commissioner Kichline?

COMMISSIONER KICHLIN: Here.

MS. McNICHOL: Commission DiAntonio?

COMMISSIONER DIANTONIO: Here.

MS. McNICHOL: Commissioner Frattali?

COMMISSIONER FRATTALI: Here.

MS. McNICHOL: Commissioner Sweeney?

COMMISSIONER SWEENEY: Here.

MS. McNICHOL: Commissioner Sasso?

COMMISSIONER SASSO: Here.
MS. McNICHOL: Commissioner Riley?
COMMISSIONER RILEY: Here.
MS. McNICHOL: Commissioner Dougherty?
COMMISSIONER DOUGHERTY: Present.
MS. McNICHOL: Commissioner Fentress?
COMMISSIONER FENTRESS: Here.
MS. McNICHOL: Commissioner Lisko?
COMMISSIONER LISKO: Present.
MS. McNICHOL: You have a quorum, sir.
VICE CHAIRMAN NASH: Thank you very much.
Begin the meeting with --
Auditor General DEPASQUALE: I am on the phone.
MS. McNICHOL: Thank you, General.
VICE CHAIRMAN NASH: Is there anyone else on the phone?
Thank you, General DePasquale.
We'll begin with a report from the Chief Executive Officer.
MR. HANSON: Thank you, Vice Chairman Nash.
I just want to say that the report stands as submitted. I just want to highlight a couple of, a
couple of operational issues that we have on the way.

The Enterprise Resource Planning Project is underway. Kickoff of the new ERP system has begun. The team has collected data from various departments in order to create mockups, which will be used during the blueprinting and creating best practices.

Meetings with employees are ongoing and the details of the processes are being discussed. Our second continuous track outage on the Ben Franklin Bridge Track Project is underway. Began August 22nd.

Over the past three weeks, we've been able to identify areas where we've increased capacity and reduced passenger congestion, and we've made schedule enhancements that went into effect on Monday, September 15th.

I'd like to ask John Rink if he has any other comments on this project.

MR. RINK: No. I don't know if Mike will talk about the construction side. The enhancements we did, our field staff looked at the passenger flow during the evening rush and the morning rush. We made some adjustments to make sure our customers had a
better ride, less crowded trains, and move them home in the evenings. So far, the schedule is working well and things are running well in regards to that.

**MR. HANSON:** Thanks.

Mr. Venuto, any comments on how the contractor's work is progressing?

**MR. VENUTO:** Yes, sir. I will say the schedule on the 50-day outage is going well.

I would utilize some lessons learned from the first 60-day outage and incorporate them into our scheduling process for this term. And we are progressing well with the sandblasting and painting, followed up by the track work that we've established. So far we're making good progress.

**MR. HANSON:** Mike, do you want to continue with an update on the PATCO Car Rehabilitation Project?

**MR. VENUTO:** Yes. Right now, as I've indicated before, we have eight of the pilot cars in our Lindenwold shop, currently being tested on our PATCO system. We are approximately 90 percent through the testing. We're finalizing contract items and the
details of our 500-mile test. I would still expect to start that 500-mile test this month. The 500-mile test validates that the cars run as they were designed. At this point we're focusing on the integration of new cars into the PATCO system and then communications within the car systems. We've been testing some new software systems to alleviate some of the buzz we've had. We've tested in the lab, and we have some positive results. So new communications software is being installed this week. We do have six more cars nearing completion at the Wornel (ph.) shop, and will be ready to be shipped upon acceptance of the initial eight cars.

MR. HANSON: Thank you.

Now I'd like to ask General Manager John Rink to provide an update on the PATCO elevators and escalators.

MR. RINK: For the month of August our elevators were at 98.5 percent, a target of 90 percent. The escalators operate at 96.7 percent, exceeding our target of 90 percent. The contractor that is installing the new escalators at Woodcrest at
15th, 16th. Within the next couple of weeks we anticipate the down escalator at Woodcrest to be put back into service.

MR. HANSON: Thanks, John.

I'd like to, I would like to recognize the work of one of our toll collectors at the Ben Franklin Bridge, Janet Romani. She's been called by one of our bridge customers a wonderful example of a human being and a fine employee. According to that customer she was following her newly licensed 17-year-old son, and Janet saved the day. Panicked mother lost track of her son was across the bridge by mistake. Her phone was uncharged. She had no way of contacting her son, he had no idea how to get back from Philadelphia. Toll collector Romani saw the mother's plight. She called the woman's son from her personal phone, and then patiently directed the mother and son to a safe place where they were reunited. She followed up with a text to check on their safe arrival. Clearly an example of one of our employees going above and beyond their duties on behalf of our customers.

Finally, I would just like to make mention,
the tragedy that happened earlier this week to PATCO
The individual was struck by a train at 8th and Market
and I would like to report that the train operator who
was involved in this tragedy seems to be doing well
according to Mr. Rink, and he's eager to come back to
work. So that concludes my comments.

VICE CHAIRMAN NASH: Thank you.

Next will be the report of the Chief
Financial Officer.

MR. WHITE: Good morning, Mr. Vice Chair and
Commissioners. I'd like to turn your attention in
your packet to the DRPA dashboard. I will also be
using as a supplemental document the document we use
in the Finance Committee meeting, which is also called
the DRPA Unaudited Financial Summary.

As you look at the DRPA dashboard, just a
couple of overall comments I wanted to make. If
you'll look at that dashboard, you will see four out
of the last five months bridge traffic has exceeded
the budget. So we've recovered from some of the
traffic losses that we had during the earlier part of
the year because of inclement weather. Also,
additionally, if you'll look at the dashboard under
DRPA bridge revenue, five out of the last five months
our actual revenues have exceeded budget. So we've
seen improvement there, particularly in revenue and in
traffic. And from the preliminary information I have
for the month of August, it appears that the traffic
was flatter. It may be slightly above August of last
year. Year-to-date, when you look at the traffic and
the revenues, we are still around $345,000 less than
last year. DRPA total revenues are around $524,000
less than last year. However, when you look at the
budget, DRPA traffic is only around $28,000 below what
we estimated, and DRPA revenues, total revenues are
$1.5 million over budget. The reason for that is
because we did budget three decrement against the toll
revenues. We budgeted three inclement weather days,
and that helped us to stay, given the fact we had a
tough time this year, that's the reason we're so close
to budget. So if you will turn to the second portion,
DRPA Operating Budget, DRPA Capital Budget, again we
see trends for the most part that DRPA operating
budget actuals are less than budget except for the
month of June. So we are year-to-date through July we are roughly $3.9 million below budget or roughly eight percent under budget at this point in terms of the DRPA Operating Budget. That is primarily driven by the fact of unfilled positions and payroll and ESC expenses being significantly below our budget.

Capital Budget. We had an aggressive expenditures during the month of June. July we still had a healthy $9.1 million spent. But significantly different than the $18.5 million, which was primarily driven by the Ben Franklin Bridge PATCO car project payments that we made to the vendor there.

If you'll turn to PATCO ridership. PATCO ridership has been between 95 and 98 percent of budget during 2014. Obviously there's been an impact because of the track rehab project. The revenue trend has been in the 95 to 99 percent range with the one exception being during the month of May when we had an extraordinary miscellaneous receipt that caused revenues to exceed the budget there.

If you'll turn to PATCO Operating Budget, the operating budget actuals are less than budget;
particularly the last two months. Earlier in the year because of overtime and other factors, the PATCO expenditures were over budget. Year-to-date we are $143,000 less than budget or roughly a half a percent less than budget at this point through July 31.

And if you will turn now to PATCO on-time performance, that has improved in terms of trend. From April we see a trend of 96.1 percent. It has now reached July, 97.2 percent.

And, John Rink, I don't know if you want to make any comments related to that, but, obviously, the trend here is a positive one over the last four months.

MR. RINK: Yes. For the last five months coming out of the winter and concluding the Ben Franklin Bridge schedule, we've improved our on-time performance. We've had our equipment run to schedule. Everything has been running normal on schedule. And with that we have improved our on-time performance. The last couple of months the number of trips that you notice on that scheduled amount of trips is lower than previous months, and that's due to the fact that we're running less trains during the bridge outage schedule.
VICE CHAIRMAN NASH: I'm going to ask everybody to speak directly into the microphone. It's hard to hear. Or maybe it's just me, but it's very hard to hear.

MR. RINK: Okay. Can you hear me okay?

VICE CHAIRMAN NASH: Not great.

MR. RINK: Okay, very good. I'm sorry.

The last item I wanted to show on the DRPA dashboard is to just make a comment related to DRPA open positions and PATCO open positions. Obviously that's one of the reasons why the actuals are less than budget. We still have a fair number of unfilled positions, and that drives the personnel expenses and the healthcare expenses, et cetera. So that's worth noting.

So generally our revenues are up, particularly as it relates to the DRPA, and our expenses are down. So that means from a cash flow perspective, we're exceeding budget. And that concludes my remarks.

VICE CHAIRMAN NASH: Jim, let me ask you, what, and this is an issue that's important to many of
the commuters, what is the status of the traffic study that we're conducting.

MR. WHITE: That we're conducting? We're awaiting for the final signatures on the contract extension. We've provided data to the, to the firm that is working related to that, but we can't start until the documents are signed. We're looking to add results hopefully in a six-week timeframe. So that's the status where we are at this point.

VICE CHAIRMAN NASH: The traffic study is required if we are going to give our commuters a break on the tolls.

MR. WHITE: That's correct. We have to do, we have to get a traffic certification. In addition we need to get a certification related to operating expenses in order for that to happen. I have with me Pete Nissan from Acacia.

VICE CHAIRMAN NASH: We don't need to get into the details right now.

MR. WHITE: Okay, no details.

VICE CHAIRMAN NASH: I know that Lieutenant Governor Cawley has been interested as have I and the
Commissioners about exploring opportunities to give our commuters a break.

MR. WHITE: Okay.

VICE CHAIRMAN NASH: And we need to have that traffic study done as quickly as possible.

MR. WHITE: Very good. We're also seeking estimates on what programming would be necessary in order for us to enact it as well.

VICE CHAIRMAN NASH: Very good.

MR. WHITE: That concludes my report.

VICE CHAIRMAN NASH: Any questions for the CFO? Yes.

COMMISSIONER DOUGHERTY: You mentioned open jobs. You know, I was going to do it later in the session, but I was hoping to maybe get an update on all the vacancies, all the jobs that still have interim titles associated with them, and, you know, maybe get a breakdown of some of the contracts that we do have. And some of the people haven't had a raise in maybe seven, eight years. And want to have that discussion a little bit --

VICE CHAIRMAN NASH: Speak closer into the
mic.  COMMISSIONER DOUGHERTY:  Okay.  I said I'm going to do it a little bit later, but you mentioned open jobs.  So I was hoping that, you know, a little bit probably on the new business.  So if you in the meantime you can get me some sort of number of how many open jobs we have, how many interim titles we still have, okay.  And I want to talk about, you know, we have people that haven't had a raise in 7, 8, 9 years, you know.  And I understand there's legislation that, you know, but that's not my concern.  My concern is about, you know, you have on one side of the aisle you still have people that haven't been reappointed, you know.  On the other side of the aisle you have an election in November.  And we shouldn't let politics control business.  Okay.  So we should have a business game plan.  We should stick to the business game plan.  I mean if it means -- you know, we can't be paralyzed by politics when it comes to people who deliver the critical services to make sure that this Authority runs.

VICE CHAIRMAN NASH:  I agree with the Commissioner that the unrepresented employees of this
Authority have not received a raise in six years. And especially the Pennsylvania residents, they are now paying extra money because one of the benefits that they had a long time ago 1926 actually was that they were able to use the bridge without paying for it, and that was ended two years ago. So these compensation issues are critical to the continued operation of this Authority. And Toni Brown, who directs HR, I'm going to ask you to provide Commissioner Dougherty and any Commissioner who wants, a complete list of all the outstanding vacancies. And also, John, if you can identify which of those vacancies are priority vacancies for the safe continued operation of the Authority.

Commissioner Sasso.

COMMISSIONER SASSO: I would just suggest that you send it to all the Commissioners. I think it's an excellent point, and everybody should have a copy so we can have an intelligent discussion about moving forward along the lines of what Commissioner Dougherty indicated.

COMMISSIONER DOUGHERTY: I'd like to
continue the conversation a little bit more later.

VICE CHAIRMAN NASH: As for the New Jersey appointments that's a decision of the Governor.

COMMISSIONER DOUGHERTY: Well, that's, again, you know, we can joke about that, but that's not my concern here when it comes relative to if I'm here, I've been here, I've been let go. I've been brought back. The system is still the same, the bridges still the same when I left, and the people that maintain the bridges are real important. And I want to make sure that we don't let the politics, you know, hold up the ability to make sure that we have qualified people here. For example, the gentleman to your right has done about six, seven months with the interim title on his name. I mean that's just not right, okay. When you have someone whose got a department that he's overseeing, we ask him to do something different for less money, when he's in a position that's actually one of the arms of the Authority that was working. So we've got to take a look at that. We've got to make a decision. So we can't worry about, you know, if we get overrode, we
get overrode. But then it's the responsibility of the
person who overrode you not the responsibility of the
Commissioners.

VICE CHAIRMAN NASH: Any other questions for
the CFO?

All right, seeing none, I'm going to ask
regarding the minutes for August the 20th -- oh, yes,
I'm sorry, John.

MR. HANSON: Thank you, Chairman Nash. I
have one disclosure to make that I neglected to make
during the, during my CEO report, and that is that
during this week I have agreed to allow the Girl
Scouts to have a art judging contest on the Gateway
Park area. There was some discussion about whether or
not this was an in kind contribution because there is
no fundraising. It's a community service project by
the Scouts. We didn't prepare a resolution because it
was contemplated at the last meeting that within two
weeks the property would be transferred, and that was,
that was stated at the meeting. That hasn't happened.
So we thought that the art contest, which is going to
occur this Saturday would wouldn't be our property
anymore. The Scouts had advertised it, and it's on their website. It had been publicly disseminated. The plans were set for this project. Everyone is coming out. Thanks to the heroic efforts of Deputy General Counsel Mayock, and then, and then General Counsel McNichol, we were able to get a right of entry together. We're making the arrangements to have the gates open and to have the area cordoned off that they are going to use. But, again, there's possibility that if this is viewed to be an in kind contribution then this decision is in violation of the reform resolution that would have required a resolution authorizing that. And I want to disclose that to the Board at this time.

COMMISSIONER SASSO: Are you asking for a resolution?

MR. HANSON: No. I mean we've given them the right of entry. So I just want to make sure that everybody is aware that this action was taken. And if there were issues about whether or not it was in kind contribution as well as we didn't think we were going to own the property as of this Saturday, but right now
we still own it.

VICE CHAIRMAN NASH: So if we see Girl Scouts in the park, don't be worried.

MR. HANSON: Right.

VICE CHAIRMAN NASH: Okay.

MR. HANSON: Don't be worried.

VICE CHAIRMAN NASH: Don't call John at home.

MR. HANSON: We won't, and we won't be, we won't be ejecting them from the park.

VICE CHAIRMAN NASH: Thank you.

Are there any questions or concerns about the Girl Scouts coming into the park?

All right. Seeing none, thank you, John.

Next are the minutes of the August 20, 2014 Board meeting that were previously provided to the Commissioners. Are there any corrections?

COMMISSIONER SASSO: Move they be approved as submitted.

VICE CHAIRMAN NASH: Been a motion. Is there a second?

COMMISSIONER SWEENEY: Second.
VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Motion carries.

Next item is the monthly list of purchase orders and contracts covering the month of August 2014. Is there a motion to accept?

COMMISSIONER SWEENEY: Move the motion.

VICE CHAIRMAN NASH: There's been a motion.

A second, please.

COMMISSIONER SASSO: Second.

VICE CHAIRMAN NASH: There's a second. All those in favor?

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Motion carries.

We're going to go a little bit out of order and ask for public comments. I have two names of people who have pre-registered for public comment. The first is Charles Roberts of Local 401.

Mr. Roberts, please identify and give us your address for the record.
MR. ROBERTS: Charles J. Roberts.

VICE CHAIRMAN NASH: If you don't mind, stand by the microphone so everyone can hear.

MR. ROBERTS: My name is Charles J. Roberts. I'm a representative and steward for Local 401, currently working on the Walt Whitman Project, bridge project. I understand that you want to send the job out to bid for the repairs, remaining repairs on this bridge.

VICE CHAIRMAN NASH: You talking about the gusset plates that are required?

MR. ROBERTS: Yes. Yes.

VICE CHAIRMAN NASH: We're going to have a discussion probably executive session because it does involve contracts. The question that you're concerned about it is whether or not the DRPA under its existing procurement process --

MR. ROBERTS: Yes.

VICE CHAIRMAN NASH: -- is required to send out for an RFP and bid for the purchase of gusset plates.

MR. ROBERTS: Yes.
VICE CHAIRMAN NASH: Which is an important part of that. We're going to talk about that in executive session. But we do have procurement procedures that must be followed. What runs up against that procurement procedure is the practical need to have these gusset plates purchased as quickly as possible and not to delay the project so it's a, an enormous inconvenience not only to the contractors but also to the commuters. And the reason we need to go into executive session is to discuss those legal issues.

MR. ROBERTS: I've been doing bridge work for 18 years, and by far the decay on this bridge itself is the worst I've ever seen.

VICE CHAIRMAN NASH: We're going to make sure that a procurement procedure is not going to upend the safety of our commuters. I can assure you that. That's why we're going to address that issue today.

MR. ROBERTS: Okay. Yes.

VICE CHAIRMAN NASH: Commissioner.

COMMISSIONER SASSO: I just want to say,
Mr. Roberts, that we've discussed your work at the O&M Committee meeting, the Operations and Maintenance Committee meeting and the work that the general contractor has you on the job. We are exceedingly pleased with the work that you folks have done. Absolutely first-rate, well ahead of schedule. I just wanted to express my appreciation. I know I speak on behalf of the Commissioners for a job well done to date. And that's part of the consideration we're going to get involved in. But please don't think we're ignoring that. And thank you, thank you for your efforts.

MR. ROBERTS: I thank you. Just my point on the whole situation. There was a certain amount of repairs were done on there deemed emergency. Well, we did do those. We completed those in a timely fashion, faster than what, I guess we should have, but which is a great thing, but and along to doing those repairs, we discovered repairs that were far worse than what we took out and replaced. For example, if I may, a 15-inch hole in a load-bearing diagonal beam on the north or south side of the Philadelphia tower anchorage.
That's a load-bearing beam with a 15-inch hole. You could put a hard hat in that. And to me personally myself that's scary. And I've got to work around this. And find more. I mean there were ties placing gussets that we took out that had minimal holes. But some of the ones just setting and removing the load lines for everything else they were worse, and that's the point I'm trying to make. These repairs need to be done.

VICE CHAIRMAN NASH: John.

COMMISSIONER HANSON: I would also like to commend you on your work and thank you for the excellent work you and the contractor performed out there. I've been out there myself with General Counsel, with Deputy General Counsel, with the bridge director, and I've seen the, I've seen the issues that you've discussed. I would like to assure you and the public that we have had consulting engineer carefully examine those gusset plates. We have monitoring devices on several of the gusset plates that are out there, ensuring that there is no danger of a failure. I would also like to reiterate something that I've
said before, which is that even if there was a failure, and we've addressed the urgent repairs according to our consulting engineers, that failure would not result in a safety issue to commuters as I've been told again by our engineers. It would result in more extensive damage to the bridge. And so this is not a safety issue to our commuters, and, again, it is an issue that has been carefully examined by consulting engineers. Although I do understand the issues that you raise of efficiency, of the appearance of the plates there because I've been there and seen them with my own eyes, you know, being under that bridge on the platform under the bridge personally looking at them. And I don't know if our Chief Engineer, Mr. Venuto, do you have anything you want to add on that?

MR. VENUTO: Yeah. I'll reiterate what you said. We obviously did the first set of priority repairs at a very timely and efficient fashion, and we were very happy and pleased, and were able to take the restrictions off the bridge exactly when we intended. There are in fact more areas that need to be addressed
as you say. And we did a careful job of evaluating where we drew the line between the immediate priorities, which is the one that we did now versus the other set of priorities that we had intended to put for bid. And like Vice Chairman Nash said, we are running up against the procurement procedures that we had, and, again, we're going to talk about those in executive session today. But you are correct, there are ones that are out there that need repairs. But I can assure the Commissioners and yourself, you know, we ran calculations on each of the 45 total that needs to be addressed, and we ran calculations on each of the 45 to make sure, to be able to rank and prioritize those, and that's where we came up with the list of the ones that we did already and the ones that we are going to go forward with.

MR. ROBERTS: Not even the concern of the daily traveler, but you also have the shipping lane not a concern to what we're doing, but to them it is. Just taking these platforms down, the level of material that's falling off the bridge, it's pretty immense plus everything else. And I don't speak for
Wholesale or Delmonte, but it's a concern. So that's all I really have.

MR. VENUTO: Thank you, sir.

VICE CHAIRMAN NASH: Commissioners.

COMMISSIONER DOUGHERTY: You know I work alongside my brothers and sisters in the labor movement every day. But we're managed, right. We bring things in under budget all the time, on time all the time. The problem that the brother said here is that he made reference that there was a hole, and we responded to it. What's the process? Because in my experience, you know, when someone who is on the jobsite says that there's a problem, okay, it's usually a much bigger problem than we realize. So, you know, the process when we say because it comes across to anyone sitting out here it sounds pretty illogical that how could you, you know, have a 15-inch hole in the bridge and it really doesn't, you know, hold any bearing on the transportations back and forth. When, like the process is he would report that to his contractor. The contractor would report it to the DRPA person on the site. The person on the site
would get it back to Michael, and then we would
immediately react to that. I mean is there, is there
a, you know, you never want to scare anybody, but I
mean when we see something like that, just explain to
us a little bit the process in which we reacted to it.

VICE CHAIRMAN NASH: Mike, do you want to
talk about that a little bit?

MR. VENUTO: Yes, sir. Commissioner, I got
pretty much heard what he said. Some of it missed.
So if I missed part of it just reiterate that part of
it. But so the process is exactly, I think the
initial question is if we see something onsite or we
get reports back that we saw something onsite what's
our process to go through. So what we have on the
site, we have not only the contractor's eyes who are
out there and the daily workers, we have our
consulting engineers, who did the biennial inspection.
So as we discovered that this would be a problem or as
we discovered this as a problem during the biannual
inspection, we came back to this Board and got a
supplement to that contract for some enhanced
investigation. So our internal engineers do some
work, our bridge operations folks onsite, and our consulting engineer also perform additional enhanced inspections. We did two other things. We also had them run calculations on the gusset plates based off the deck has new loading on it, new design loads 'cause it's a new deck. And what we did, one of the issues with the gusset plates is there are the old deck had expansion joints every sixth floor beam, and that is where we're seeing the corrosion on the gusset plates because of the salts getting through that. The new deck is a continuous deck. So we eliminated the majority of the joints. So that's, that is going to slow down the deterioration that we've seen over the past couple years. So we ran the calculations on the gusset plates based on the existing loading to determine, to prioritize. So we labeled them Priority 0, which was the ones we had to initially get, immediately get to, Priority 3, which was we had to get to them in three months; Priority 6 and Priority 12. And what we decided to do we vetted with the O&M Committee, was attend to all the P0's, P3's, and P6's in a priority under emergency authorization. The CEO
gave emergency authorization. And then we came back
to the O&M Committee. And then we have monitor string
gauges on three string gauges out there to monitor
conditions of the P12's. One that's in good shape,
one that has already started some deterioration, and
one of the new gusset plates to monitor the
performance to see how they react versus the design
loads in the event that we see something that we don't
expect and it then pushes it from a P12 to a P6. And
that's kind of how we made the cutoff of which ones we
would bid versus which ones we would do under
emergency powers.

MR. DOUGHERTY: It sounds to me based on my
experience that the people who are responsible for
overseeing this are comfortable with the contractor.
We have emergency powers around here. We hired a
public relations person because we had a backup of
PATCO, okay, from all their emergency powers. So I
would think that, you know, we're not talking about
taking a new contractor and placing him here,
somebody's favorite son. We're talking about using
someone who has already delivered a product in
probably the biggest life safety thing that we can do, keep the bridges safe. So I don't even know why we need executive sessions. That's something we should just do.

MR. HANSON: I agree with you. In fact, when we, you know, when we confronted this issue, we did do a million, $1.6 million in emergency work. And when you look at this, Daniel Auletto, who is the Bridge Director for the Walt Whitman Bridge, he's back there.

COMMISSIONER DOUGHERTY: Just put not to exceed cap. Put not to exceed cap on it and just get the work done.

COMMISSIONER SASSO: I, for those of you who aren't aware, I chair the O&M Committee, and we have very, very thorough discussion at the O&M Committee about these types of issues, and we had extremely thorough discussion about this particular issue. And I'm in the same place as Commissioner Dougherty. We have a contractor that has gone over and above. We have a situation and, and by the way, I think I speak on behalf of the entire O&M Committee, and I want to mention that there are individuals on that Committee.
who are far more experienced than I am in construction issues and construction problems, and as I look up and down this table, I see those individuals present today. But the fact of the matter is we've got a contractor who is performing over and above. We've got people on the job represented by Mr. Roberts here, who are doing a job over and above. It's something which makes sense to me from the standpoint of saving money for our commuters that we move forward and complete this effort without putting it out for formal bid. I know we have bid procedures, but the fact of the matter is by discussing it out here in the open and in public saying that we have an opportunity here to correct the problem, I don't know if it's an emergency problem or not, but I just don't want to be thinking about this at night whether or not, you know, maybe the consultant is wrong and maybe it is an emergency problem. I would just like to get the job done. So we do have a resolution to move forward and, you know, if the rest of the Board is comfortable. But I think we have to have discussion about this. I would just like to make the resolution.
VICE CHAIRMAN NASH: There's been a resolution. I think there had been a resolution proposed by the O&M Committee initially to move forward with this purchase.

MR. HANSON: We removed it from the packet subsequent to the O&M Committee meeting. We realized that at the O&M Committee meeting that it didn't appear to qualify as an emergency. However, I authorized it to be placed on the agenda to give us further time. Because Bridge Director Auletto raised a number of important issues. The crowding of the construction schedule, the length of time of the construction season, particularly in view of the harsh winter that we had last winter when we didn't get as much work as we had had done. And we looked at it very, very carefully, and still could not justify it in the context of our procurement procedures as an emergency, even though Director Auletto was very anxious to get the work done. COO Pulte, Chief Engineer Venuto and myself, it did not appear to be emergent. In addition to the superior work of the contractor, that's already been mentioned, the
crowding of the construction schedule, all those other things still appeared that it could be accomplished by the time specified by the consultant. Although just at the end of the time specified by the consultant in a way that would maintain the integrity of the bridge structure. But I think every one of us would say for all those reasons that we would much prefer to have it done and out of the way.

COMMISSIONER FRATTALI: You know, I'm not an engineer, but I've got 44 years in the iron worker industry. What we're missing here is when you do a job and you guys get into the flow of the job, productivity goes up. Now these guys, you know, engineering inspector, one gusset plate every 12 days, they're getting six. That's money saving to the DRPA. We shut this project down to go through the procurement process, we've got to reengineer it, we've got to put it out to bid. We're going to waste time. We got a new crew coming in that's got to get acclimated to the work again. Mike, what did you say that dollar figure was? Two million more?

MR. VENUTO: We're estimating approximately
$2.7 million for the remaining 30.

COMMISSIONER FRATTALI: Sometimes you've just to use common sense. I mean, you know, a similar thing happened at the Ben Franklin Bridge Rail Project. We delayed and stalled, and it cost us a million dollars more for that project. I see, more than that, I see the same thing happening now, you know. Sometimes like Commissioner Dougherty said, we should just do it. We're the Board, you know. I just don't understand. It's not making sense to me.

VICE CHAIRMAN NASH: Well here's a suggestion. I do agree. If this is going to cost the toll payers another two to three million dollars and shut down a project, which apparently has some safety concerns.

COMMISSIONER HANSON: Based on the conversation that I just had with General Counsel what we have heard here in this discussion, she recommends, and I agree, that this is the basis for a sole source justification which would conform to our procurement policies, and we could move forward under the sole source procurement vehicle.
VICE CHAIRMAN NASH: Do you need a resolution?

MR. HANSON: We would need a resolution to do that, yes.

VICE CHAIRMAN NASH: So does that resolution need to be framed in any way before we vote on it? We can put it under new business. We could do it right now?

MS. McNICHOL: It would need to go into new business, sir. And in addition to that, we're going to have to do a super majority because it is not currently on the agenda.

VICE CHAIRMAN NASH: Right. So our intent is under new business, which is forthcoming in a minute or so, we will introduce that resolution with great appreciation that you brought this matter to our attention, Mr. Roberts, and we will need, in order to introduce that resolution because it's not on the packet, we will need to introduce it and receive a super majority of the Commissioners. And assuming that we do receive that, we will pass that resolution under new business in a minute or so.
MR. ROBERTS: Thank you very much.

VICE CHAIRMAN NASH: You're welcome. Thank you for coming.

MR. ROBERTS: Thank you.

VICE CHAIRMAN NASH: The next speaker is Nina McKissock. Ms. McKissock, please identify where you're from.

MS. MCKISSOCK: Yes. Thank you. My name is Nina McKissock. I live at 509 Vine Street in Old City. Yes. Thank you. And I'm here representing the Old City Dog Owners Group. It's a newly formed group of people who are responsible dog owners, and we want to, we live right adjacent to the fenced in area on Fifth and Vine, which is DRPA property. It's a small L-shaped piece of property, if you, if you can remember. It parallels the Ben Franklin Bridge. And we would like to form a dog park, and we understand that you may have some questions about what our intentions are. We have written our mission, our mission statement, and I'd like to read that to you. It just takes a second.

VICE CHAIRMAN NASH: We had questions about
your intentions about creating a dog park?

   MS. MCKISSOCK: Possibly, yes.

   VICE CHAIRMAN NASH: Other than putting dogs in the dog park? Is there possibly another intent?

   MS. MCKISSOCK: Yes. It will be for dogs and responsible owners. There are some questions about, you know, of course about liability. And, for instance if someone does get injured in the dog park, who is liable. So I want to work with you on that. Apart from that who is going to maintain it also.

   VICE CHAIRMAN NASH: I would imagine that who will maintain the dog park is probably a critical issue. Who is speaking with Ms. McKissock?

   MS. MCKISSOCK: Tom is coming and, and he's on his way here, but I, I don't see him.

   VICE CHAIRMAN NASH: Who went to DRPA?

   MS. MCKISSOCK: Fran O'Brien.

   VICE CHAIRMAN NASH: Fran. Okay.

   MS. MCKISSOCK: Yes.

   VICE CHAIRMAN NASH: I think what we'll do, I'm interested. I think dog parks are a great amenity to a community.
MS. MCKISSOCK: Yes.

VICE CHAIRMAN NASH: And I will work with you to see that if we could do this it's possible. Obviously it's a question who is going to maintain the dog park and clean it up.

MS. MCKISSOCK: Yes, Um-hum.

VICE CHAIRMAN NASH: That's always a big issue. But we'll try to work it out maybe with the City of Philadelphia's help and the community's help.

MS. MCKISSOCK: All right, so what, what are your expectations for us?

VICE CHAIRMAN NASH: I'm going to speak to Ms. O'Brien, and we'll follow-up with you, and maybe we'll have a meeting to discuss it further.

MS. MCKISSOCK: All right, fine. Thank you.

VICE CHAIRMAN NASH: Thank you.

MS. MCKISSOCK: Bye-bye. Thank you.

VICE CHAIRMAN NASH: What kind of dogs do you have?

MS. MCKISSOCK: I have a rescued Cavalier King Charles Spaniel, yeah.

VICE CHAIRMAN NASH: I have a rescue, half
Lab, half something chubby.

MS. MCKISSOCK: They're quite wonderful.

Thank you.

VICE CHAIRMAN NASH: Yeah. All right.

Thank you.

Are there any other public speakers?

Father.

FATHER WATERS: My name is Father Bill Waters, a member of the Augustinian community. I do not have a dog. For one month now I've been the new pastor at Saint Augustine Parish right on the bridge, and I come among you today to say it's a very historic parish. It's the first place that the Augustinian community ever came to in this country, which was in 1796. So I'm very happy to be here and to be among you and be here today, and to offer to you any assistance that we being right on the bridge may ever be of help to you. I really don't know what that might be. But we are right there, and if we can be of any help to you any way, we'd be happy to do so. Also mention since I'm here, I'd be, I will be less than honest to say I will be very happy when the
renovations are over on the bridge. The noise is
incredible right where I am. My bedroom, my office.
Sometimes we have to go out of our place to be able to
make a phone call to hear. There's been an
improvement. I'd like to thank Fran O'Brien
tremendously. She deserves all the pay that she gets.
She's a great community liaison. She really is. We
were having the renovations and the noise, the jack
hammering literally in the middle of the night, three
o'clock, four o'clock in the night. And I understand
why they use that for torture in wars now. That's
improved. It's during the day. And we'll be very
happy when it ends 'cause it really is a necessary
inconvenience. I'm sure if it could be done another
way it would be. I tell people it is a temporary
inconvenience for permanent improvement, but we'll be
very happy when that's over. We really will. If
there's any way that we at Saint Augustine's can be of
any help to you, we're right under the bridge, and be
happy to do so. Thank you.

COMMISSIONER SASSO: Father, many times when
I served on this Board when I wished someone was
praying for me. So that's, that's something, that's something you could do probably for all the Commissioners.

FATHER WATERS: We're praying that the renovations will be over soon. Thank you very much. If any help that we can be at any time, let us know.

VICE CHAIRMAN NASH: Father, it's an honor for you to be here today, and we greatly appreciate it. Mike Venuto is overseeing, and you now have an offer of divine assistance to get this job done on time. So I guess what I would ask, Michael, if you would communicate with the Church to make sure that if there is anything that we can do to help the church or if there is times that we should not be hammering and banging to assist. That's something that we might be able to assist with. So, you know, please communicate.

FATHER WATERS: Thank you.

VICE CHAIRMAN NASH: John.

COMMISSIONER DOUGHERTY: Just for the record, when you come over here in Pennsylvania you get Father Waters. When we go over Jersey we get
Elvis.

VICE CHAIRMAN NASH: Thank you very much. If anything we can do, let us know.

FATHER WATERS: That's why you pay five dollars to get into Philadelphia.

COMMISSIONER DOUGHERTY: Does Father Waters get 2.50 of it?

VICE CHAIRMAN NASH: All right. Thank you. Are there any other, any other public speakers?

All right, thank you very much. We're going to go back to the agenda approval of the Audit Committee meeting minutes of September 3, 2014. And they have been previously provided to all Commissioners. Is there a motion to accept the minutes, the Committee minutes?

COMMISSIONER SASSO: So moved.

COMMISSIONER MASON: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Motion carries.

Next is Resolution DRPA-14-108. It's
amendment to the Authority's Right to Know Policy to allow for the Political Contribution Disclosure Forms to be available to the public consistent with the Authority's stated goals of resorting openness and transparency in its transactions.

Is there a motion to adopt 108?

COMMISSIONER SASSO: So moved.

COMMISSIONER MASON: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Motion carries.

Any opposed? I guess not.

All right, the next is the approval of the Operation and Maintenance Committee meeting minutes of September 3, 2014. Is there a motion to approve?

COMMISSIONER FENTRESS: Move the motion.

COMMISSIONER MASON: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Motion carries.

Next are the resolutions adopted by the
Operations and Maintenance Committee minutes of meeting of September 3, 2014, 109 through 114. Are there any questions regarding any of these resolutions?

Seeing none, I'll take them as a group. All those in favor.

ALL PRESENT COMMISSIONERS: Aye.
VICE CHAIRMAN NASH: Opposed.

All of those resolutions are adopted.

The next are the resolutions that are approved by the Finance Committee on September 12, 2014. They are Resolution 115 through 117. Are there any questions regarding those three resolutions?

Seeing none, I'll take a motion to adopt all three of them together.

COMMISSIONER SASSO: So moved.

COMMISSIONER SWEENEY: Second.

VICE CHAIRMAN NASH: Any opposition?

All those in favor?

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Those three resolutions are approved.
Next is unfinished business. Is there any unfinished business of the Board?

Seeing none, we'll move to new business.

We're begin with the new resolution that we had discussed regarding the purchase of gusset plates. And, John, you want to frame that resolution for us?

MR. HANSON: Yes. We are going to continue with the existing contractor as a modification, Mike, to the contract, is that how we'll do it?

MR. VENUTO: If I explain the draft, the draft resolution that we have initially put in and pulled. Commissioners, the resolution that was initially written was similar to the other contract modification resolutions that we typically do for change orders on contracts. We elected to do the gusset plate work with the existing contractor because we have provisions in an existing contract that warrants the deck rehabilitation that gave us the authority to do the direct work and then to proceed under a directive. So what we did, the Board previously approved what that, what that summary statement said, and it had the attachment that we
typically have about the contract change modifications. What it, what the resolution showed was two specific line items this Board previously approved $750,000 following CEO Hanson's emergency authorization to get started with the gusset plates. And we were doing them under time and material at that time. So the change order that I had or the resolution I had proposed with two line items. One would be an additional $715,000 to pay for the initial 15 gusset plates. And that's the $1.5 million that we referred to earlier. The second line item in that change order would be for the $2.7 million, which will cover the remaining 30 gusset plates. So we'll actually have two. I didn't think it was appropriate, Commissioners, to give a $2.7 million change order without addressing the remaining money that we owed them already. So it basically has two, two line items; one adding $750,000 to pay for the remaining of the first 15 gusset plates, $2.7 million, which is our estimate, moving forward for the remaining 30.

MR. HANSON: Mike, before I get into the sole source justification rationale, this project will
be excluded from the OCIP because it's going to extend
past the end of the year?

    MR. VENUTO: Yes, sir.

    MR. HANSON: Is that right?

    MR. VENUTO: So, up to now we have been
operating under the Owner Controlled Insurance Policy.
That expires at the end of the year. We did look at
trying to see if we could get this job completed
before the end of the year to take advantage of the
OCIP policy. But given the amount of work and the
fact that we're trying to keep it from weekends, to
keep it on normal work shift hours, it is going to
push into next year which would mean it wouldn't be
beneficial for us to extend the OCIP into next year.
So we would ask the contractor to pay for their
insurance. We'll have to provide insurance. And if
we can discuss whether we're going to provide
insurance from day one, from now moving forward or
from December 31st moving forward. But I think based
on some initial discussions we wanted to stop the
OCIP, the work on the OCIP, and then get insurance
from here moving forward.
MR. HANSON: And it would seem to me that the cleanest way to do it is for the whole additional piece taken out of the OCIP.

MR. VENUTO: Yes, yes, sir. So all work that's been completed and any work moving forward from this 30 gusset plates on will all be under their insurance, and will get a cost specifically for their insurance.

MR. HANSON: Just because we said different things, and I think it means the same thing, I just want to make sure there's no misunderstanding. The subject of the work that's going to be done under this sole source will all be moved out of the OCIP, right?

MR. VENUTO: Yes, sir.

MR. HANSON: Okay. Good. All right. So this resolution will be approved on a sole source procurement basis based on the cumulative effect of the newly discussed conditions as well as the greater economic benefit, including less delay, including greater efficiency, including cost savings, including the issues raised by Bridge Director Auletto relative to compressed construction schedules and uncertainty.
of construction seasons. They form the basis of the sole source recommendation.

VICE CHAIRMAN NASH: All right, thank you.

Are there any questions regarding that resolution which we will now list as DRPA 14-121?

No other questions? Okay. We need a motion to have this added to the agenda by super majority.

Is there a --

COMMISSIONER FRATTALI: I make that motion.

COMMISSIONER SASSO: I second it.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?

All right, so the motion, so the resolution is now added to the business agenda. Now I need a motion to adopt that new resolution.

COMMISSIONER FRATTALI: Move the motion.

VICE CHAIRMAN NASH: Is there a second?

COMMISSIONER SASSO: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?
All right. Mr. Roberts, it's been approved.

Next item for new business is DRPA-14-118, consideration of pending DRPA contract between $25,000 and $100,000. Is there any questions on that resolution?

Seeing none, I'll take a motion to adopt.

COMMISSIONER FENTRESS: Move.

VICE CHAIRMAN NASH: Is there a second?

COMMISSIONER SWEENEY: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?

Motion carries.

DRPA-14-119 is there a motion to table?

COMMISSIONER SASSO: I'd like to propose a motion to table this resolution. At the last Audit Committee Meeting, Commissioner DePasquale came up with some good ideas with regard to the procedure to be followed for outside employment. I think what we'd like to do is discuss that at the next Audit Committee meeting. So I would move to table this motion.

VICE CHAIRMAN NASH: Been a motion to table.
COMMISSIONER MASON: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?

that resolution is tabled.

The next item is 14-120. Easement to the City of Philadelphia for the gas meter installation along Hedley Street. Is there any questions on that resolution?

Seeing none, I'll take a motion to adopt.

COMMISSIONER SWEENEY: So moved.

VICE CHAIRMAN NASH: Is there a second, please.

COMMISSIONER SASSO: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?

Motion carries.

The next item is the Citizens Advisory Board Report. Is there any members of the Citizens Advisory Board?

COMMISSIONER DOUGHERTY: New business
VICE CHAIRMAN NASH: I'm sorry?

COMMISSIONER DOUGHERTY: We're still on new business.

VICE CHAIRMAN NASH: Oh, I'm sorry. New business, yes.

COMMISSIONER DOUGHERTY: Just wanted to continue the conversation we had earlier that, you know, I think we should have, you know, and I don't know what committee it falls under, but I think we should have not only a gathering of the information. Again, you know, open jobs, contracts that have been open-ended for years closing in on a decade, interim titles. You know, again, we can't let things out of our control affect the way we do business. I think we need, you know, a however you want to title it, a definitive business management plan that includes the people in the building, you know. There's a perception out there that as administrations change, people change. That's really not true. It's basically only Board members. So the one thing that I know from over when you go to Camden for the meetings, the one gentleman who meets you at the front desk,
okay, probably lives in the neighborhood, great guy, great ambassador for the Authority, always makes you feel comfortable, still wants to see your identification tag, okay, but just good people. We can't let the workers, the people and from that guy to the police officers. You just can't say well there's a piece of legislation someplace that says we can't raise salaries. Okay. This is a business. You have to make decisions to keep, you know, approve resolution to keep the bridge safe just like you have to, you have to make sure that this Authority has a business game plan that you make sure that people are in place to run it, you know. We run it in-between meetings. We run it in in-between elections. But we need people to be able to run it that aren't paralyzed by politics and you've got a lot of good people here, and it's not loaded with drama or anything, but I think that you need something, and you should do it now. I think timing is right. That's point number one. Point number two, Franklin Square Station, I want to keep that on the agenda. I know that you have instituted, you know, a process, you know, you always
want to get reports.

       MR. HANSON: Mike, can you say something about where we are on the Franklin Square update?

       MR. VENUTO: Yes, sir. Since the station was opened in the '30s, it's been reopened, closed, and reopened two times. The latest time was 1976. And it was closed within two years after that. In 2003, the DRPA understood a study to evaluate the cost and cost of reopening under Franklin Square to take advantage of any potential ridership created by the development in and around Franklin Square. The study identified the improvements, which must be made to the station and develop ridership numbers and the associated cost. At that time in 2003 it cost between $5.2 and $6.5 million, with approximately 930 customers using it. In 2009, we updated that study based on the additional development that was done there, particularly the National Constitution Center. At that time it came back that it would be between $9 and $15 million dollars, depending on how we renovated it. But ridership numbers didn't change much. Over this week we executed a task order with
a consultant to update the study. We're going to review the existing conditions of the stations, and we're going to document changes made in the area from the 2003 and the 2009 studies, and evaluate the capital cost of reopening the station. We're going to work with the Regional Metropolitan Planning Organization, DBRPC to develop ridership estimates for the current and future timeframes to capture any effects of the projected development in and around Franklin Square. So we expect that the new study will take approximately 12 weeks to perform.

VICE CHAIRMAN NASH: I think that, listen, I'm not an engineer, but I do see what's going on in Northern Liberties when I'm not hanging out with Elvis in New Jersey. To me this is natural. That Franklin Square when it was constructed, the dynamics and the demographics of the city have so dramatically changed that our job is to move people in and out of places where they want to be. And I believe that that location is so key to the demographics, the new demographics of the city that we have to not only think about money, but we have to think about our job
of moving people in and out of key places. And that
is, in my view, a natural location for another train
station.

MR. DOUGHERTY: I was in Boston yesterday.
The IBW pension money has invested close
a billion dollars to put out 30-page marketing piece
on 11th and 12th, Market and Chestnut. It's going to
change the whole environment. It's going to open up
Ludlow Street for those who know Center City from
Market to Chestnut. It's going to open up Chestnut
Street for the first time on that lower end. The
Convention Center expansion is just basically starting
to kick in. We've got private management. We're
bringing the conventions in, okay. That area is
jumping. The area, Franklin Square, has over 900,000
visitors this year alone. Okay. They, them numbers
don't show up in studies. If we were worried about
every rider, we wouldn't have a PATCO Speedline. I
agree with Mr. Nash. And if you look at it correctly,
anyone who hasn't been to Collingswood lately ought to
stop there. It's a beautiful town, great restaurants.
You hop on the Square and get right off. So it
benefits both, Jersey and Philly, you know. And I always thought that was the purpose, keep the bridges safe and get people to use it.

MR. HANSON: We will also include in the capital budget money so that we can take action if there's a decision to go forward based on the study. Budget process underway. And I've asked Mike to put something in so that we're prepared in the event that the Board makes the decision to go forward based on the study.

COMMISSIONER SASSO: Would Commissioner Dougherty be comfortable if we refer the station matter to O&M and the labor issue to the Labor Committee?

COMMISSIONER DOUGHERTY: Yes.

COMMISSIONER SASSO: Why don't we just do that. Two good points. We ought to be taking action on.

VICE CHAIRMAN NASH: This way it has the momentum of those committees to continue looking at the issues.

COMMISSIONER DOUGHERTY: Just at a
accelerated pace because, you know, we can't control
some of the things that we can't control, but they are
in front of us.

COMMISSIONER SASSO: The O&M Committee also
moves at an accelerated pace. Right, Mike?

COMMISSIONER DOUGHERTY: Listen, that's why
you're such a fast guy.

Mr. HANSON: We do have a task order now to
update the study. It's in place.

VICE CHAIRMAN NASH: Appreciate you doing
that.

COMMISSIONER DOUGHERTY: Thank you.

Apologize for my back.

VICE CHAIRMAN NASH: Anything else? Any
other matters of new business?

All right now seeing none, I'll move to the
Citizens Advisory Committee Report. Yes, sir.

MR. DESANTIS: Good morning.

VICE CHAIRMAN NASH: Tony, identify your
full name for the record.

MR. DESANTIS: I'm Tony DeSantis. I'm a
member of the DRPA CAC. I also live in Hollingsworth,
and, yes, it is a lovely town. We don't have much to report. We have people I want to thank. Grant for putting out the word about needing new members. We have about three new members under consideration. We have one member who has attended two meetings, and I think we've submitted his name already for consideration and we have two others. Unfortunately both of them, I believe are from New Jersey, from Barrington. One is currently working and the other is currently in graduate school at the University of Pennsylvania. In fact, he's on their Advisory Committee. So he's very interested. I think he'd be a good addition, if he can do it. I just have one question about the Franklin Square, the old Franklin Square study states it has 800 to 900 riders. Are those people that are new riders or are those people who would be coming from 8th and Market?

MR. VENUTO: I'm not exactly sure. I don't have the study here, but I believe that it was a little of both. I think we did expect to see some ridership from shift from 8th and Market. But I don't know, I don't know if the 266,000 per year is new
riders. But I, that I have to check and report back to you. We can e-mail you that.

VICE CHAIRMAN NASH: And if you want, you can have copies of whatever reports we have, and perhaps you can help us in framing this new project have the Citizens Advisory Board offer its assistance as well.

MR. DESANTIS: Other than that, that's my report.

VICE CHAIRMAN NASH: Thank you very much. All right, I think what we're going to do is hold the, hold the DRPA meeting in abeyance so that we can come back to executive session after the PATCO meeting so people don't have to leave and then come back, if that's okay. So I'm not going to adjourn the DRPA meeting, but I am going to call for the monthly Board meeting of PATCO.

MS. McNICHOL: You have to vote to hold the meeting in abeyance, sir. So that we can go into it.

VICE CHAIRMAN NASH: All right, so there's a motion to hold the DRPA meeting in abeyance, whatever that means.
MS. McNICHOL: Yes.

UNIDENTIFIED SPEAKER: Moved.

VICE CHAIRMAN NASH: Is there a second?

UNIDENTIFIED SPEAKER: Second.

VICE CHAIRMAN NASH: All those in favor of abeying the meeting?

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: All right. So the DRPA meeting is now held in abeyance.

MS. McNICHOL: Correct.

(DRPA meeting held in abeyance.)

(DRPA meeting continues.)

VICE CHAIRMAN NASH: We are now going to move back to session for the DRPA Board meeting. Do I have to make a motion to un-abey or abey?

Okay. Is there a motion to go back into open session on the DRPA meeting?

COMMISSIONER SASSO: So moved.

COMMISSIONER FRATALLI: Second.

VICE CHAIRMAN NASH: All those in favor.

ALL PRESENT COMMISSIONERS: Aye.

VICE CHAIRMAN NASH: Opposed?
All right. We're back into open session.

Now I'm going to take a motion to go into executive session to discuss matters of contract and legal issues.

COMMISSIONER SWEENEY: So moved.

VICE CHAIRMAN NASH: And at the time that these matters are going to be approved by the Board we will go back into open session for that purpose.

There's been a motion. Is there a second?

UNIDENTIFIED SPEAKER: Second.

VICE CHAIRMAN NASH: All those in favor.

UNIDENTIFIED SPEAKERS: Aye.

VICE CHAIRMAN NASH: Opposed.

Thank you very much everybody. We're not going to have any more public session so you are -- this meeting is over.

(Whereupon, the PATCO Board Meeting open session ended at 10:20 a.m., on September 18, 2014.)

(Executive Session.)
CERTIFICATE

This is to certify that the attached proceedings before the Delaware River Port Authority, Board Meeting on September 18, 2014, were held as herein appears, and that this is the original transcript thereof for the file of the Agency.

Timothy J. Atkinson, Jr., Reporter
FREE STATE REPORTING, INC.