

**DELAWARE RIVER PORT AUTHORITY**  
**Minutes of the February 15, 2012 Board Meeting**  
**One Port Center, Camden, New Jersey**  
**Wednesday, February 15, 2012, 9 a.m.**

**Present**

**PENNSYLVANIA**

Governor Tom Corbett, Chair  
Nakeya Smith, Esquire (Wagner) (via telephone)  
Christopher Craig (McCord) (via telephone)  
William Sasso, Esquire (absent)  
Walter D' Alessio  
David Simon, Esquire  
Joanna Cruz, Esquire (absent)  
Joann Bell

**Officers and Chiefs**

John Matheussen, Chief Executive Officer  
Michael Conallen, Deputy Chief Executive Officer  
Richard Brown, General Counsel and Corporate Secretary  
John Hanson, Chief Financial Officer  
Toni Brown, Chief Administrative Officer  
John Rink, PATCO, General Manager  
Mike Venuto, Chief Engineer  
Timothy Pulte, Chief Operating Officer

**DRPA Staff**

Jennifer DePoder, Financial Analyst  
Fran DiCicco, Administrative Coordinator  
Ann DuVall, Executive Assistant to CEO  
Joe Egan, Project Manager, Special Projects  
Nancy Farthing, Executive Secretary  
Ron Gilbert, Manager, Accounting  
Sylvia Gray-Newman, Admin. Coordinator  
Barbara Holcomb, Grants Specialist  
Timothy Ireland, Manager, Corp. Comm.  
Karen Jacobson, Assistant General Counsel  
Edward Kasuba, Director of Corp. Comm.  
Lisa M. Kmiec, Assistant General Counsel  
Howard Korsen, Manager, Contract Admin.  
Kevin LaMarca, Director, IS  
Mark Lopez, Acting Director, Government Rel.  
David McClintock, Chief, Public Safety  
Sheila Milner, Administrative Coordinator  
Robert Only, Director, Homeland Security  
Orville Parker, Manager, Budget & Fin. Anal.  
Thomas Raftery, Inspector General  
John Rogale, Dir. Labor Contract Compliance  
Fritz Sims, Supervisor, Print Shop  
Susan Squillace, Acting Mgr., Purchasing

**NEW JERSEY**

Jeffrey L. Nash, Esquire, Vice Chair  
E. Frank DiAntonio  
Richard Sweeney  
Albert F. Frattali  
Charles Fentress  
Rick Taylor  
Tamarisk Jones  
Denise Y. Mason

**Counsel**

Christopher Gibson, Esquire, Archer & Greiner, NJ Counsel  
Tom Ellis, Esquire, Duane Morris, PA Counsel

**DRPA Staff (cont'd)**

Charles Thompson, Graphic Design Specialist  
Dawn Whiton, Administrative Coordinator  
Mike Williams, Graphic Design Admin.

## Others

David Reiner, Esquire, NJ Gov. Authorities Unit  
Regina Egea, Esquire, NJ Gov. Authorities Unit  
Kathleen Duffy Bruder, Esquire, PA Governor's Office  
Tyler Laughlin, PA Governor's Office  
N.J. Senate President Stephen Sweeney  
N.J. Senator Donald Norcross  
Debra DiLorenzo, President, SJ Chamber of Commerce  
Danielle McNichol, Commonwealth of PA  
Charles Dougherty, DVRPC  
Louis Cappelli, Jr., Camden County Freeholder Director & DVRPC Chair  
Tom Spearing, SJ Development Council  
Marlene Asselta, President, SJ Development Council  
Dr. Ari Houshmand, President, Rowan University  
Thomas Gallia, Rowan University  
Joe Cardona, Rowan University  
Joe Wilson, Cross County Connections  
Susan Bass Levin, Cooper Foundation  
Brian Bauerle, Cooper Foundation  
Mike Stanton, Gloucester City  
Councilman John Hutchinson, Gloucester City  
Bob Booth, Gloucester City Business Assoc.  
Jack Lipsett, Gloucester City  
Marsha Four, Veteran's Multi-Service  
Pat Pomroy, Veteran's Multi-Service  
Marcella Ridenour, CAC  
Julie Still, CAC  
Casey Oakes, Sen. Lautenberg's Office  
Jennifer Sneed, Sen. Lautenberg's Office  
Anthony Perno, Coopers Ferry Dev. Assn.  
Mayor Leo McCabe, Glassboro  
Eric Watkins  
John Braxton  
Carol Rhodes

### **Report of the Chairman**

Chairman Corbett had no report, but mentioned that as Governor he has just submitted his Budget for the Commonwealth.

### **Report of the Chief Executive Officer**

Mr. Matheussen thanked the Chairman and stated that he has one addition to the submitted report. He said it was with great pride that he advised the Board that, for the 19<sup>th</sup> year in a row, DRPA's Comprehensive Annual Financial Report for the Fiscal Year ended December 31, 2010 has received the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association. This award is based on the hard work of the following staff members John Hanson; Jim White; Jennifer DePoder; Nancy Farthing; Ron Gilbert; Anthony Iocono; Telete Garrison; Ed Kasuba; Fritz Sims and Mike Williams. Mr. Matheussen thanked each of them for their efforts.

This concluded the Report of the CEO.

On motion duly made and seconded, the Report of the CEO was approved.

### **Approval of January 18, 2012 DRPA Board Meeting Minutes**

The Minutes of the January 18, 2012 Board Meeting of the Delaware River Port Authority were previously provided to the Governor of New Jersey and the DRPA Commissioners and there were no comments.

On motion duly made and seconded, the Minutes of the January 18, 2012 Board Meeting were approved.

### **Receipt and Filing of the Monthly List of Payments Covering the Month of January 2012**

The Monthly List of Payments covering the month of January 2012 was previously provided to all Commissioners and there were no comments.

On motion duly made and seconded, the Monthly List of Payments covering the month of January 2012 was received and filed.

### **DRPA-12-019 – Glassboro-Camden Line Environmental Impact Study**

Chairman Corbett called on Mike Venuto, Chief Engineer, to explain an amendment to the Resolution.

Mr. Venuto explained that the Summary Statement incorrectly contained language from an outdated template that referred to the Consultant Selection Committee. Mr. Venuto stated that this project was not reviewed by a Consultant Selection Committee, but that this project followed the federally approved Brooks Method of Consultant Selection where the highest technically ranked firm is selected and then requested to submit a price proposal. Mr. Venuto added that the Summary section of the Resolution referred to "Jobs Created," but should have referred to "Jobs Supported".

Mr. Venuto informed the Board that these changes have been made to the Summary Statement and Resolution and that the amended version is being presented to the Board for approval.

Chairman Corbett called for a motion to amend the Resolution as stated. On motion duly made and seconded, the Summary Statement and Resolution was amended.

Before the Board voted on the Resolution, Chairman Corbett stated that there were a number of individuals who wished to address the Board regarding the Glassboro-Camden Light Rail Line. He called on New Jersey Senate President Stephen Sweeney.

Senator Sweeney thanked the Governors of both Pennsylvania and New Jersey for recognizing the importance of this project. He stated that he believes that this Resolution is the commitment that is needed to move the project forward. He stated that proposed light rail line will provide an economic boost to the communities along the line. He thanked the Board and the Governor for recognizing the importance of mass transit to South Jersey. He stated that with the Board's leadership the project is taking an important step forward.

New Jersey Senator Donald Norcross thanked the Board and the Governor for the opportunity to speak on this issue. He stated that he was there to express his support for the project, which he believes is important for two reasons: to alleviate congestion in the area and to promote economic development in the region. He reminded the Board that the light rail line from Camden to Trenton has done good things for Burlington County. He added that the proposed light rail line will connect the educational centers in Glassboro and Camden. He expressed his appreciation to the Board for moving this project forward.

Mr. Brown called on Mayor Dana Redd of Camden. John Matheussen stated that the Mayor was not present, but informed the Board that he had spoken to her and that in the past the Mayor had expressed her support for the Glassboro-Camden Line.

Dr. Ari Houshmand, the President of Rowan University, stated that Rowan University has grown from 9,000 students to 12,000 students and intends to grow to 25,000 students between the Glassboro and Camden campuses. He explained that the University is developing its life sciences programs, which will be housed in Camden. He stated that Rowan students will need to travel between the two campuses and the light rail line will make that possible. He asked the Board to support the project. An Executive Summary produced by Rowan University is attached hereto.

Camden County Freeholder Director and Chairman of the Delaware Valley Regional Planning Commission ("DVRPC") Lou Cappelli thanked the Board for the opportunity to speak. He stated that there are two projects that are essential for improving the quality of life in the region: the restructuring of 295 and the Glassboro-Camden Line. He stated that the Glassboro-Camden Line will spur economic development in the region as light rail has spurred economic development in Woodbury which anticipates having two rail stops within its boundaries. He thanked the Board for considering the project.

Susan Bass Levin of the Cooper Hospital Foundation thanked the Governors of both Pennsylvania and New Jersey for supporting this project. She explained that the Glassboro-Camden Line is an important link for the people that come in and out of Camden and Glassboro. She further stated that this project would create both long term and short term jobs. Ms. Bass Levin stated that the line will increase property values, improve the environment by reducing congestion, and reduce travel times and greenhouse gases. She stated that the line will be a tremendous benefit to the region. She urged the Board to support this project. Ms. Bass Levin's statement is attached hereto.

Mayor Leo McCabe of Glassboro thanked the Governor and the Board for the opportunity to speak on the subject. He stated that Glassboro enthusiastically endorses the project. He explained that there are approximately 20,000 residents of Glassboro, and that the town hosts approximately 12,000 students from Rowan. He explained that the detailed redevelopment plan done for Glassboro revealed a separation between Rowan and the Borough. He stated that the light rail line will allow the Borough and the University to grow together. He noted that this project would allow travel from New York to Glassboro by rail. He stated that this project will supplement the \$300 million of redevelopment occurring in Glassboro. He informed the Board that Glassboro is looking forward to having the Glassboro-Camden Line move forward.

Casey Oakes of Senator Lautenberg's office read a prepared statement from Senator Lautenberg regarding the Benjamin Franklin Bridge bicycle ramp, which reiterated the Senator's support for the proposed ADA accessible ramp. The statement is attached hereto. Mr. Oakes concluded by stating that Senator Lautenberg also supports the Glassboro-Camden Light Rail Line.

Bob Booth, President of the Gloucester City Business Association, addressed the Board on behalf of the Association and on behalf of Anthony Bianco from Congressman Andrews' office and Mike Stanton of the Gloucester City Business Association. Mr. Booth thanked the Board for the opportunity to speak and explained that the Association represents 70 businesses in Gloucester City. He reminded the Board that he addressed the Board on this project in October 2011 and stated that he and the Association believe this project is a "no-brainer" for the region. He informed the Board that he will be handing out a press release expressing the Association's support of this important project, which is attached hereto.

Debra DiLorenzo, President of Chamber of Commerce of Southern New Jersey, stated that the Chamber supports the Glassboro-Camden Light Rail Line as it will connect businesses, people and attractions in the region. She stated the RiverLine is evidence of what light rail can do for communities located along its route. Ms. DiLorenzo stated that the Chamber awaits the day when the Rail Line is available. Ms. DiLorenzo distributed a Chamber of Commerce press release, which is attached hereto.

Marlene Asselta, President of the Southern Jersey Development Council, expressed support for the Resolution on this long awaited project. She stated that the Development Council has supported this project for two decades. She explained that she and her neighbors in Glassboro look forward to the day when they can take the rail line to work and other locations in Philadelphia and other parts of the region. Ms. Asselta introduced Tom Spearing, the Council's Transportation Committee Chair, who stated that in Burlington County the RiverLine has

brought economic improvements and they look forward to similar success with the Glassboro-Camden Line.

Joe Wilson of Cross County Connections stated that Cross County wholeheartedly endorses this project.

Anthony Perno, President of Coopers Ferry Development Association, stated that Coopers Ferry supports this project. He stated that the planned rail line will mitigate congestion and promote economic development in the region.

Chick Dougherty of the DVRPC stated that the DVRPC has supported this project in the past and continues to support the Glassboro-Camden Light Rail Line. He stated that the DVRPC has put the line in their long term plan. He informed the Board that the DRVPC believes that this project is a key to smart growth in the region. He stated that the DVRPC fully supports this project.

Carol Rhodes stated that she believes that neither the DRPA nor New Jersey Transit has the necessary expertise to spearhead a light rail project. She cited the RiverLine's cost overruns as evidence of the lack of expertise. Ms. Rhodes further commented on the Inspector General position. She stated that she believes the DRPA should be disbanded.

Vice Chair Nash addressed Ms. Rhodes' comments stating that she has come to many Board meetings and he has not responded to her because he believes that citizens have a right to state their views. He stated that he is not only a Commissioner of the DPRPA, but is also a public official in Camden County. He inquired whether Ms. Rhodes has ever attempted to speak to him about these issues. He noted that some people disagree with his policy decisions, but those who are sincere in their opposition will speak to him directly. He stated that he will not tolerate slander against him or against John Matheussen. He complimented Mr. Matheussen for his public service and his integrity.

Joseph Powell was called to the podium. Chairman Corbett clarified that Mr. Powell did not intend to address the Glassboro-Camden Line and asked that Mr. Powell speak at the end of the meeting in the regular Public Comment portion of the meeting. Mr. Powell agreed.

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-019                      Glassboro-Camden Line Environmental Impact Study**

Chairman Corbett announced that there would be a brief two minute recess.

Chairman Corbett called the Meeting back to order.

John Matheussen welcomed Marcella Ridenour and Julie Still from the Citizens Advisory Committee, and thanked them for attending.

**Approval of Operations & Maintenance Committee Report of January 18, 2012**

The Report of the Operations & Maintenance Committee Meeting of January 18, 2012 previously provided to all Commissioners and there were no comments.

On motion duly made and seconded, the Report of the Operations & Maintenance Committee of January 18, 2012 was approved.

**Adopt Resolutions Approved by Operations & Maintenance Committee of January 18, 2012**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-009                      Contract No. BF-24-2011, Benjamin Franklin Bridge  
Salt Storage Building**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-010                      Contract No. PATCO-48-2011, PATCO Escalator  
Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-  
16<sup>th</sup> & Locust Stations**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-011                      Construction Monitoring Services for Contract No.  
PATCO-48-2011, PATCO Escalator Replacements at  
Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust  
Stations**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-012                      Contract No. PATCO-49-2011, PATCO Lindenwold  
Shop Annex Building**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-013                      Capital Project Contract Modifications**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-014 Professional Services for 2012 Biennial Inspection of the Benjamin Franklin Bridge**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-015 Professional Services for 2012 Biennial Inspection of the Betsy Ross Bridge**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-016 Professional Services for 2012 Biennial Inspection of the Commodore Barry Bridge**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-017 Professional Services for 2012 Biennial Inspection of the Walt Whitman Bridge**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-018 Professional Services for 2012 Biennial Inspection of PATCO**

**Approval by Finance Committee of Finance Committee Minutes of February 1, 2012**

The Minutes of the Finance Committee Meeting of February 1, 2012 were previously provided to the members of the Committee.

On motion duly made and seconded, the Minutes of the February 1, 2012 Finance Committee Meeting were approved by the Finance Committee.

**Adopt Resolutions Approved by Finance Committee of February 1, 2012**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-020 Selection of Qualified Counsel to Provide Legal Services to DRPA and PATCO**

Prior to the Board's vote on DRPA-12-021, Mr. Matheussen stated that John Hanson, Chief Financial Officer, would like to correct statements regarding the Authority's debt.

Mr. Hanson stated that the proposed Resolution will provide for the payment of \$100 million in debt. Another \$50 million is scheduled to be paid off as well. He explained that the Authority's debt was at \$1.4 billion and the Authority then issued another \$300 million of debt to finance the Capital Plan while also paying down existing debt. He stated that the Authority's debt currently stands at \$1.3 billion, \$100 million less than when Vice Chair Nash and CEO Matheussen's tenure at the Authority began. He explained that the Authority will need to issue new debt soon, which will raise the Authority's debt to \$1.45 billion, but reminded the Board that the debt currently totals \$1.3 billion.

Vice Chair Nash thanked Mr. Hanson and the Finance Committee for working on the debt repayment plan. He stated that this plan is necessary to make the Authority's finances excellent.

Mr. Matheussen stated that both Pennsylvania and New Jersey have been very helpful in guiding the Authority through this process. He thanked them for their assistance.

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-021                      Authorization for Issuance of Port District Project  
Refunding Bonds, Authorization for Use of General Fund  
Monies for Redemption of Portions of Certain  
Outstanding Bonds and Authorization to Take Certain  
Actions with Respect to Existing Letters of Credit**

**Unfinished Business**

There was no Unfinished Business for the DRPA Board.

**New Business**

**Item 1 – Consideration of Pending DRPA Contracts (Between 25,000 and \$100,000)**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-022                      Consideration of Pending DRPA Contracts (Between  
25,000 and \$100,000)**

**Item 2 – LEAP Academy University Charter School Bus Parking at the Benjamin Franklin Bridge Facility**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-023                      LEAP Academy University Charter School Bus Parking  
at the Benjamin Franklin Bridge Facility**

**Item 3 – The Philadelphia Veteran’s Multi-Service & Education Center, Inc. Parking at the Benjamin Franklin Bridge**

Tim Pulte, Chief Operating Officer, recognized Marsha Four and Pat Pomroy of the Philadelphia Veteran’s Multi-Service & Education Center. He thanked them for their service to our veterans.

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-024                      The Philadelphia Veteran’s Multi-Service & Education Center, Inc. Parking at the Benjamin Franklin Bridge**

**Item 4 – City of Hope Charity Event Support Services and Restricted Public Access to Ben Franklin Bridge Walkway**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-025                      City of Hope Charity Event Support Services and Restricted Public Access to Ben Franklin Bridge Walkway**

**Item 5 – DRPA Pollution Legal Liability Policy-Extension**

On motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-026                      DRPA Pollution Legal Liability Policy-Extension**

**Item 6 – Easement to City of Philadelphia for Extension of Delaware Avenue; Hedley Street**

Chairman Corbett announced that this item would be discussed in Executive Session before the Board vote.

**Public Comment**

Joseph Powell addressed the Board regarding a traffic ticket that he received from a DRPA Police Officer for traveling too slowly across the Betsy Ross Bridge. Mr. Powell stated that the directional signs on the bridge are difficult to read when the sun is shining. He made several suggestions for ticketing procedures and changes to the ramps leading off the Betsy Ross Bridge.

Mr. Brown suggested that Mr. Powell should submit his suggestions to the Engineering and Public Safety Departments.

Marsha Four of the Philadelphia Veteran's Multi-Service & Education Center stated that she has worked for the Center for 33 years, which is a non-profit agency. She stated that the Center works exclusively with veterans who are most in need. On behalf of the Center, she thanked the Board for their support of the Center.

On motion duly made and seconded, the Delaware River Port Authority Board Meeting recessed.

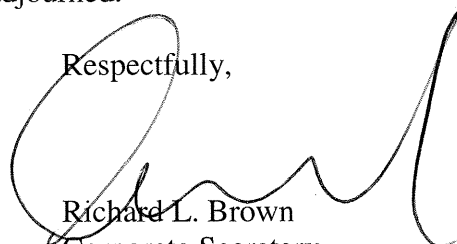
Following an Executive Session to discuss DRPA-12-027, the Delaware River Port Authority Board Meeting reconvened.

Upon motion duly made and seconded, the following Resolution was unanimously adopted and made the action of the Authority:

**DRPA-12-027                      Easement to City of Philadelphia for Extension of  
Delaware Avenue; Hedley Street**

On motion duly made and seconded, the meeting was adjourned.

Respectfully,

A large, stylized handwritten signature in black ink, appearing to read 'Richard L. Brown'.

Richard L. Brown  
Corporate Secretary

EXECUTIVE SUMMARY

# Glassboro Light Rail Line Station Locations Analysis

FEBRUARY 2012



Prepared by

Rowan University Geospatial Research Laboratory  
Department of Geography and Environment  
[gis.rowan.edu](http://gis.rowan.edu)

In the fall of 2010, researchers from Rowan University's Geospatial Research Laboratory examined Glassboro's geographic assets to determine the best location for light rail stations. Below is a summary of our findings and our recommendations.

### End of the Line

The proposed Glassboro-Camden Light Rail Line (see figure 1) will follow the existing Conrail corridor and is slated to have two station stops in Glassboro. The two stops are warranted considering Glassboro:

- Is the largest town center in southern Gloucester County
- Has a population of more than 20,000 permanent residents and 11,400 Rowan students
- Is host to the second largest employer in the county in Rowan University, which has more than 1,900 employees

The most frequently proposed model includes a walk-off station serving the University and a second station serving the town center. The town center station will serve as terminus for the entire Glassboro-Camden Light Rail Line project.

### The Rowan Campus Station Location

The more northern Glassboro stop will be a walk-off station on the Rowan campus. This is well suited for one of the Glassboro stations since the Conrail corridor right-of-way transects the campus in the north-central portion of Glassboro.

This station will play a significant role in reducing the traffic in and out of Glassboro since a significant portion of auto trips on Glassboro's roads can be attributed to the University. The concentrated population density of the campus as well as the high frequency of students, employees and members of the public commuting to and from the campus will be well served by this stop.

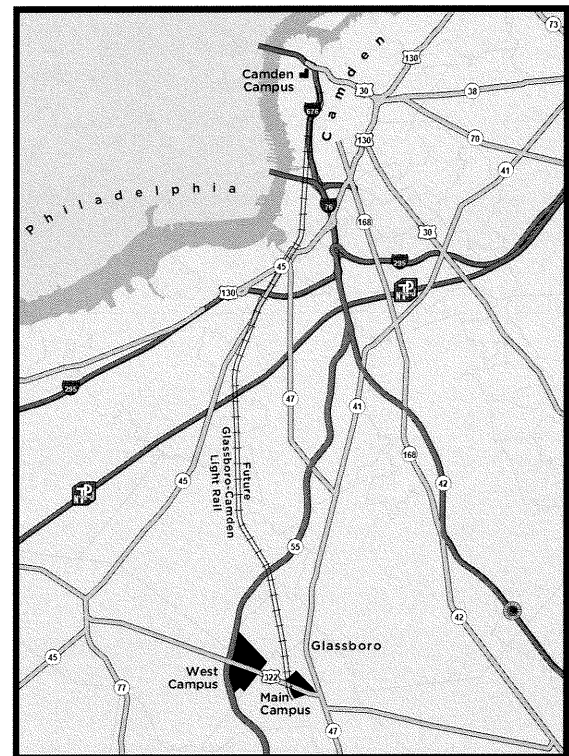


FIGURE 1 Glassboro-Camden Line route map. Glassboro is slated to have two stations.

The specific site location of this stop will likely be between Rowan's Triad Hall Apartments and Parking Lot A (near Rt. 322), which is a site ripe for infill development of future buildings on main campus. This station is intended to serve a walk-off function rather than a park and ride since the parking demand for the university community is already at capacity.

### Site Selection for the Terminal Glassboro Station

The site selection for the second, terminal station in central Glassboro is more nuanced and requires careful consideration. Important factors to take into account include:

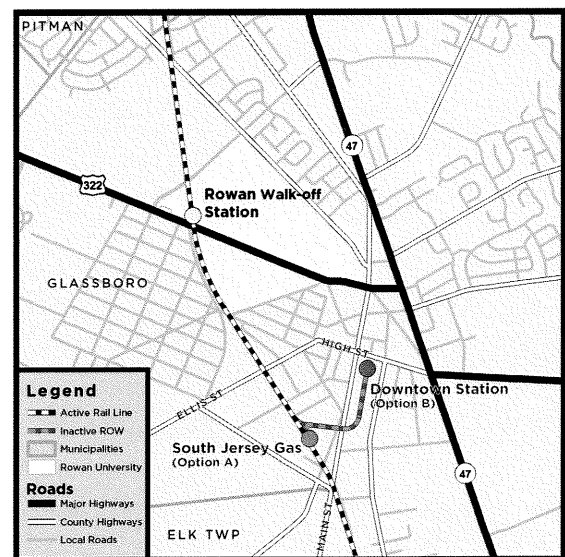
- The need to serve the non-university Glassboro community
- Accessibility and parking needed for regional commuters to the station
- The propensity for the station location to foster or inhibit the economic growth of the community

### Two Possible Sites

Two sites were identified for the terminal Glassboro station (*see figure 2*). Option A is directly on the Conrail right-of-way on a vacant parcel owned by the South Jersey Gas Company. It is a reasonable initial selection since it is currently a vacant lot directly flanking the tracks that is large enough to accommodate a significantly-sized surface parking area.

On further analysis, however, there are major factors that make this site less than ideal for the purposes of the station function, including:

- The distance from Glassboro's town center and the Rowan Boulevard redevelopment project.
- Although it has reasonable access to Rt. 55 for commuters coming from the south, it has less than ideal accessibility to the populations of Washington and Winslow Townships to the east, who will be required to come through the Glassboro town center in order to reach the station on Union Avenue. This will add traffic and time for commuters to the east compared with a more centralized station location.



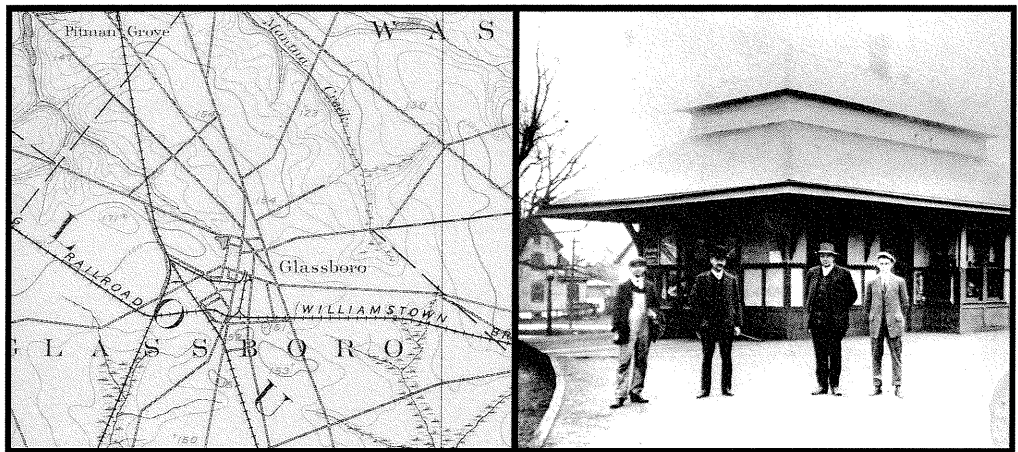
**FIGURE 2** Glassboro light rail station location options. There have been two identified options for the terminal station. Option A is directly on the Conrail line but about 1/4 mile south of the municipal building. Option B is located within the town center connected by a former rail line that once served downtown.

The less-than-ideal geographic location of the South Jersey Gas site location for the terminal Glassboro station led to the search for a better functioning alternative.

Research into the historical configuration of rail rights-of-way in Glassboro revealed several now-defunct branch lines off of the main Conrail tracks that served the Glassboro town center in the late 19th century.

One line ran down the middle of present-day Oakwood Avenue crossing behind the Glassboro municipal building. This was deemed too complicated to resurrect since it would not only require an on-street track alignment, but would also transect a housing development that is currently under construction.

A second line, however, branched off the Conrail right-of-way a little further south, in the vicinity of the South Jersey Gas parcel. This line crossed over Main Street and then turned north in the interior of the block between Main and Academy streets. The right-of-way ran north to a station just off High Street between Academy and Main Streets (*see figure 3*).



**FIGURE 3** Glassboro's town center was originally served by two railroad lines depicted in the 1888 historical map (above left). The passenger station (above right) was located on the corner of High and Academy Streets.

### **Option B**

Recreating the historical downtown Glassboro station site (Option B) has a number of advantages over the South Jersey Gas site (Option A)—most important being its central location.

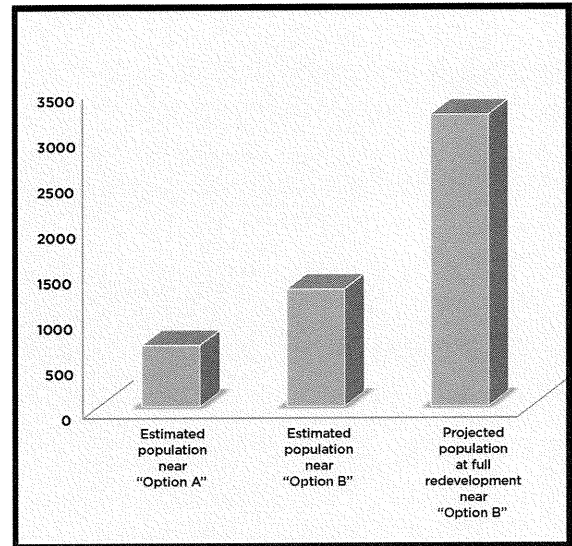
The downtown Glassboro site is located within an immediate walking distance to the Glassboro town center, the Rowan Boulevard project and Glassboro's entire designated redevelopment area (*see Appendix*). The proximity of property parcels within a  $\frac{1}{4}$  mile diameter of each station location helps to illustrate the differences. Option A (South Jersey Gas) has a total of 254 parcels within the  $\frac{1}{4}$ -mile proximity. Option B (Downtown Glassboro) has a total of 485 parcels within the  $\frac{1}{4}$ -mile proximity. The number of parcels is a proxy indicator for building units, thus the current building density is nearly twice as high for Option B as Option A.

Related to the number of building units within proximity to the proposed station stops is population (*see figure 4*). By using Glassboro's average household size of 2.66 people per unit, we estimate 675 people living within  $\frac{1}{4}$  mile of Option A compared with 1,290 living within  $\frac{1}{4}$  mile to the Downtown station (Option B). The redevelop-

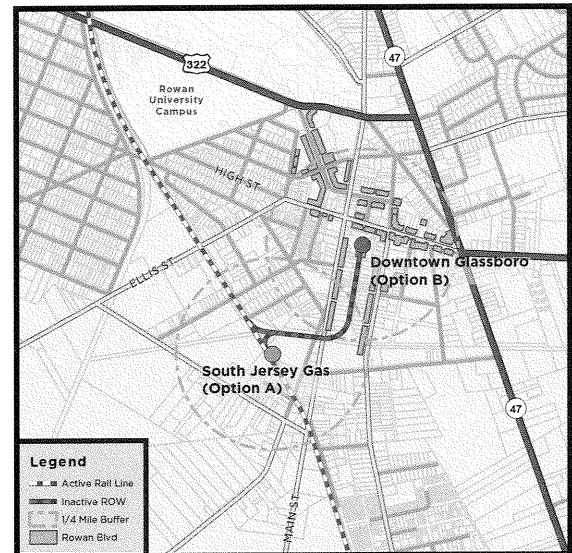
ment planned for Glassboro’s downtown will substantially increase its population to 3,000 or greater depending on the final buildout scenario. This will significantly increase the walkable access to a downtown station.

In order to project the future difference increase in land use density, Rowan’s Geospatial Lab researchers evaluated the proposed station location proximity to the building footprints of the redevelopment plan (see figure 5). The South Jersey Gas site (Option A) is within ¼ mile proximity to only 113,326 square feet of the building footprints for the redevelopment plan whereas the Glassboro Town Center station (Option B) site location will be in proximity to approximately 714,890 square feet of new development footprints, essentially encompassing the entire redevelopment area. Considering that many of the buildings will be four or more stories in height, these numbers can be multiplied fourfold to provide a final indicator of the differences in the proximity difference between the two sites.

The difference in the proximity characteristics will affect the number of potential riders who will utilize the light rail line and the number of destinations that will be available in Glassboro to future riders. It will also affect the level of real and perceived safety of light rail usage since there will be considerably more eyes on the street with the higher population densities.



**FIGURE 4** Estimated current population within a 1/4 mile walk to the two proposed terminal station locations. Population in the Downtown area is projected to substantially increase with pending redevelopment.



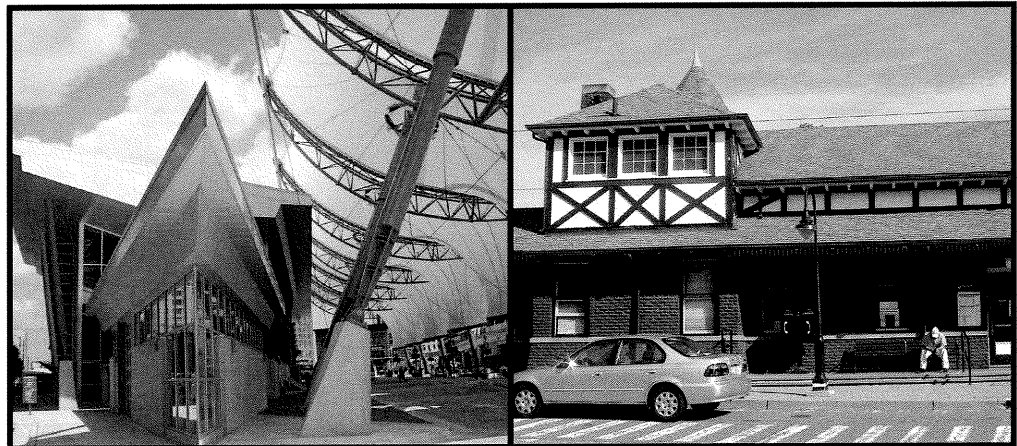
**FIGURE 5** Proposed Downtown Glassboro light rail station stops. The map depicts the geographic advantage of the Downtown station stop (Option B) compared to the South Jersey Gas site location (Option A). Dashed orange lines represent a 1/4 mile straight line distance from the proposed stations. The orange polygons represent proposed building footprints within Glassboro’s downtown redevelopment zone. The building footprints in the Rowan Boulevard zone are currently under construction.

Ideally, a town center should be walkable from a transit station stop. If the users of transit cannot conveniently and safely walk to the station then they will either drive to the station or choose not to use the transit at all since they are already in a vehicle.

The South Jersey Gas site would be more than a ½ mile walk to the intersection of Main Street and High Street (the traditional Glassboro town center). The majority of Glassboro’s businesses in the downtown area are sited east and west along High Street and further north on Main Street, beyond the generally accepted maximum walking distance of a ½ mile. Thus, the South Jersey Gas property does not well serve walkability to the town center. Furthermore, the entire Rowan Boulevard section of the town center would be substantially further than a half-mile walk resulting in few transit riders willing to walk from a station at this location to the destinations on Rowan Boulevard.

### **Intermodal Transportation Hub Potential**

An additional factor to consider when selecting the terminal station site is the ability for the station to serve as a regional intermodal transit hub. Such a hub would allow the light rail line to interchange with regional and local bus routes, a proposed Glassboro/Rowan shuttle, the Glassboro-Williamstown bike path and pedestrian foot traffic from the town center.



**FIGURE 6** A major factor under consideration for the location of the terminal Glassboro station siting is to facilitate an intermodal transportation hub such as the Rosa Parks transit hub in Detroit, MI (left) which opened in 2009 and the Maplewood Station, Maplewood, N.J. (right).

A hub would make the Glassboro town center truly a transit-oriented village and could function in a similar manner to the Rosa Parks Transit Hub in Detroit which opened in 2009 (*see figure 6*). While the South Jersey Gas site (Option A) has the advantage of having a large vacant parcel for accommodating surface parking for a Park and Ride, it is nevertheless poor from a pedestrian accessibility standpoint as detailed above. Option A is also less accessible to the regional roadways that are likely to be routes of access for regional commuter demand.

### **Collector Roadways**

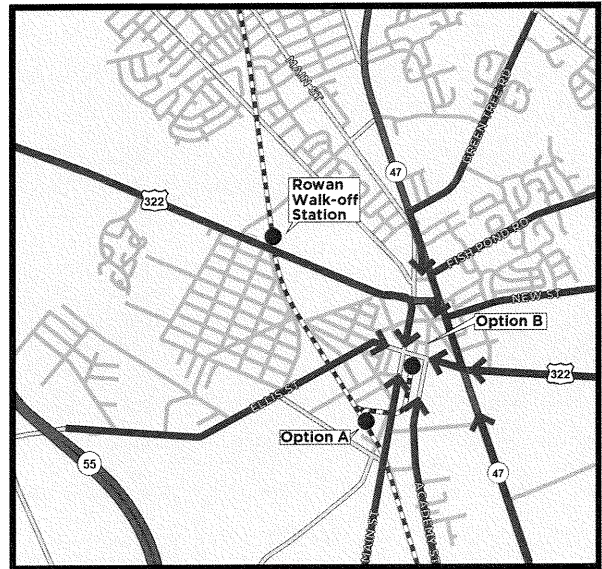
In contrast, the Downtown Glassboro station site (Option B) is very well located for access to the regional collector roadways (*see figure 7*) since it has excellent accessi-

bility to the south from Rt. 553 (Buck Road). Route 553 has an exit on Rt. 55 that will collect most commuters coming from the south such as Vineland and Millville. There is also excellent accessibility to the Option B station from the south from Delsea Drive (Rt. 47). Commuters coming from the east have very good accessibility from Rt. 322, New Street and Fish Pond Road. Access from the west is via Rt. 322 and Ellis Street.

Since the street alignment of downtown Glassboro is a grid road network that collects the radial roads coming into town, the traffic coming to use the Glassboro Town Center will be coming from multiple possible route options and will not overly congest any single roadway. There is ample space for surface parking in the short term at the Option B site with the potential for a parking garage once the downtown redevelopment area is more densely redeveloped. There are significant benefits for Option B to serve as a major intermodal transportation hub. It will support the town, University and the redevelopment area as well as having the general advantage of promoting mass transit within the region.

### Final Findings

This study concludes that the best-performing station locations in terms of accessibility for Glassboro are the Rowan University location and the Downtown Glassboro location (Option B). While there will be an added expense for the reactivation of the rail line required for Option B, the multiple benefits including accessibility to the redevelopment zone of Glassboro's downtown will result in increased ridership as well as increased redevelopment potential, making the location well worth the modest additional cost of the rail line.



**FIGURE 7** Map showing regional traffic patterns for commuters accessing the Downtown Glassboro station (Option B). Traffic can access the site easily from multiple directions without over-taxing any single road system in town and without causing major increase in traffic on Main Street or Rowan Boulevard. This road network supports the concept of a multimodal transit hub at the Option B site.

## Appendix

### About Rowan Boulevard

Glassboro's \$300-million Rowan Boulevard revitalization project is being developed in a public-private partnership between the Borough of Glassboro, Sora Holdings, of Sewell, N.J., and Rowan University. The new roadway directly links the University's 200-acre main campus with the borough's historic downtown retail district to create an 81-acre redevelopment zone. Once complete, Rowan Boulevard and the greater redevelopment zone are expected to feature 125 new retail stores, a hotel conference center and a dozen restaurants.

Rowan Boulevard currently features the 884-bed Rowan Boulevard Apartments and the 36,000-sq.-ft. Barnes & Noble Collegiate Superstore. The Whitney Center, a five-story, mixed-use building that features retail stores and housing for honors students is under construction.

### About the Geospatial Research Laboratory

The Rowan University Geospatial Research Laboratory (GeoLab) is a center for education, research and outreach for Geographic Information Systems (GIS) housed within the Department of Geography and Environment. The GeoLab conducts projects of local, regional and statewide significance using state of the art geospatial technologies.

John Hasse, Ph.D., AICP is a professor of geography and chair of the Department of Geography and Environment at Rowan University where he teaches various courses in geography, GIS and planning. Hasse's research interest focuses on land use geography and the interface of land use, environmental planning, transportation and spatial analysis.

John Reiser is the campus GIS specialist and manages the Geospatial Research Laboratory at Rowan. He has experience with statewide transportation and land use policy and is an active member of the New Jersey's GIS community.

Cartography was produced by Amy Fread, student GIS research associate.

### Contacts

Geospatial Research Laboratory  
gis.rowan.edu  
856-256-4817

Dr. John Hasse, [hasse@rowan.edu](mailto:hasse@rowan.edu)  
John Reiser, [reiser@rowan.edu](mailto:reiser@rowan.edu)

**Testimony of Susan Bass Levin,  
President and CEO of the Cooper Foundation  
In support of the Glassboro Camden Light Rail Line  
DRPA Board of Commissioners Meeting, February 15, 2012**

Thank you for the opportunity to testify in support of the proposed Glassboro to Camden passenger rail line project. The Glassboro Camden light rail line will restore passenger rail service along the existing rail from Glassboro to Camden, offering quick, reliable and frequent service in South Jersey. The proposed GCL line will provide a reliable transit system, linking employment destinations, residential communities and centers of activity, while at the same time, reducing congestion on the roads, travel times, air pollutants and green house gases. The GCL will improve opportunities for residents of South Jersey, who live, work, study and play in municipalities along this line.

With more than 4,300 employees working in the City, Cooper University Hospital is Camden's largest private employer. Cooper encourages the DRPA to move forward with the Environmental Impact Statement for this project. The entire region, including Camden, will benefit from the increased mobility that will serve as a catalyst for public and private investment, economic growth, job creation and housing production throughout our region.

This rail line will integrate the two higher education hubs in our area, Glassboro and Camden, serving as the economic engine creating a gateway for academic research, clinical care and information technology in our region.

Public transportation investment supports short term job creation in construction, and lays the groundwork for strengthening our local employment base over the long term.

Light rails also provide a benefit for the local economy. According to a study conducted in 2010 by RPA (Regional Plan Association), homes located in close proximity – a mile or less - to a rail station see increased property values of up to 8%.

The Glassboro Camden project is important to our region's economy and quality of life. We urge the Board of Commissioners to approve the resolution to advance the project with the necessary environmental evaluation and conceptual engineering phase.

**FRANK R. LAUTENBERG**

NEW JERSEY

COMMITTEES:

APPROPRIATIONS

COMMERCE, SCIENCE, AND  
TRANSPORTATION

ENVIRONMENT AND  
PUBLIC WORKS

# United States Senate

WASHINGTON, DC 20510

February 15, 2012

John Matheussen  
Chief Executive Officer  
Delaware River Port Authority  
One Port Center  
2 Riverside Drive  
PO Box 1949  
Camden, NJ 08101

Dear Commissioners:

Thank you for allowing me to reiterate my support for the proposed ADA accessible ramp on the Ben Franklin Bridge. I appreciate your time and consideration and am glad to see this project moving forward today.

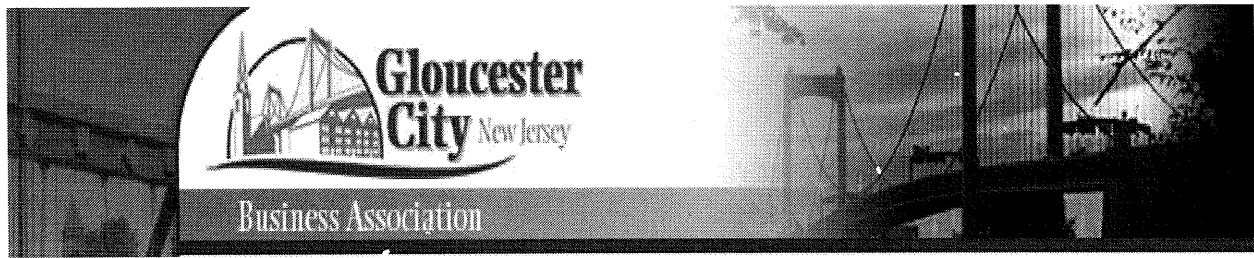
As we know, more than 40 percent of Camden residents do not have access to an automobile, and the Ben Franklin Bridge provides the region's only pedestrian or bike access between Camden and Philadelphia. The ramp will ensure all commuters can travel safely and conveniently across the Delaware River, regardless of ability or mode. Furthermore, the ramp when completed will complement the federal investment of \$23 million in TIGER funds that was designated to enhance bicycle and pedestrian facilities in Southern New Jersey and Eastern Pennsylvania.

Again, I am pleased the Ben Franklin Bridge ramp project is still on track. I look forward to continuing to work with the DRPA on this and other projects that aim to improve transportation, while stimulating job growth and economic development in the region.

Sincerely,



FRL:cmo



## **Press Release**

**February 13, 2012**

### **GCBA Supports Glassboro – Camden Rail Line**

#### **Encourages DRPA Approval of Environmental Impact Study**

The Gloucester City Business Association (GCBA) encourages the Delaware River Port Authority Board to approve the Glassboro-Camden Line Environmental Impact Study. “It is the next vital step to make this crucial transportation initiative a reality since the study is required to obtain federal funding” commented Bob Booth, GCBA’s President.

GCBA believes the new rail line will promote economic development in Gloucester City by improving out-of-town customer access to merchants in the vital Monmouth Street / Broadway corridor as well as simplify access to the city’s restaurants and emerging waterfront. The Glassboro – Camden Line will also improve the quality of life for existing residents and attract new residents by providing an effective, reliable transit alternative with improved quality of service (especially during rush hours).

Since DRPA will be expending valuable staff time to provide project management and oversight of the Environmental Impact Study, GCBA will volunteer member managerial / technical time “free-of-charge” to accelerate study time frames and/or control costs. GCBA is composed of 70+ businesses that employ local workers and continually invest in Gloucester City projects and organizations.

***Gloucester City Business Association***

***PO BOX 602***

***Gloucester City, New Jersey 08030***

***www.gcba.info***

294-2011

**RESOLUTION OF THE CITY OF GLOUCESTER SUPPORTING THE SOUTHERN NEW JERSEY TRANSIT PLAN AND LIGHT RAIL SYSTEM THROUGH GLOUCESTER CITY FROM CAMDEN TO GLASSBORO**

**WHEREAS**, the Delaware River Port Authority PATCO Division has prepared and presented the proposed Southern New Jersey Transit Plan and a new light rail line from Camden to Glassboro along the existing Conrail Right of Way with a station in Gloucester City; and

**WHEREAS**, this plan has been deemed consistent with New Jersey's smart growth goals, protecting the environment by reducing emissions and fossil fuel consumption, creating jobs, reducing traffic congestion, and providing for the revitalization of existing urban centers, such as Gloucester City; and

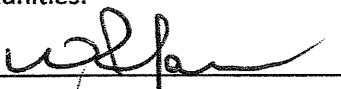
**WHEREAS**, the transit plan and light rail have been subject to extensive outreach, technical analysis, and multi-agency review in which the officials and residents of the City of Gloucester have had opportunity to participate; and

**WHEREAS**, the project is supported by the Governor's office, the Counties of Camden and Gloucester and other municipalities and has been funded in the amount of \$500 million by the State of New Jersey; and

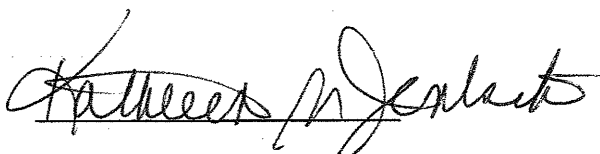
**WHEREAS**, the City will continue to work closely with DRPA to address potential impacts from the light rail proposal including safety, noise, railway crossings, station development, transit village opportunities, parking, access, and other issues by creating a steering committee;

**WHEREAS**, the Mayor and Council of the City of Gloucester support and endorse the Light Rail System pursuant to the proposal of the New Jersey State Planning Commission, as well as the New Jersey Office of Smart Growth

**NOW, THEREFORE, BE IT RESOLVED**, that the Mayor and Council of the City of Gloucester create a Steering Committee whose purpose is to recommend to Mayor and Council how best the City of Gloucester might benefit from the proposed Light Rail System, specifically regarding the train station location, automobile parking plans, roadway crossing safety, public safety, and development opportunities.

  
\_\_\_\_\_  
William P. James, Mayor

**ADOPTED** at the regular meeting of the Mayor and Council of the City of Gloucester held on the 20<sup>th</sup> day of October, 2011.

  
Kathleen M. Jentsch, City Clerk

294-2011

# ***Start St. Patrick's Early***

***With***

THE MERRY  
PLOUGHBOY

*Traditional Irish Music & Dance*



**Sunday, March 4, 2012  
4:00 PM**

**Mary Ethel Costello School  
520 Cumberland Street  
Gloucester City, NJ 08030**

**\$15 Per Ticket (Advance Purchase)  
\$20 Per Ticket (At The Door)**

***All Proceeds Go To Gloucester City Lions Club***

**Call (856) 742-8010 to Purchase Tickets**

**The Merry Ploughboys are Widely Regarded as Providing  
the Best Traditional Music Show in Dublin  
Concert Web Site – [www.gloucestertravel.com/concert.htm](http://www.gloucestertravel.com/concert.htm)**

***Delaware Valley Concert Sponsored by Gloucester Travel & Cruise  
US Tour Sponsored by Celtic Tours***

**Statement before the Delaware River Port Authority  
of  
Debra P. DiLorenzo, President & CEO, Chamber of Commerce Southern New Jersey  
Wednesday, February 15, 2012**

Good morning, Mr. Chairman and commissioners. My name is Debra P. DiLorenzo and I am President & CEO of the Chamber of Commerce Southern New Jersey. I appear before you today in support of the Camden to Glassboro light rail line.

We are excited about what this public transportation project will mean for South Jersey—simply put it will connect people, businesses and attractions in our region. And, it will make it possible for people who don't own a car, or for those who wish to reduce their dependence on their car, to have access to areas that were formerly accessible only by driving. The added bonus to this project is the linkage between Rutgers and Rowan Universities.

This project will also breathe new life into many of the mature communities in our area. When you look at what New Jersey Transit's RiverLINE has done for the communities along the Delaware River from Camden to Trenton, you can see what light rail can do to revitalize towns.

Towns along the RiverLINE have seen businesses and people begin to reinvest. Ridership on the RiverLINE has grown steadily, with over 8,000 riders using the system each week day. And, the line has become popular on weekends with people using it for leisure activities like shopping, dining and to take advantage of other amenities offered by the towns along the route.

Public transit adds vibrancy to a community and sends a clear message that the community is "open for business."

The Chamber anxiously awaits the day when this much needed rail line becomes available to serve the residents and businesses of our Gloucester County communities.

Thank you for the opportunity to present our view on this project.



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6 East High Street  
Glassboro, NJ 08028  
856-307-7800  
856-307-7808-fax

Lawrence M. DiVietro, Jr.  
P.L.S., P.P., A.I.C.P., President

Andrew Hogg, P.E.  
Vice President, Engineering

Robert R. Williams, C.F., R.P.F.  
Vice President, Forestry Operations

[www.landdimensions.com](http://www.landdimensions.com)

associates  
Persefoni J. Kapotas, P.P.  
Yong S. Kong, P.W.S.  
Ahmad Tamous, P.E., P.P.

February 14, 2012

Delaware River Port Authority  
One Port Center  
2 Riverside Drive  
Camden, NJ 08104

Subject: Contract Approvals for Environmental Impact Study of  
Proposed Camden to Glassboro 18-Mile Light Rail Line

To Whom It May Concern:

Please accept my commentary in support of approving the contract for the "Environmental Impact Study" for the proposed Camden to Glassboro Light Rail Study.

As a matter of introduction, I am a resident who was born and raised in southern New Jersey and have resided here for 60 years. I am a professional planner who has practiced land use planning in southern New Jersey for the past 30 years and, finally, I am a Trustee member of Rowan University.

Not only for my individual interest noted, but also professionally, it is clear that the future growth of southern New Jersey relies on our ability to compete in the region. With the potential growth of the Rowan University footprint, the opportunities to establish the southern New Jersey region as a competitive location to live, learn, work, play and grow is essential.

I am certain that the DRPA is well aware of the environmental benefits of establishing light rail service into Gloucester County and improving the quality of life in residing here. The true attraction to the region will be business development, high quality employment, and access to the educated work force. None of these attributes can be promoted without a first-class transportation and infrastructure.

I appreciate this opportunity to address you and encourage your vision and support for the Camden to Glassboro Light Rail Study.

Sincerely,

A large, stylized handwritten signature in black ink, which appears to read "Lawrence M. DiVietro Jr.".

Lawrence M. DiVietro Jr., PLS, PP, AICP  
President

LMD:jw

# REPORT OF THE CHIEF EXECUTIVE OFFICER

February 15, 2012

Delaware River Port Authority  
of Pennsylvania and New Jersey  
One Port Center  
2 Riverside Drive  
Camden, NJ 08101-1949

February 15, 2012

To the Commissioners:

The following is a summary of recent DRPA activities. I have attached the appropriate reports.

## **Bridge and Finance**

---

On January 6, 1922, construction began on the Ben Franklin Bridge. Ninety years later, contemporary stewards of the original builders' work are continuing truss rehabilitation and structural improvements on the Delaware River landmark. A project to repair the tower expansion joints will begin in the coming days.

The first stage of construction on the Walt Whitman Bridge redecking project has been completed, and the contractor has shifted eastbound vehicle traffic in order to accommodate Stage Two. For an estimated five months as of January 25, cars and trucks will travel into New Jersey through a "cattle chute" on the far right (southernmost) lane. Eastbound oversized vehicles will be restricted on the bridge.

This spring, our in-house construction and maintenance staff will begin repairing three gusset panel points on the Philadelphia approach to the Walt Whitman Bridge.

At the Betsy Ross, DRPA staff engineers continue to provide support for in-house repair items identified in the 2010 Biennial Inspection Report.

Work continues on structural repairs at the Commodore Barry Bridge.

**FOR BRIDGE AND TRAFFIC HIGHLIGHTS, SEE ATTACHMENT 1**

## **PATCO**

---

Construction of accessibility improvements at 9<sup>th</sup>-10<sup>th</sup> and Locust Street Station and upgrades at Ferry Avenue Station are scheduled to begin this month.

Work continues on numerous PATCO capital projects, including pole line replacement and improvements to the Lindenwold Yard.

Platform rehabilitation at Woodcrest Station is completed.

Passenger Rail Car Rehabilitation continues on schedule.

**FOR PATCO RIDERSHIP AND FINANCIAL INFORMATION  
SEE GENERAL MANAGER'S REPORT IN THE PATCO SECTION**

**Employee Activities**

---

Congratulations to John Hanson, Jim White, Ronnie Gilbert, Jennifer DePoder, Anthony Iocono, Nancy Farthing, Fritz Sims, Ed Kasuba, Telete Garrison and Mike Williams for their exemplary work on the Authority's Comprehensive Annual Financial Report.

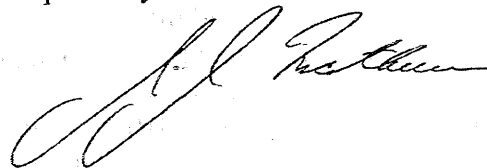
Their report has won the Certificate of Achievement for Excellence in Financial Reporting award from the Government Finance Officers Association of the U.S and Canada. This is the 19<sup>th</sup> consecutive year that the Authority has achieved this prestigious award.

We extend a second round of congratulations to Fritz Sims, CGCM, for earning his recertification from the In-Plant Printing and Mailing Association's Certified Graphic Communications Manager (CGCM) program.

As a CGCM, Fritz has renewed his place in an elite group of approximately 400 certified corporate publishing professionals in the United States. We're proud to have an expert of his caliber here at the DRPA.

**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**

Respectfully Submitted,



John J. Matheussen  
Chief Executive Officer, DRPA  
President, PATCO

**REPORT OF THE CHIEF EXECUTIVE OFFICER**

**FEBRUARY 15, 2012**

**ATTACHMENT 1**

**BRIDGE AND FINANCE**

**DELAWARE RIVER PORT AUTHORITY  
MONTHLY REPORT  
DECEMBER 2011  
ATTACHMENT 1**

POLICE ACTIVITIES	CBB	BFB	PAT	BRB	WWB	Dec-11 TOTALS	2011 YTD	Dec-10 TOTALS	2010 YTD
ARESTS-DWI	4	7	1	5	10	27	329	27	292
ARRESTS-CRIMINAL	0	7	5	1	1	14	204	8	260
ARRESTS-WARRANT/OTHER	1	20	40	2	18	81	1247	102	1326
ARRESTS-TOLL EVASION	0	1	1	0	0	2	38	2	41
FIRES EXTINGUISHED	0	0	0	0	0	0	9	0	23
DISABLED VEH. REMOVED	27	56	32	6	111	232	1698	146	650
TOTAL SUMM-12/2011	174	447	331	192	655	1799	12378		
TOTAL SUMM-12/2010	102	218	151	154	150			775	1211
SPEEDING SUMM-12/2011	55	157	75	190	131	608	2618		
SPEEDING SUMM-12/2010	28	20	6	67	18			139	0
WARNINGS-12/2011	85	109	90	127	138	549			
<b>ACCIDENT STATISTICS NON-REPORTABLE</b>									
ACCIDENTS - 12/2011	1	5	3	0	19	28			
ACCIDENTS - 12/2010	5	12	4	1	22			44	
ACCIDENTS-YTD - 2011	22	206	52	17	252		549		
ACCIDENTS-YTD - 2010	30	188	35	11	215				479
<b>ACCIDENT STATISTICS REPORTABLE</b>									
ACCIDENTS - 12/2011	0	5	4	4	3	16			
ACCIDENTS - 12/2010	1	6	2	4	6			19	
ACCIDENTS -YTD - 2011	15	96	40	32	144		327		
ACCIDENTS -YTD - 2010	24	80	32	22	108				266
<b>ACCIDENT INJURIES</b>									
INJURIES -12/2011	0	6	0	0	2	8			
INJURIES - 12/2010	0	1	0	0	0			1	
INJURIES -YTD - 2011	5	27	2	7	55		96		
INJURIES -YTD - 2010	5	32	5	3	44				89
<b>DEATH STATISTICS</b>									
DEATHS - OTHER - 12/2011	0	0	0	0	0	0			
DEATHS - MVA - 12/2011	0	0	0	0	0	0			
DEATHS - YTD - 2011	0	1	0	0	1		2		
DEATHS - YTD - 2010	3	1	0	0	3				7

**DELAWARE RIVER PORT AUTHORITY  
MONTHLY REPORT  
YEARLY 2011  
ATTACHMENT 1**

POLICE ACTIVITIES	CBB	BFB	PAT	BRB	WWB	2011 TOTALS	2010 TOTALS
ARESTS-DWI - 2011	17	146	7	45	114	329	
ARESTS-DWI - 2010	14	110	6	42	120		292
ARRESTS-CRIMINAL - 2011	2	73	96	3	30	204	
ARRESTS-CRIMINAL - 2010	0	34	195	3	28		260
ARRESTS-WARRANT/OTHER - 2011	35	285	561	25	341	1,247	
ARRESTS-WARRANT/OTHER - 2010	43	207	836	37	203		1,326
ARRESTS-TOLL EVASION - 2011	3	4	26	1	4	38	
ARRESTS-TOLL EVASION - 2010	0	4	32	1	4		41
FIRES EXTINGUISHED - 2011	0	1	6	1	1	9	
FIRES EXTINGUISHED - 2010	1	2	16	2	2		23
DISABLED VEH. REMOVED - 2011	171	490	73	186	778	1,698	
DISABLED VEH. REMOVED - 2010	38	218	15	77	302		650
TOTAL SUMM - 2011	1,381	3,766	1,644	2,190	3,397	12,378	
TOTAL SUMM - 2010	1,360	2,437	1,757	1,461	1,924		8,939
SPEEDING SUMM - 2011	241	719	199	810	649	2,618	
SPEEDING SUMM - 2010	270	247	36	419	239		1,211
WARNINGS - 2011	1,037	1,862	1,281	1,608	2,399	8,187	
<b>ACCIDENT STATISTICS NON-REPORTABLE</b>							
ACCIDENTS - 2011	22	206	52	17	252	549	
ACCIDENTS - 2010	30	188	35	11	215		479
<b>ACCIDENT STATISTICS REPORTABLE</b>							
ACCIDENTS - 2011	15	96	40	32	144	327	
ACCIDENTS - 2010	24	80	32	22	108		266
<b>ACCIDENT INJURIES</b>							
INJURIES - 2011	5	27	2	7	55	96	
INJURIES - 2010	5	32	5	3	44		89
<b>DEATH STATISTICS</b>							
DEATHS - OTHER - 2011	0	0	0	0	0	0	
DEATHS - OTHER - 2010	0	0	0	0	0		0
DEATHS - MOTOR VEH - 2011	0	0	0	0	1	1	
DEATHS - MOTOR VEH - 2010	0	1	0	0	0		1
DEATHS - YEARLY - 2011	0	1	0	0	1	2	
DEATHS - YEARLY - 2010	3	1	0	0	3		7
<b>MISCELLANEOUS INFORMATION</b>							
CASE NUMBERS	220	504	264	1,319	1,124	3,431	
<del> </del>						0	
DISCOVERY REQUESTS	62	489	157	98	559	1,365	
DISCOVERY RECEIVABLES	\$535	\$5,154	\$1,225	\$1,092	\$5,858	\$13,864	
DISPATCHED CALLS	5,091	9,318	4,985	8,601	16,540	44,535	

**FINANCE****REVENUE AUDIT**

Reported traffic and revenue for all four DRPA bridges for the year of 2010 and 2011:

	<u>2010</u>	<u>2011</u>
Cash Revenue	\$93,847,605.87	\$98,365,024.08
ETC Revenue	\$149,831,004.68	\$169,266,080.13
Total Revenue	\$243,678,610.55	\$267,631,204.21
Non ETC Traffic	21,503,013	20,008,598
ETC Traffic	28,911,422	28,983,194
Total Traffic	50,414,435	48,991,792

**FINANCE****REVENUE AUDIT**

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

	<u>2010</u>	<u>2011</u>
Cash Revenue	\$7,362,858.76	\$8,373,853.21
ETC Revenue	\$12,326,158.70	\$14,890,278.61
Total Revenue	\$19,689,017.46	\$23,264,131.82
Non ETC Traffic	1,681,941	1,534,114
ETC Traffic	2,376,113	2,322,317
Total Traffic	4,058,054	3,856,431

**FINANCE****REVENUE AUDIT**

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

	<u>2010</u>	<u>2011</u>
Cash Revenue	\$7,162,991.40	\$8,533,856.77
ETC Revenue	\$11,909,297.33	\$15,010,223.87
Total Revenue	\$19,072,288.73	\$23,544,080.64
Non ETC Traffic	1,642,333	1,572,793
ETC Traffic	2,292,815	2,304,658
Total Traffic	3,935,148	3,877,451

**DELAWARE RIVER PORT AUTHORITY  
TRAFFIC & BRIDGE TOLL FIGURES  
FOR THE PERIODS INDICATED**

	MONTH OF DECEMBER				TRAFFIC				BRIDGE TOLLS					
	-----2011-----		-----2010-----		INC/(DEC)		AMOUNT		%		INC/(DEC)		AMOUNT	
	TRAFFIC	TOLLS	TRAFFIC	TOLLS	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT
<b>BEN FRANKLIN</b>	1,474,504	\$8,054,781.87	1,467,082	\$6,373,695.28	0.51	7,422	26.38	\$1,681,086.59						
<b>WALT WHITMAN</b>	1,458,841	8,931,915.95	1,485,247	7,256,725.03	-1.78	(26,406)	23.08	1,675,190.92						
<b>COMMODORE BARRY</b>	504,001	3,659,284.46	499,915	2,907,441.74	0.82	4,086	25.86	751,842.72						
<b>BETSY ROSS</b>	440,105	2,901,224.36	482,904	2,541,233.68	-8.86	(42,799)	14.17	359,990.68						
<b>TOTALS</b>	<u>3,877,451</u>	<u>\$23,547,206.64</u>	<u>3,935,148</u>	<u>\$19,079,095.73</u>	<u>-1.47</u>	<u>(57,697)</u>	<u>23.42</u>	<u>\$4,468,110.91</u>						

	YEAR TO DATE				TRAFFIC				BRIDGE TOLLS					
	1/1/11 TO 12/31/11		1/1/10 TO 12/31/10		INC/(DEC)		AMOUNT		%		INC/(DEC)		AMOUNT	
	TRAFFIC	TOLLS	TRAFFIC	TOLLS	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT
<b>BEN FRANKLIN</b>	18,286,010	\$89,823,861.08	18,458,774	\$80,082,425.74	-0.94	(172,764)	12.16	\$9,741,435.34						
<b>WALT WHITMAN</b>	18,805,744	103,190,735.21	19,578,719	95,179,488.18	-3.95	(772,975)	8.42	8,011,247.03						
<b>COMMODORE BARRY</b>	6,471,013	42,374,950.78	6,555,062	38,006,471.83	-1.28	(84,049)	11.49	4,368,478.95						
<b>BETSY ROSS</b>	5,429,025	32,295,238.14	5,821,880	30,610,168.80	-6.75	(392,855)	5.50	1,685,069.34						
<b>TOTALS</b>	<u>48,991,792</u>	<u>\$267,684,785.21</u>	<u>50,414,435</u>	<u>\$243,878,554.55</u>	<u>-2.82</u>	<u>(1,422,643)</u>	<u>9.76</u>	<u>\$23,806,230.66</u>						

Note: New Toll Schedule Went Into Effect July 1st, 2011.

DISTRIBUTION: J. MATHEUSSEN  
R. GROSS  
J. HANSON  
J. WHITE  
J. QUINN

**REPORT OF THE CHIEF EXECUTIVE OFFICER**

**FEBRUARY 15, 2012**

**ATTACHMENT 2**

**PERSONNEL ACTIONS**

**DELAWARE RIVER PORT AUTHORITY  
ACTIONS OF THE CHIEF EXECUTIVE OFFICER  
COMMISSION MEETING FEBRUARY 15, 2012  
ARTICLE XII-A  
ATTACHMENT 2**

**PERSONNEL**

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**TEMPORARY APPOINTMENTS**

Antonio G. Iocono	Temporary No Benefits Finance Division Office of the Chief Financial Officer (OPC)	Eff: 12/31/11 to 06/29/12
Matthew W. Toyer	Temporary No Benefits General Counsel Division Office of the General Counsel (OPC)	Eff: 12/31/11 to 06/29/12
Lawrence F. Gasperone, Jr.	Temporary No Benefits Finance Division Revenue Audit (OPC)	Eff: 01/28/12 to 07/27/12

**APPOINTMENTS**

Kristie-Anne Booth	Dispatcher Public Safety Division Public Safety - Administration (BFB)	Eff: 01/09/12
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**TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION**

Mark S. Lopez	From: Manager, Government Relations Executive Division Government Relations (OPC)	To: Acting Director, Government Relations Executive Division Government Relations (OPC) Eff: 10/15/11 to 04/27/12 [retro]
Alfred J. Caruso	From: Revenue Auditor Finance Division Revenue Audit (OPC)	To: Acting Supervisor, Revenue Audit Finance Division Revenue Audit (OPC) Eff: 12/31/11 to 03/31/12
Melodey C. Moore	From: Administrative Secretary Administration Division Human Resource Services (OPC)	To: Acting HRS Specialist Administration Division Human Resource Services (OPC) Eff: 01/01/12 to 06/29/12

**TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION (continued)**

Chong H. Young	From: Auditor Executive Division Internal Audit (OPC)	To: Acting Information Technology Auditor Executive Division Internal Audit (OPC) Eff: 01/01/12 to 06/29/12
Frank F. Natanni	From: Construction & Maintenance Mechanic Operations Division Construction & Maintenance (WWB)	To: Acting Highway Foreman Operations Division Construction & Maintenance (WWB) Eff: 01/07/12 to 03/02/12
Matthew S. Weachter	From: Police Officer Public Safety Division Public Safety (WWB)	To: Acting Corporal of Police Public Safety Division Public Safety (WWB) Eff: 01/07/12 to 04/06/12
Timothy M. Hoagland	From: Police Officer Public Safety Division Public Safety (WWB)	To: Acting Corporal of Police Public Safety Division Public Safety (WWB) Eff: 01/28/12 to 04/27/12
Denise S. Kelley	From: Construction & Maintenance Mechanic Operations Division Construction & Maintenance (BFB)	To: Acting Highway Foreman Operations Division Construction & Maintenance (BFB) Eff: 01/28/12 to 03/09/12

**PROMOTIONS** – None

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

**TRANSFERS - DEPARTMENTAL** – None

**RETIREMENTS**

Cecil Bishop	Toll Collector Operations Division Bridge/Toll (BRB)	Eff: 01/06/12
Stephen C. Calabro	Plaza Supervisor Operations Division Bridge/Toll (CBB)	Eff: 01/06/12

**RETIREMENTS (continued)**

John V. Jakubowski, Jr.	Maintenance Foreman Operations Division Construction & Maintenance (BFB)	Eff: 01/30/12
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**RESIGNATIONS**

Robert P. Gross	Deputy Chief Executive Officer Executive Division Office of the CEO (OPC)	Eff: 01/27/12
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**DECEASED** - None



DELAWARE RIVER PORT AUTHORITY  
PORT AUTHORITY TRANSIT CORPORATION



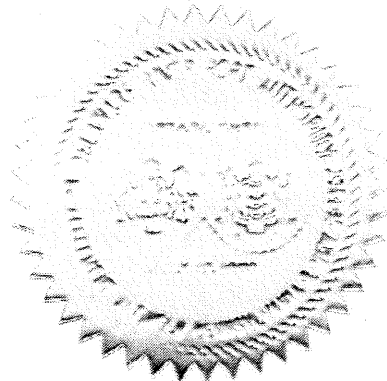
RESOLUTION

WHEREAS, *JOHN V. JAKUBOWSKI, JR. has faithfully served the Delaware River Port Authority for THIRTY-FIVE years in a conscientious and reliable manner, and*

WHEREAS, *JOHN V. JAKUBOWSKI, JR. wishes to accept retirement effective January 30, 2012 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, Maintenance Foreman, 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 V. JAKUBOWSKI, JR.*





DELAWARE RIVER PORT AUTHORITY  
PORT AUTHORITY TRANSIT CORPORATION



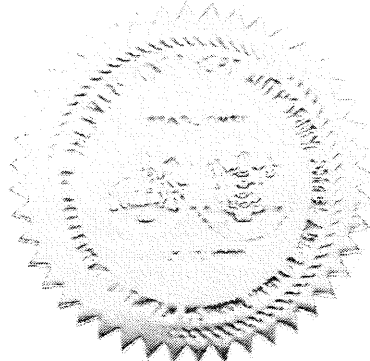
RESOLUTION

WHEREAS, *CECIL BISHOP has faithfully served the Delaware River Port Authority for THIRTY-ONE years in a conscientious and reliable manner, and*

WHEREAS, *CECIL BISHOP wishes to accept retirement effective January 6, 2012 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, Toll Collector, 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 CECIL BISHOP.*





DELAWARE RIVER PORT AUTHORITY  
PORT AUTHORITY TRANSIT CORPORATION



RESOLUTION

WHEREAS,

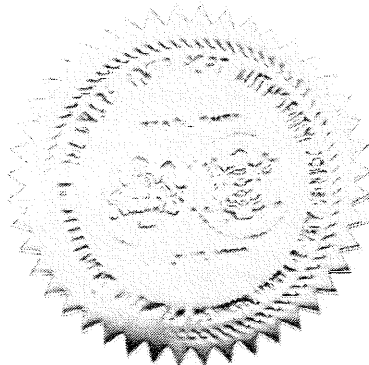
*STEPHEN C. CALABRO has faithfully served the Delaware River Port Authority for THIRTY-ONE years in a conscientious and reliable manner, and*

WHEREAS,

*STEPHEN C. CALABRO wishes to accept retirement effective January 6, 2012 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, Plaza Supervisor, 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 STEPHEN C. CALABRO.*



**REPORT OF THE CHIEF EXECUTIVE OFFICER**

**FEBRUARY 15, 2012**

**ATTACHMENT 3**

**CONTRACTS AND PURCHASES**

**ACTIONS OF THE CHIEF EXECUTIVE OFFICER  
ARTICLE XII-C  
ATTACHMENT 3  
CONTRACTS AND PURCHASES**

**Re: Article XII-C, Section 1 (a)**

Purchase Order P12S0008, Dimension Data. New York, NY. Network Optimization Assessment Discovery. Contract Value: NTE \$20,049.75. (State Contract)

Purchase Order P12S0010, Elliott-Lewis. Philadelphia, PA. 5 Year Maintenance Contract on Data Center A/C Units and Related Peripheral Equipment. Contract Value: NTE \$16,092.00. (State Contract)

Purchase Order P12S0007, Kovacorp. Manahawkin, NJ. VoIP and Analog Technology Support for Audio Log Recording System. Contract Value: NTE \$15,289.50. (State Contract)

**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)

Contracts and Engineers:	<u>\$9,613,536.96</u>
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**2012 CAPITAL BUDGET  
SUBSTITUTION OF PROJECTS**

2012 Capital Budget – Realignment of Funds – From Schedule T (Technology Projects & Equipment) – Miscellaneous Hardware and Software (Yearly) T12000 to Schedule T (Technology Projects & Equipment – HP Storage Device. HP Storage Device to be Used for Public Safety License Plate Reader Images. Budget Amount: \$8,900.

**MONTHLY REPORT**  
**GENERAL PROCUREMENT ACTIVITY**

**During the month of January there were 145 Purchase Orders awarded totaling \$804,053.50.**

**Approx. 24% or \$194,869.23 of the monthly dollar total was made available to MBE and WBE's, representing 46% or 68 of the monthly total number of Purchase Orders.**

**Of the total monthly procurement available to MBE's and WBE's, approx. 11% or \$22,489.98 was awarded to MBE's and approx. 26% or \$51,975.81 was awarded to WBE's.**

**Of the total number of Purchase Orders available to MBE's and WBE's, approx. 19% or 13 Purchase Orders were awarded to MBE's and approx. 10% or 7 Purchase Orders were awarded to WBE's.**

**ACTIONS OF THE CHIEF EXECUTIVE OFFICER  
ARTICLE XII-C  
ATTACHMENT 3  
CONTRACTS AND PURCHASES**

**Re: Article XII-C, Section 1 (a)**

Purchase Order P12S0008, Dimension Data. New York, NY. Network Optimization Assessment Discovery. Contract Value: NTE \$20,049.75. (State Contract)

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Purchase Order P12S0007, Kovacorp. Manahawkin, NJ. VoIP and Analog Technology Support for Audio Log Recording System. Contract Value: NTE \$15,289.50. (State Contract)

**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)

Contracts and Engineers: \$9,613,536.96

**2012 CAPITAL BUDGET  
SUBSTITUTION OF PROJECTS**

2012 Capital Budget – Realignment of Funds – From Schedule T (Technology Projects & Equipment) – Miscellaneous Hardware and Software (Yearly) T12000 to Schedule T (Technology Projects & Equipment – HP Storage Device. HP Storage Device to be Used for Public Safety License Plate Reader Images. Budget Amount: \$8,900.

**ARTICLE XII-C, SECTION 5  
SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS  
BRIDGES AND PATCO SYSTEM  
February 15, 2012**

<i>Resolution #</i>	<i>Contract/Engineer</i>	<i>Contract Amount</i>	<i>Completed Work Percent</i>	<i>Completed Work (Billed) Amount</i>	<i>Retained Amount</i>	<i>Prior Payments</i>	<i>Invoice No.</i>	<i>Amount</i>
(DRPA-09-050)	Daidone Electric, Inc./Henkels & McCoy, Inc. Joint Venture PATCO Power Pole and Pole Line Replacement	\$28,559,305.72	67.5%	\$19,269,099.71	\$2,033,668.86	\$16,952,806.45	26	\$282,624.40
(DRPA-10-020)	American Bridge Company WWB Suspension & Anchorage Spans Deck Replacement	128,085,778.00	49.1%	62,890,664.47	5,880,334.56	55,460,644.04	16	1,549,685.87
(DRPA-10-152)	Iron Bridge CBB Structural Repairs	20,441,243.00	45.1%	9,224,082.32	922,408.23	6,590,410.55	8	1,711,263.54
(DRPA-11-007)	Farfield Company PATCO Lindenwold Yard Improvements	1,829,000.00	93.4%	1,709,100.00	131,180.00	1,287,761.50	8	290,158.50
(DRPA-11-005)	Vanalt Electrical Construction, Inc. PATCO Linden Interlocking Rehabilitation	2,933,800.00	46.6%	1,366,273.00	136,627.30	1,074,440.73	8	155,204.97
(DRPA-10-029)	New Jersey Transit PATCO Power Cable & ROW Fencing-Flagging Services	1,100,000.00	65.7%	722,679.99	0.00	685,221.45	9	37,458.54
(DRPA-10-143)	PATCO Bridge Painting & Structural Repairs	150,000.00	66.7%	100,005.41	0.00	77,795.42	7	22,209.99
(DRPA-09-059)	Stantec Consulting Services, Inc. Express E-ZPass At BRB - Design Services	373,993.58	100.1%	374,524.85	3,075.16	362,388.79	18	9,060.90
(DRPA-10-077)	Cornell & Company BFB Deck Truss Rehabilitation	16,394,475.00	71.6%	11,741,359.00	1,052,472.43	10,078,711.57	15	610,175.00
(DRPA-10-099)	BRB Miscellaneous Structural Repairs	14,114,422.50	93.7%	13,227,643.54	1,014,242.74	11,238,589.65	12	974,811.15
(DRPA-10-132)	BFB Structural Improvements	10,655,610.00	84.4%	8,993,551.00	716,067.80	7,716,017.05	9	561,466.15
(DRPA-09-081)	HNTB Corporation PMA201- General Engineering Support	93,318.29	33.0%	30,786.09	0.00	24,355.47	10	6,430.62
(DRPA-09-081)	PMA 203-BFB Salt Storage Building	55,706.65	95.9%	53,426.59	0.00	51,031.40	7	2,395.19
(DRPA-09-081)	PMA 206-[PATCO Interim Electrical Supervisor- Assistance	82,742.43	51.5%	42,579.78	0.00	24,006.17	3	18,573.61
(DRPA-10-010)	PATCO Lindenwold Yard Diamond Rehab. - CMS	329,224.76	62.2%	204,717.91	20,220.83	161,190.76	14&15	23,306.32
(DRPA-10-016)	BFB Deck Truss Rehab. - CMS	2,539,855.84	59.8%	1,519,317.53	122,057.85	1,306,212.83	15	91,046.85
(DRPA-10-132)	Task Order CS3119-Technical Support For Contract BF-31-2010	89,314.91	98.2%	87,736.46	0.00	87,607.01	10	129.45
(DRPA-11-065)	PATCO Lindenwold Yard Track Rehab. -Design Services	3,090,674.66	4.5%	138,858.89	13,832.33	0.00	1	125,026.56
(DRPA-09-081)	PMA205 Facility Replacement Costs	93,202.51	22.1%	20,596.35	0.00	0.00	1&2	20,596.35
(DRPA-11-061)	BFB Structural Improvements	499,708.14	18.3%	91,288.02	6,996.67	52,414.28	5	31,877.07
(DRPA-11-038)	Ammann & Whitney BRB Resurfacing Design Services	754,652.87	38.8%	292,567.47	15,227.68	120,630.82	5&6	156,708.97
(DRPA-09-001)	Urban Engineers, Inc. Deck Joint Work	121,646.74	91.7%	111,602.71	0.00	109,927.45	15	1,675.26
(DRPA-09-001)	Task Order CM3509 - OPC Structural Monitoring	44,471.77	57.8%	25,683.42	0.00	23,351.82	3	2,331.60
(DRPA-10-021)	CMS WWB Suspension & Anchorage Spans Deck Replacement	11,688,508.67	21.2%	2,479,539.15	190,769.03	2,147,216.50	10JV	141,553.62
(DRPA-09-001)	C.M.S for Contract No. CB-20-2010, CBB Substation at Pier E-10	84,941.88	27.4%	23,279.30	0.00	7,658.95	3	15,620.35
(DRPA-09-081)	Jacobs Engineering Group, Inc. PM A308 Services for the Development of FCC Narrow banding	61,777.00	52.0%	32,100.82	0.00	25,426.90	3&4	6,673.92
(DRPA-09-001)	Task Order # EM3218 Front & Locust Cable Replacement	57,103.96	89.1%	50,881.95	0.00	47,762.37	5	3,119.58
(DRPA-09-081)	PMA303 Development of RFP for PATCO/DRPA Tunnel Fire Safety	43,018.00	53.5%	23,008.37	0.00	20,728.28	5	2,280.09
(DRPA-09-001)	Task Order # EM3215 BFB Philadelphia Anchorage Substation Upgrades	90,091.39	76.7%	69,065.79	0.00	61,334.41	6	7,731.38

**ARTICLE XII-C, SECTION 5**  
**SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS**  
**BRIDGES AND PATCO SYSTEM**  
**February 15, 2012**

<i>Resolution #</i>	<i>Contract/Engineer</i>	<i>Contract Amount</i>	<i>Completed Work (Billed) Amount</i>	<i>Retained Amount</i>	<i>Prior Payments</i>	<i>Invoice No.</i>	<i>Amount</i>
(DRPA-09-001)	Pennoni Associates Task Order # EG3404 Asset Management & Capital Planning CBB	59,344.13	45,067.69	0.00	37,635.37	8&9	7,432.32
(DRPA-09-001)	Birdsall Services Group (formerly CMX, Inc.) Task Order # CM3507 PATCO 800MHz Radio System	146,157.03	145,419.99	0.00	97,665.55	7	47,754.44
(DRPA-10-143)	PATCO Bridges Painting & Structural Repairs C.M.S CBB Deck Joint Replacement	766,302.51	700,234.25	45,098.26	607,425.51	11	47,710.48
(DRPA-09-001)	STV Inc. CBB Chester Approach Ramps - Design	80,661.00	46,388.38	0.00	6,342.00	2&3	40,046.38
(DRPA-10-103)	A.P. Construction, Inc. PATCO Bridge Painting & Structural Repairs	6,856,656.00	6,622,964.33	100,000.00	5,568,423.60	9&10	954,540.73
(DRPA-08-012)	PATCO Subway Tunnel Standpipe System	3,345,718.40	3,320,146.56	33,201.47	2,927,887.30	10	359,057.79
(DRPA-11-030)	Greenman-Pedersen Inc. CMS CBB Structural Repairs	1,537,227.33	483,072.40	42,495.59	361,187.92	7	79,388.89
(DRPA-09-078)	J. Fletcher Creamer & Sons WWB Variable Message Signs	1,547,030.00	1,491,424.32	38,441.23	1,317,983.09	9	135,000.00
(DRPA-08-013)	Burns Engineering, Inc. PATCO Subway Tunnel Standpipe System Construction Monitoring Services	682,878.57	682,085.49	56,461.93	624,633.31	33	990.25
(DRPA-09-098/B)	PATCO Power Cable Pole Line Replacement-Construction Monitoring Services	1,722,470.67	980,750.21	99,498.51	713,067.12	11&12	168,184.58
(DRPA-11-006)	CMS PATCO Interlocking Rehabilitation Contract 34-E	569,104.27	150,391.80	13,741.63	104,297.13	7&8	32,353.04
(DRPA-11-012)	J.P.C. Group, Inc. PATCO Pumps and Compressors Replacements	3,146,000.00	2,852,000.00	285,200.00	2,286,810.00	8	279,990.00
(DRPA-09-060)	Gannett Fleming, Inc. PATCO Right-of-Way Embankment Restoration Drainage Improvements/Retaining Wall Rehab.	518,273.00	458,600.60	45,860.08	409,938.49	22	2,802.03
(DRPA-11-050)	American Asphalt Company PATCO Haddonfield & Ashland Station Paving & Repairs	1,497,879.75	1,261,159.21	0.00	1,136,431.85	5	124,727.36
(DRPA-07-019)	LTK Engineering Services PATCO Transit Car Overhaul Services Agreement	8,331,070.00	2,974,049.01	109,635.50	2,766,833.84	54	97,579.67
(DRPA-07-018)	AECOM (Formerly DMJM & Harris, Inc.) WWB Design Services for Suspension Span Replacement	4,814,896.41	4,467,312.14	34,951.32	4,421,982.67	54	10,378.15
(DRPA-08-093)	BRB & CBB Structural Repairs	1,364,796.00	1,323,433.74	102,966.95	1,201,053.04	33&34	19,413.75
(DRPA-09-081)	PM Services for BFB -PMA101	195,833.74	164,737.75	0.00	157,232.47	10&11	7,505.28
(DRPA-09-081)	PMA104 for Project Specification for Static Message Speed Limit Signs	15,342.16	5,348.43	0.00	0.00	1&2	5,348.43
(DRPA-11-070)	ALIANO BROTHERS, INC. BRB Administration Building Concrete Repairs	147,700.00	116,561.55	11,656.16	86,059.57	2	18,845.82
(DRPA-10-100)	Remington & Vernick Engineers, Inc. BRB Misc. Structural Repairs	915,244.51	762,678.69	54,735.03	602,596.50	13&14	105,347.16
(DRPA-09-001)	Task Order # CS3122-PATCO Woodcrest Station Platform Rehab. Const. Phase Services	29,875.00	19,932.29	0.00	19,460.86	5	471.43
(DRPA-09-001)	Task Order # EM3202-BRB & WWB Substation Replacements Design & Construction Admin.	75,458.83	65,672.13	0.00	65,508.74	15	163.39
(DRPA-09-001)	Mechanical Room Upgrades-Task Order EM3219	89,742.22	88,752.09	0.00	88,562.80	10	189.29
(DRPA-10-005)	2010 Biennial Inspection - PATCO	311,650.00	305,558.24	15,935.70	270,522.05	18&19	19,100.49

**ARTICLE XII-C, SECTION 5**  
**SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS**  
**BRIDGES AND PATCO SYSTEM**  
**February 15, 2012**

<i>Resolution #</i>	<i>Contract/Engineer</i>	<i>Contract Amount</i>	<i>Completed Work (Billed) Percent</i>	<i>Amount</i>	<i>Retained Amount</i>	<i>Prior Payments</i>	<i>Invoice No.</i>	<i>Amount</i>
(DRPA-10-078)	Sea Tow Delaware River Safety Boat Services 11/1/2010-10/31/2011	112,880.00	7.9%	8,967.50	0.00	8,117.50	94	850.00
(DRPA 10-135)	SunGard Recovery Services System Disaster Recovery Services 4/2011-3/31/2016	225,240.00	18.1%	40,764.00	0.00	33,816.00	VARIOUS	6,948.00
(DRPA 08-094)	Interstate Mobile Care DOT CDL & FTA Physicals	185,000.00	100.0%	184,928.00	0.00	183,662.00	10974	1,266.00
(DRPA-08-066)	Tektron Corporation DRPA 800 MHz Radio Communication System Maintenance Agreement 10/08-01/12	261,573.00	100.0%	261,573.00	0.00	254,866.00	36-1253	6,707.00
(DRPA-07-059)	Benefit Harbor, LP Benefits Consulting Services	560,000.00	88.6%	496,248.60	0.00	485,952.48	2823/2824	10,296.12
(DRPA-09-055)	Dunbar Armored Toll Revenue Transportation & Processing - 10/1/09-9/30/14	622,099.57	68.3%	425,026.10	0.00	411,747.60	3002323	13,278.50
(DRPA-10-105)	PRWT Services, Inc. Part-Time Toll-Collectors 11/1/2010 - 10/31/2013	3,081,000.00	39.0%	1,201,937.37	0.00	1,080,111.96	various	121,825.41
(DRPA-10-104)	TUCS Cleaning Services, Inc. Custodial Services	1,014,000.00	35.4%	359,221.63	0.00	332,372.65	various	26,848.98
<b>Total Contract and Engineer Payments</b>								<b>\$ 9,613,536.96</b>

**REPORT OF THE CHIEF EXECUTIVE OFFICER**

**February 15 2012**

**ATTACHMENT 4**

**RISK MANAGEMENT AND SAFETY REPORT**

## DELAWARE RIVER PORT AUTHORITY INTEROFFICE COMMUNICATION

**To:** Toni P. Brown, Chief Administrative Officer

**From:** Marianne Staszewski, Director, Risk Management & Safety

**Subject:** Risk Management & Safety January Activity Report.

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

<b>Contractor Meetings Attended By Risk Management &amp; Safety</b>			
DATE	CONTRACTOR	DRPA CONTRACT NO.	PROJECT/WORK AREA
1/3, 1/17, 1/31	Aliano Construction	BR14 2010	BRB Administration Building concrete repairs Non OCIP
1/4	RCC Consultants		Voice Project Kickoff (SE PA RTF – Microwave Installations)
1/5, 1/18	Scalfo Electric Inc.	CB-20-2010	CBB Substation Relocation to Pier E-10 Progress Meeting
1/5, 1/19	Iron Bridge	CBB-18-2010	CBB Misc Structural Repairs Progress meetings
1/11, 1/25	Cornell & Company	BFB-26-2010	Bi-monthly Safety Meetings BFB Deck Truss Rehabilitation
1/11, 1/25	Cornell & Company	BRB-11-2010	Bi-monthly Safety Meetings BRB Misc. Structural Repair
1/11, 1/25	Cornell & Company	BF-31-2010	Project Meeting
1/18	American Bridge	WWB-12-2009	Bi-monthly Safety Meetings WWB Deck Rehabilitation
1/19	Carr & Duff	BF-33-2011	BFB Philadelphia Anchorage Switchgear Replacement Pre-Construction Meeting
1/24	Amman & Whitney	TBD	BRB Resurfacing Design meeting
<b>Safety Meetings Attended By Safety Specialists * attended by Risk Management also</b>			
DATE		NAME OF MEETING	
1/3	*	DRPA CDL Policies meeting with COO, Bridge Directors, HR & Legal	
1/9, 1/31	*	Risk Management & Safety Staff Meeting 2012 Safety Matrix	
1/10	*	Incident Accident Investigation Committee Meeting	
1/10		Workplace Safety –BRB, BFB	
1/11	*	Bridge Director Meetings/w/Safety Specialists & Fleet	
1/13		Workplace Safety – CBB, WWB	
1/17	*	Risk Management & Safety Staff Monthly Meeting with CAO	
1/18		Training for 2012: Health & Safety Training Storm Water Management	
1/19		Pre-Disciplinary Hearing	
1/20		Labor Management Meeting	
1/25	*	Central Safety & Health Meeting	

**Risk Management Meetings Attended By Risk Management**

<b>DATE</b>	<b>NAME OF MEETING</b>
1/9	Meeting with CAO, Acting Manager Procurement & Stores and CFO to discuss various pending purchasing contracts and the insurance requirements
1/10, 1/17	Weekly Staff Meetings with CAO
1/12	PATCO CDL Requirements conference call with CAO, HR, PATCO GM & Assistant GM & PATCO Safety representatives
1/19	Monthly staff meeting with safety specialists
1/25	Citizens Advisory Committee meeting with members Fred Stuart & Michael Rochester along with CAO
1/27	Monthly Senior Staff Meeting
1/31	Risk Management & Safety Staff meeting to finalize 2012 Safety Training Matrix

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

**Safety Training Conducted or Attended By Risk Management & Safety**

<b>DATE</b>	<b>TYPE OF TRAINING</b>
1/9	New Hire Orientation

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

- 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 January.
- Safety Specialists reviewed and commented on various engineering Technical and Special Provisions documents for future DRPA projects.
- 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.

**CHIEF EXECUTIVE OFFICER'S REPORT**

**FEBRUARY 15, 2012**

**ATTACHMENT 5**

**AFFIRMATIVE ACTION REPORT**

**FOR**

**QUARTER ENDING DECEMBER 31, 2011**

**DELAWARE RIVER PORT AUTHORITY AFFIRMATIVE ACTION SCORECARD**  
**ATTACHMENT 5**  
**QUARTER ENDING DECEMBER 31, 2011**

EEO CATEGORIES	CURRENT UTILIZATION												TOTAL MINORITY		
	TOTAL EMPLOYEES	FEMALE		BLACK or AFRICAN AMERICAN		HISPANIC or LATINO		ASIAN		AMERICAN INDIAN or ALASKA NATIVE		TWO or MORE RACES		#	%
		#	%	#	%	#	%	#	%	#	%	#	%		
OFFICIALS & MANAGERS	72	9	13%	9	13%	2	3%	1	1%	0	0%	0	0%	12	17%
PROFESSIONALS	91	36	40%	24	26%	6	7%	5	5%	0	0%	0	0%	35	38%
TECHNICIANS	17	4	24%	0	0%	0	0%	2	12%	0	0%	0	0%	2	12%
SERVICE WORKERS	135	10	7%	19	14%	7	5%	1	1%	1	1%	0	0%	28	21%
OFFICE & CLERICAL	118	46	39%	30	25%	3	3%	0	0%	1	1%	1	1%	35	30%
CRAFT WORKERS (SKILLED)	131	4	3%	3	2%	4	3%	1	1%	0	0%	0	0%	8	6%
<b>TOTALS</b>	<b>564</b>	<b>109</b>	<b>19%</b>	<b>85</b>	<b>15%</b>	<b>22</b>	<b>4%</b>	<b>10</b>	<b>2%</b>	<b>2</b>	<b>0.35%</b>	<b>1</b>	<b>0.18%</b>	<b>120</b>	<b>21%</b>

**QUARTER ENDING SEPTEMBER 30, 2011**

EEO CATEGORIES	CURRENT UTILIZATION												TOTAL MINORITY		
	TOTAL EMPLOYEES	FEMALE		BLACK or AFRICAN AMERICAN		HISPANIC or LATINO		ASIAN		AMERICAN INDIAN or ALASKA NATIVE		TWO or MORE RACES		#	%
		#	%	#	%	#	%	#	%	#	%	#	%		
OFFICIALS & MANAGERS	64	9	14%	8	13%	2	3%	1	2%	0	0%	0	0%	11	17%
PROFESSIONALS	91	33	36%	24	26%	5	5%	5	5%	0	0%	0	0%	34	37%
TECHNICIANS	17	4	24%	0	0%	0	0%	2	12%	0	0%	0	0%	2	12%
SERVICE WORKERS	134	10	7%	19	14%	7	5%	1	1%	1	1%	0	0%	28	21%
OFFICE & CLERICAL	122	50	41%	32	26%	4	3%	0	0%	1	1%	1	1%	38	31%
CRAFT WORKERS (SKILLED)	135	5	4%	4	3%	4	3%	1	1%	0	0%	0	0%	9	7%
<b>TOTALS</b>	<b>563</b>	<b>111</b>	<b>20%</b>	<b>87</b>	<b>15%</b>	<b>22</b>	<b>4%</b>	<b>10</b>	<b>2%</b>	<b>2</b>	<b>0.36%</b>	<b>1</b>	<b>0.18%</b>	<b>122</b>	<b>22%</b>

**PORT AUTHORITY TRANSIT CORPORATION  
ATTACHMENT 5  
QUARTER ENDING DECEMBER 31, 2011**

EEO CATEGORIES	CURRENT UTILIZATION																
	TOTAL EMPLOYEES	FEMALE		BLACK or AFRICAN AMERICAN		HISPANIC or LATINO		ASIAN		AMERICAN INDIAN or ALASKA NATIVE		TWO or MORE RACES		TOTAL MINORITY			
		#	%	#	%	#	%	#	%	#	%	#	%	#	%		
																#	%
OFFICIALS & MANAGERS	52	11	21%	7	13%	2	4%	0	0%	0	0%	0	0%	0	0%	9	17%
PROFESSIONALS	7	2	29%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
OPERATIVES (Semi-Skilled)	54	6	11%	23	43%	1	2%	2	4%	0	0%	0	0%	0	0%	26	48%
SERVICE WORKERS	33	8	24%	24	73%	3	9%	0	0%	1	3%	0	0%	0	0%	28	85%
OFFICE & CLERICAL	26	12	46%	8	31%	1	4%	0	0%	1	4%	0	0%	0	0%	10	38%
CRAFT WORKERS (SKILLED)	130	1	1%	15	12%	4	3%	0	0%	1	1%	0	0%	0	0%	20	15%
<b>TOTALS</b>	<b>302</b>	<b>40</b>	<b>13%</b>	<b>77</b>	<b>25%</b>	<b>11</b>	<b>4%</b>	<b>2</b>	<b>1%</b>	<b>3</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>93</b>	<b>31%</b>

**QUARTER ENDING SEPTEMBER 30, 2011**

EEO CATEGORIES	CURRENT UTILIZATION																
	TOTAL EMPLOYEES	FEMALE		BLACK or AFRICAN AMERICAN		HISPANIC or LATINO		ASIAN		AMERICAN INDIAN or ALASKA NATIVE		TWO or MORE RACES		TOTAL MINORITY			
		#	%	#	%	#	%	#	%	#	%	#	%	#	%		
																#	%
OFFICIALS & MANAGERS	53	11	21%	7	13%	2	4%	0	0%	0	0%	0	0%	0	0%	9	17%
PROFESSIONALS	7	2	29%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
OPERATIVES (Semi-Skilled)	54	6	11%	23	43%	1	2%	2	4%	0	0%	0	0%	0	0%	26	48%
SERVICE WORKERS	35	8	23%	24	69%	4	11%	0	0%	1	3%	0	0%	0	0%	29	83%
OFFICE & CLERICAL	22	12	55%	8	36%	0	0%	0	0%	1	5%	0	0%	0	0%	9	41%
CRAFT WORKERS (SKILLED)	126	1	1%	13	10%	4	3%	0	0%	1	1%	0	0%	0	0%	18	14%
<b>TOTALS</b>	<b>297</b>	<b>40</b>	<b>13%</b>	<b>75</b>	<b>25%</b>	<b>11</b>	<b>4%</b>	<b>2</b>	<b>1%</b>	<b>3</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>91</b>	<b>31%</b>

**DELAWARE RIVER PORT AUTHORITY  
AFFIRMATIVE ACTION REPORT  
SUMMARY OF ACTIVITIES  
ATTACHMENT 5**

**QUARTER ENDING DECEMBER 31, 2011**

TOTAL \$ VALUE OF ALL POs AND AGREEMENTS AVAILABLE FOR BID BY MBEs/WBEs/DBEs THIS QUARTER	TOTAL \$ PAID TO MBEs/DBEs/WBEs THIS QUARTER	TOTAL % \$ PAID TO MBEs/WBEs/DBEs THIS QUARTER
\$41,606,415.97	\$14,470,329.10	35.43%

**QUARTER ENDING SEPTEMBER 30, 2011**

TOTAL \$ VALUE OF POs AND AGREEMENTS AVAILABLE FOR BID BY MBEs/WBEs/DBEs THIS QUARTER	TOTAL \$ PAID TO MBEs/DBEs/WBEs THIS QUARTER	TOTAL % \$ PAID TO MBEs/WBEs/DBEs THIS QUARTER
\$43,234,229.34	\$13,911,240.97	32.18%

**JANUARY 1, 2011 - TO PRESENT (DECEMBER 31, 2011)**

TOTAL \$ AVAILABLE FOR BID BY MBEs/WBEs/DBEs IN 2011	TOTAL \$ PAID TO MBEs/WBEs/DBEs IN 2011	TOTAL % \$ PAID TO MBEs/WBEs/DBEs IN 2011
\$149,282,042.38	\$44,725,511.10	29.96%

PO = Purchase Order MBE = Minority Business Enterprise WBE = Women Business Enterprise DBE = Disadvantaged Business Enterprise

\* = The "amount paid" figure does not include all monies paid during the month of December 2011, to contractors and consultants working on Engineering/Construction-related Projects. Due to the payment cycle, OBD&EO staff will not be able to track December payments until late January 2012. These payments will be reflected in Quarter #1 Report year 2012.

TBLE114.SUM

**DELAWARE RIVER PORT AUTHORITY  
AFFIRMATIVE ACTION REPORT  
CONSTRUCTION CONTRACTS, ENGINEERING AGREEMENTS, &  
PURCHASE ORDERS  
ATTACHMENT 5**

**QUARTER ENDING DECEMBER 30, 2011**

TOTAL \$ VALUE OF ALL CONTRACTS & AGREEMENTS PAID THIS QUARTER	TOTAL \$ PAID TO DBEs/MBEs/WBES THIS QUARTER	% DOLLARS PAID TO DBEs/MBEs/WBES THIS QUARTER
\$37,920,977.00	\$14,362,235.00	37.8%
TOTAL # CONTRACTS & AGREEMENTS TOTAL \$ VALUE OF CONTRACTS & AGMTS. ENTERED INTO THIS QUARTER	TOTAL # SUBCONTRACTS AWARDED TO DBEs/MBEs/WBES THIS QUARTER	% CONTRACTS & AGREEMENTS AWARDED TO DBEs/MBEs/WBES THIS QUARTER
(6) \$11,883,470.00	(18) \$1,014,154.00	8.5%

**QUARTER ENDING SEPTEMBER 30, 2011**

TOTAL \$ VALUE OF ALL CONTRACTS & AGREEMENTS PAID THIS QUARTER	TOTAL \$ PAID TO DBEs/MBEs/WBES THIS QUARTER	% DOLLARS PAID TO DBEs/MBEs/WBES THIS QUARTER
\$40,221,223.00	\$13,478,832.00	33.5%
TOTAL # CONTRACTS & AGREEMENTS TOTAL \$ VALUE OF CONTRACTS & AGMTS. ENTERED INTO THIS QUARTER	TOTAL # SUBCONTRACTS AWARDED TO DBEs/MBEs/WBES THIS QUARTER	% CONTRACTS & AGREEMENTS AWARDED TO DBEs/MBEs/WBES THIS QUARTER
(5) \$2,973,795.00	(6) \$484,490.00	16.3%

DBE = Disadvantaged Business Enterprise MBE = Minority Business Enterprise WBE = Women Business Enterprise

\* = The "amount paid" figure does not include all monies paid to M/W/DBEs during the month of December 2011. Due to the payment cycle, OBD&EO staff will not be able to track December payments until late January 2012. These payments will be reflected in Quarter #1 Report for 2012.

TBLDEC11&C&E

**DELAWARE RIVER PORT AUTHORITY  
AFFIRMATIVE ACTION REPORT  
PROFESSIONAL SERVICE AGREEMENTS  
ATTACHMENT 5**

**QUARTER ENDING DECEMBER 31, 2011**

<b>TOTAL \$ VALUE OF ALL AGREEMENTS PAID THIS QUARTER</b>	<b>TOTAL \$ PAID TO MBEs/WBEs THIS QUARTER</b>	<b>% DOLLARS PAID TO MBEs/WBEs THIS QUARTER</b>
\$3,195,163.17	\$329,213.32	10.62%
<b>TOTAL # AGREEMENTS TOTAL \$ VALUE OF AGREEMENTS ENTERED INTO THIS QUARTER</b>	<b>TOTAL # AGREEMENTS AWARDED TO MBEs/WBEs THIS QUARTER</b>	<b>% OF AGREEMENTS AWARDED TO MBEs/WBEs THIS QUARTER</b>
(2) \$49,950.00	\$0.00	0.00%

**QUARTER ENDING SEPTEMBER 30, 2011**

<b>TOTAL \$ VALUE OF ALL AGREEMENTS PAID THIS QUARTER</b>	<b>TOTAL \$ PAID TO MBEs/WBEs THIS QUARTER</b>	<b>% DOLLARS PAID TO MBEs/WBEs THIS QUARTER</b>
\$2,425,085.04	\$297,099.34	12.25%
<b>TOTAL # AGREEMENTS TOTAL \$ VALUE OF AGREEMENTS ENTERED INTO THIS QUARTER</b>	<b>TOTAL # AGREEMENTS AWARDED TO MBEs/WBEs THIS QUARTER</b>	<b>% OF AGREEMENTS AWARDED TO MBEs/WBEs THIS QUARTER</b>
(1) \$48,870.00	\$0.00	0.00%

PO = Purchase Order  
MBE = Minority Business Enterprise  
WBE = Women Business Enterprise

TBLDEC11PS

**DELAWARE RIVER PORT AUTHORITY  
AFFIRMATIVE ACTION REPORT  
GOODS and SUPPLIES  
ATTACHMENT 5**

**QUARTER ENDING DECEMBER 31, 2011**

<b>TOTAL \$ VALUE OF ALL POs AVAILABLE FOR BID BY MBEs/WBEs THIS QUARTER</b>	<b>TOTAL \$ PAID TO MBEs/WBEs THIS QUARTER</b>	<b>% \$ PAID TO MBEs/WBEs</b>
\$225,496.21	\$42,296.42 MBE = \$22,732.26 WBE = \$19,564.16	18.76% MBE = 10.08% WBE = 8.68%
<b>TOTAL # POs AWARDED TO ALL VENDORS THIS QUARTER</b>	<b>TOTAL # POs PAID TO MBEs/ WBEs THIS QUARTER</b>	<b>% POs PAID TO MBEs/WBEs THIS QUARTER</b>
52	30 MBE = 16 WBE = 14	57.69% MBE = 30.77% WBE = 26.92%

**QUARTER ENDING SEPTEMBER 30, 2011**

<b>TOTAL \$ VALUE OF ALL POs AVAILABLE FOR BID BY MBEs/WBEs/VOBs THIS QUARTER</b>	<b>TOTAL \$ PAID TO MBEs/WBEs/VOBs THIS QUARTER</b>	<b>% \$ PAID TO MBEs/WBEs/VOBs</b>
\$373,852.43	\$131,175.92 MBE = \$27,008.88 WBE = \$104,167.04	35.08% MBE = 7.22% WBE = 27.86%
<b>TOTAL # POs AWARDED TO ALL VENDORS THIS QUARTER</b>	<b>TOTAL # POs PAID TO MBEs/ WBEs/VOBs THIS QUARTER</b>	<b>% POs PAID TO MBEs/WBEs/VOBs THIS QUARTER</b>
58	31 MBE = 17 WBE = 14	53.45% MBE = 29.31% WBE = 24.14%

PO = Purchase Order  
MBE = Minority Business Enterprise  
WBE = Women Business Enterprise

**DELAWARE RIVER PORT AUTHORITY  
AFFIRMATIVE ACTION REPORT  
PROCUREMENT CARD (Pcard) PROGRAM  
ATTACHMENT 5**

**QUARTER ENDING DECEMBER 31, 2011**

TOTAL \$ Pcard PURCHASES	TOTAL \$ Pcard PURCHASES WITH MBEs/WBEs	% \$ PAID TO MBEs/WBEs
\$264,779.59	\$6,584.36 MBE = \$2,233.50 WBE = \$3,162.89 VOB = \$1,187.97	2.48% MBE = .84% WBE = 1.19% VOB = .45%
TOTAL Pcard TRANSACTIONS	TOTAL Pcard TRANSACTIONS WITH MBEs/WBEs	% OF TOTAL Pcard TRANSACTIONS WITH MBEs/WBEs
1065	33 MBE = 21 WBE = 10 VOB = 2	3.10% MBE = 1.97% WBE = .94% VOB = .19%

**QUARTER ENDING SEPTEMBER 30, 2011**

TOTAL \$ Pcard PURCHASES	TOTAL \$ Pcard PURCHASES WITH MBEs/WBEs	% \$ PAID TO MBEs/WBEs
\$214,068.87	\$4,133.71 MBE = \$1,877.54 WBE = \$2,256.17	1.93% MBE = .88% WBE = 1.05%
TOTAL Pcard TRANSACTIONS	TOTAL Pcard TRANSACTIONS WITH MBEs/WBEs	% OF TOTAL Pcard TRANSACTIONS WITH MBEs/WBEs
1036	20 MBE = 12 WBE = 8	1.93% MBE = 1.16% WBE = .77%

PO = Purchase Order    MBE = Minority Business Enterprise    WBE = Women Business Enterprise

DELAWARE RIVER PORT AUTHORITY  
MONTHLY LIST OF PAYMENTS 01/01/12 THRU 01/31/12  
MEETING DATE 02/15/2012

<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
SHOWORKS INC	Alliance Mid-Atlantic 2012	25KTHRES	\$325.00
	Alliance Mid-Atlantic 2012	Total	\$325.00
COUNTRY GAS SERVICES INC	Alternate Fuel	25KTHRES	\$10.50
COUNTRY GAS SERVICES INC	Alternate Fuel	25KTHRES	\$10.50
	Alternate Fuel	Total	\$21.00
HIGHWAY SAFETY CORPORATION	Attenuator Repairs/Replacement	25KTHRES	\$854.90
	Attenuator Repairs/Replacement	Total	\$854.90
ACCOUNTANTS FOR YOU, INC	Audit, Legal, Consultant & Other	25KTHRES	\$1,225.00
ACCOUNTANTS FOR YOU, INC	Audit, Legal, Consultant & Other	25KTHRES	\$10,128.13
ACCOUNTING PRINCIPALS	Audit, Legal, Consultant & Other	25KTHRES	\$8,512.92
BENEFIT HARBOR, LP	Audit, Legal, Consultant & Other	08-071	\$10,296.12
BROOKS PERSONNEL INC	Audit, Legal, Consultant & Other	25KTHRES	\$3,530.04
HOWARD NEEDLES TAMMEN & BERGENDOFF	Audit, Legal, Consultant & Other	09-081	\$6,430.62
STATE OF NEW JERSEY	Audit, Legal, Consultant & Other	25KTHRES	\$18,569.86
	Audit, Legal, Consultant & Other	Total	\$58,692.69
BANK OF NEW YORK MELLON	Bank Trustee Fees	99-091	\$8,175.00
TD WEALTH	Bank Trustee Fees	09-075	\$32,500.00
	Bank Trustee Fees	Total	\$40,675.00
MAC HYDRAULICS	Barrier Machine - Repair & Maint	25KTHRES	\$7,811.21
	Barrier Machine - Repair & Maint	Total	\$7,811.21
UNI-SELECT USA, INC	Batteries	11-016	\$235.68
	Batteries	Total	\$235.68
CORNELL & CO INC	BFB Deck Truss Rehabilitation	10-132	\$492,185.30 **
HOWARD NEEDLES TAMMEN & BERGENDOFF	BFB Deck Truss Rehabilitation	11-061	\$35,388.68 **
	BFB Deck Truss Rehabilitation	Total	\$527,573.98
AECOM	BFB PATCO Track Rehabilitation	09-081	\$10,005.85 **
	BFB PATCO Track Rehabilitation	Total	\$10,005.85
HOWARD NEEDLES TAMMEN & BERGENDOFF	BFB Salt Storage Building	09-081	\$2,395.19 **
	BFB Salt Storage Building	Total	\$2,395.19
CORNELL & CO INC	BFB Structural Improvements	10-077	\$628,150.00 **
HOWARD NEEDLES TAMMEN & BERGENDOFF	BFB Structural Improvements	10-016	\$99,046.18 **
	BFB Structural Improvements	Total	\$727,196.18
HOWARD NEEDLES TAMMEN & BERGENDOFF	BFB Technical Support	10-132	\$129.45 **
	BFB Technical Support	Total	\$129.45
BANK OF NEW YORK	Bond Service	Bond Resolutions	\$5,210,101.75
TD BANK NORTH	Bond Service	Bond Resolutions	\$6,566,334.08
	Bond Service	Total	\$11,776,435.83
AECOM	BRB & CBB Structural Repairs	08-093	\$21,353.65 **
	BRB & CBB Structural Repairs	Total	\$21,353.65
AMMANN & WHITNEY CONSULTING	BRB Resurfacing	11-038	\$156,708.97 **
	BRB Resurfacing	Total	\$156,708.97
CORNELL & CO INC	BRB Structural Repairs	10-099	\$1,026,117.00 **
REMINGTON & VERNICK ENGINEERS, INC	BRB Structural Repairs	10-100	\$104,747.14 **
	BRB Structural Repairs	Total	\$1,130,864.14
A.P. CONSTRUCTION INC	Bridge Rehabilitation PATCO	10-103	\$990,579.96 **
BIRDSALL SERVICES GROUP, INC.	Bridge Rehabilitation PATCO	10-143	\$50,884.80 **
	Bridge Rehabilitation PATCO	Total	\$1,041,464.76
TIMOTHY M PULTE	Business Meetings	25KTHRES	\$41.10
VICTORIA A GALLELLI	Business Meetings	25KTHRES	\$51.84
VITARELLI'S RESTAURANT & CATERING	Business Meetings	25KTHRES	\$140.00
	Business Meetings	Total	\$232.94
PENNONI ASSOCIATES INC	CBB Capital Planning	09-001	\$7,432.32
	CBB Capital Planning	Total	\$7,432.32
STV, INC	CBB Chester Approach Ramp	09-001	\$40,046.38 **
	CBB Chester Approach Ramp	Total	\$40,046.38
GREENMAN PEDERSEN INC	CBB Structural Repairs	11-030	\$79,388.89 **
IRON BRIDGE CONSTRUCTORS, INC.	CBB Structural Repairs	10-152	\$1,711,263.54 **
	CBB Structural Repairs	Total	\$1,790,652.43
URBAN ENGINEERS INC	CBB Substation Pier E-10	09-001	\$17,295.61 **
	CBB Substation Pier E-10	Total	\$17,295.61
CHRISTOPHER MACKEN	CDL License	25KTHRES	\$44.00
THOMAS N. TICE	CDL License	25KTHRES	\$44.00
WILLIAM DICK	CDL License	25KTHRES	\$44.00
	CDL License	Total	\$132.00

**DELAWARE RIVER PORT AUTHORITY**  
**MONTHLY LIST OF PAYMENTS 01/01/12 THRU 01/31/12**  
**MEETING DATE 02/15/2012**

<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
DELTA DENTAL PLAN	Cobra Reimbursements	10-087	\$717.78
VISION BENEFITS OF AMERICA	Cobra Reimbursements	10-084	\$117.20
	Cobra Reimbursements	Total	\$834.98
AUDIO VISUAL RENTAL SERVICES LLC	Commissioner Meeting Expense	11-067	\$2,870.00
SODEXO, INC & AFFILIATES	Commissioner Meeting Expense	25KTHRES	\$90.00
VITARELLI'S RESTAURANT & CATERING	Commissioner Meeting Expense	25KTHRES	\$621.50
	Commissioner Meeting Expense	Total	\$3,581.50
HEWLETT PACKARD COMPANY	Computer Equipment	25KTHRES	\$5,187.70 **
PRISM ENGINEERING	Computer Equipment	25KTHRES	\$5,512.95 **
	Computer Equipment	Total	\$10,700.65
COURT LIAISON SERVICES, LLC	Contractual Services	25KTHRES	\$2,500.00
IRON MOUNTAIN INCORPORATED	Contractual Services	25KTHRES	\$3,554.58
MISTRAS GROUP INC.	Contractual Services	25KTHRES	\$1,187.50
SEA TOW DELAWARE RIVER	Contractual Services	10-078	\$850.00
TEKTRON CORPORATION	Contractual Services	08-066	\$6,707.00
	Contractual Services	Total	\$14,799.08
AMERICAN EXPRESS	Credit Card Fees	04-031	\$0.90
PAYMENTECH	Credit Card Fees	04-031	\$243.83
	Credit Card Fees	Total	\$244.73
LAWMEN SUPPLY CO OF NJ	Damage Claims	25KTHRES	\$24.00
	Damage Claims	Total	\$24.00
ACS GOVERNMENT SYSTEMS INC	Data Processing	10-111	\$3,487.50
BERKSHIRE ASSOCIATES INC	Data Processing	25KTHRES	\$2,685.00
DELL MARKETING L.P.	Data Processing	25KTHRES	\$566.50
ETI, LLC	Data Processing	25KTHRES	\$100.00
LEXISNEXIS	Data Processing	25KTHRES	\$1,159.00
SCHNEIDER ELECTRIC	Data Processing	25KTHRES	\$1,874.00
	Data Processing	Total	\$9,872.00
PUBLIC EMPLOYEES' RETIREMENT SYSTEM	Delinquent Payment Fee		\$42.85
	Delinquent Payment Fee	Total	\$42.85
JACOBS ENGINEERING GROUP INC	Development Of FCC Narrowband	09-081	\$8,954.01
	Development Of FCC Narrowband	Total	\$8,954.01
ISOBUNKERS, LLC	Diesel Fuel	11-047	\$1,204.96
	Diesel Fuel	Total	\$1,204.96
CLEAN VENTURE INC	Disposal Fees	11-050	\$4,944.25
POLLUTION CONTROL FINANCING AUTHORITY	Disposal Fees	25KTHRES	\$5,460.84
SAFETY-KLEEN	Disposal Fees	25KTHRES	\$155.00
WASTE MANAGEMENT OF PA INC	Disposal Fees	11-060	\$1,689.80
WINZINGER INC.	Disposal Fees	25KTHRES	\$148.00
	Disposal Fees	Total	\$12,397.89
BAGBARN	DWI Enforcement	25KTHRES	\$364.35
	DWI Enforcement	Total	\$364.35
ATLANTIC CITY ELECTRIC	Electricity	UTILITY	\$16,909.42
P S E & G	Electricity	UTILITY	\$38,243.48
PECO ENERGY	Electricity	UTILITY	\$46,908.51
	Electricity	Total	\$102,061.41
DELTA DENTAL PLAN	Employee Dental Insurance	10-087	\$24,227.63
	Employee Dental Insurance	Total	\$24,227.63
AGNES HART	Employee Mileage	25KTHRES	\$9.99
ALEX TILSON	Employee Mileage	25KTHRES	\$9.99
ALTHEA NOBLE	Employee Mileage	25KTHRES	\$6.66
ANN DUVALL	Employee Mileage	25KTHRES	\$38.85
BARBARA HOLCOMB	Employee Mileage	25KTHRES	\$44.10
BETTY GREGORY	Employee Mileage	25KTHRES	\$19.98
CHONG YOUNG	Employee Mileage	25KTHRES	\$33.30
DANIELLE WOODARD	Employee Mileage	25KTHRES	\$9.99
DARYL JENIFER	Employee Mileage	25KTHRES	\$19.98
DONALD TATHAM	Employee Mileage	25KTHRES	\$113.22
ERIN WATTERSON	Employee Mileage	25KTHRES	\$9.99
FRANKLIN WASHINGTON	Employee Mileage	25KTHRES	\$9.99
GAIL POLK	Employee Mileage	25KTHRES	\$31.08
GERALD FABER	Employee Mileage	25KTHRES	\$34.00
GLENN CARNEY	Employee Mileage	25KTHRES	\$9.99
JAMES B QUINN	Employee Mileage	25KTHRES	\$129.72

\*\* Capital Expenditure

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<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
JAMES M WHITE JR	Employee Mileage	25KTHRES	\$20.65
JANEL AIELLO	Employee Mileage	25KTHRES	\$22.20
JOHN BUCK	Employee Mileage	25KTHRES	\$31.08
JOHN PANEPINTO	Employee Mileage	25KTHRES	\$155.40
JOHN TURZANSKI	Employee Mileage	25KTHRES	\$12.21
JOHN WOOSLEY	Employee Mileage	25KTHRES	\$12.21
JOSEPH COLLINS	Employee Mileage	25KTHRES	\$34.41
JOSEPH EGAN	Employee Mileage	25KTHRES	\$316.84
LISA M KMIEC, ESQUIRE	Employee Mileage	25KTHRES	\$56.95
MARC GOLDE	Employee Mileage	25KTHRES	\$22.20
MARK LOPEZ	Employee Mileage	25KTHRES	\$21.50
MICHAEL MATEY	Employee Mileage	25KTHRES	\$55.50
MICHAEL PELLEGRINO	Employee Mileage	25KTHRES	\$22.20
MORTIQUE HILL	Employee Mileage	25KTHRES	\$44.40
PETER FISCHER	Employee Mileage	25KTHRES	\$12.21
RICHARD L BROWN	Employee Mileage	25KTHRES	\$143.00
RICHARD LOW	Employee Mileage	25KTHRES	\$19.98
SURYAKANT T PATEL	Employee Mileage	25KTHRES	\$20.10
SYVILLA WILLIAMS	Employee Mileage	25KTHRES	\$18.87
TIMOTHY M PULTE	Employee Mileage	25KTHRES	\$19.00
TINA THOMSON	Employee Mileage	25KTHRES	\$51.06
TONI CORSEY	Employee Mileage	25KTHRES	\$46.62
WILLIAM C KEPHART JR	Employee Mileage	25KTHRES	\$14.20
	Employee Mileage	Total	\$1,703.62
VISION BENEFITS OF AMERICA	Employee Vision Insurance	10-084	\$2,762.20
	Employee Vision Insurance	Total	\$2,762.20
DELL MARKETING L.P.	Equipment	25KTHRES	\$1,809.99
GRAYBAR ELECTRIC COMPANY INC	Equipment	25KTHRES	\$1,196.15
LAB SAFETY SUPPLY, INC.	Equipment	25KTHRES	\$1,935.66
MANCINE OPTICAL	Equipment	25KTHRES	\$272.80
CONSOLIDATED ELECTRICAL DISTRIBUTORS	Equipment	25KTHRES	\$2,900.00 **
LYON WORKSPACE PRODUCTS	Equipment	11-059	\$63,135.82 **
TRAFCON INDUSTRIAL INC	Equipment	11-081	\$58,836.00 **
	Equipment	Total	\$130,086.42
STANTEC CONSULTING SERVICES, INC	Express E-ZPass BRB	09-059	\$9,060.90 **
	Express E-ZPass BRB	Total	\$9,060.90
NJ E-ZPASS	E-ZPass Bank Charges	04-031	\$1,410.54
	E-ZPass Bank Charges	Total	\$1,410.54
NJ TURNPIKE AUTHORITY (NJ E-ZPASS)	E-ZPass Credit Card Fee Settlement	04-031	\$154,623.84
	E-ZPass Credit Card Fee Settlement	Total	\$154,623.84
NEW JERSEY TURNPIKE AUTHORITY	E-ZPass Toll System	04-031	\$70,698.12 **
	E-ZPass Toll System	Total	\$70,698.12
HOWARD NEEDLES TAMMEN & BERGENDOFF	Facility Replacement Cost Study	09-081	\$20,596.35
	Facility Replacement Cost Study	Total	\$20,596.35
INTERNAL REVENUE SERVICE-CHICAGO	Federal/FICA Payroll Taxes		\$764,376.94
	Federal/FICA Payroll Taxes	Total	\$764,376.94
PFM GROUP	Financial Advisory Services	25KTHRES	\$6,000.00
	Financial Advisory Services	Total	\$6,000.00
POLICE & FIRE CREDIT UNION	FOP Health & Welfare		\$11,044.35
	FOP Health & Welfare	Total	\$11,044.35
ISOBUNKERS, LLC	Gasoline - Unleaded	11-047	\$12,982.00
	Gasoline - Unleaded	Total	\$12,982.00
P S E & G	Heat	UTILITY	\$13,651.51
PHILADELPHIA GAS WORKS	Heat	UTILITY	\$14,258.82
SOUTH JERSEY GAS COMPANY	Heat	UTILITY	\$5,553.00
	Heat	Total	\$33,463.33
VITARELLI'S RESTAURANT & CATERING	Inspector General Interviews	25KTHRES	\$28.50
	Inspector General Interviews	Total	\$28.50
NATIONAL UNION AIGRM	Insurance	08-022	\$50,943.93
	Insurance	Total	\$50,943.93
PORT AUTHORITY TRANSIT	Intercompany Transfers		\$1,000,000.00
	Intercompany Transfers	Total	\$1,000,000.00
O'NEILL CONSULTING CORP	IUOE Health & Welfare	09-097	\$4,482.16
	IUOE Health & Welfare	Total	\$4,482.16

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IUOE 542 BENEFIT FUNDS	IUOE Medical Insurance	09-097	\$257,548.50
	<b>IUOE Medical Insurance</b>	<b>Total</b>	<b>\$257,548.50</b>
JOHN T HANSON	Job Certifications & Licenses	25KTHRES	\$90.00
	<b>Job Certifications &amp; Licenses</b>	<b>Total</b>	<b>\$90.00</b>
BANK OF AMERICA	Letter of Credit Payment		\$450.00
	<b>Letter of Credit Payment</b>	<b>Total</b>	<b>\$450.00</b>
DELL MARKETING L.P.	Licensing Fees - Software	25KTHRES	\$1,145.04
ORACLE AMERICA, INC.	Licensing Fees - Software	10-092	\$10,340.24
	<b>Licensing Fees - Software</b>	<b>Total</b>	<b>\$11,485.28</b>
CAMDEN PARKING AUTHORITY	Limited Mobility Parking	25KTHRES	\$850.00
	<b>Limited Mobility Parking</b>	<b>Total</b>	<b>\$850.00</b>
BANK OF AMERICA	LOC Fees - 2008 Ref Rev Bonds	08-021	\$557,634.43
MERRILL LYNCH, PIERCE, FENNER & SMITH	LOC Fees - 2008 Ref Rev Bonds	08-021	\$28,029.88
	<b>LOC Fees - 2008 Ref Rev Bonds</b>	<b>Total</b>	<b>\$585,664.31</b>
J. P. MORGAN	LOC Fees - 2010 Ref Rev Bonds	09-075	\$37,808.22
J. P. MORGAN CHASE BANK, N.A.	LOC Fees - 2010 Ref Rev Bonds	09-075	\$654,471.42
MERRILL LYNCH, PIERCE, FENNER & SMITH	LOC Fees - 2010 Ref Rev Bonds	09-075	\$37,808.22
PNC BANK, NATIONAL ASSOCIATION	LOC Fees - 2010 Ref Rev Bonds	09-075	\$176,005.75
PNC CAPITAL MARKETS LLC	LOC Fees - 2010 Ref Rev Bonds	09-075	\$25,205.48
	<b>LOC Fees - 2010 Ref Rev Bonds</b>	<b>Total</b>	<b>\$931,299.09</b>
TRANSCORE	Maint. Fee - Toll Collection Equip	10-121	\$50,868.24
	<b>Maint. Fee - Toll Collection Equip</b>	<b>Total</b>	<b>\$50,868.24</b>
INTERSTATE MOBILE CARE, INC.	Medical Testing	08-094	\$1,266.00
	<b>Medical Testing</b>	<b>Total</b>	<b>\$1,266.00</b>
AREMA	Membership Dues	25KTHRES	\$158.00
CAMDEN COUNTY DETECTIVE'S ASSOCIATION	Membership Dues	25KTHRES	\$75.00
INTERNATIONAL CHIEFS OF POLICE	Membership Dues	25KTHRES	\$120.00
MSDC OF PA-NJ-DE	Membership Dues	25KTHRES	\$1,500.00
NEW JERSEY ALLIANCE FOR ACTION	Membership Dues	25KTHRES	\$1,200.00
SOUTH JERSEY POLICE CHIEFS ASSOCIATION	Membership Dues	25KTHRES	\$100.00
TRI-STATE HRMA	Membership Dues	25KTHRES	\$75.00
WOMEN'S BUSINESS ENTERPRISE COUNCIL	Membership Dues	25KTHRES	\$2,500.00
	<b>Membership Dues</b>	<b>Total</b>	<b>\$5,728.00</b>
BIRDSALL SERVICES GROUP, INC.	Mobile Equipment	09-001	\$44,580.12 **
	<b>Mobile Equipment</b>	<b>Total</b>	<b>\$44,580.12</b>
TD BANK NORTH	Net Payroll		\$123,613.35
WELLS FARGO BANK, NA	Net Payroll		\$1,859,700.95
	<b>Net Payroll</b>	<b>Total</b>	<b>\$1,983,314.30</b>
N.J. STATE - GIT	NJ Payroll Taxes		\$61,946.16
	<b>NJ Payroll Taxes</b>	<b>Total</b>	<b>\$61,946.16</b>
CHARLES B WADDING JR.	Office Equipment	25KTHRES	\$28.00
DELL MARKETING L.P.	Office Equipment	11-071	\$5,945.45
EPLUS TECHNOLOGY INC	Office Equipment	25KTHRES	\$1,987.82
	<b>Office Equipment</b>	<b>Total</b>	<b>\$7,961.27</b>
BROWN'S GRAPHIC SOLUTIONS, INC	Office Supplies	25KTHRES	\$23.85
PAPER MART	Office Supplies	10-096	\$1,651.00
W.B. MASON CO. INC.	Office Supplies	10-155	\$753.58
	<b>Office Supplies</b>	<b>Total</b>	<b>\$2,428.43</b>
URBAN ENGINEERS INC	OPC Structural Monitoring	09-001	\$2,331.60
	<b>OPC Structural Monitoring</b>	<b>Total</b>	<b>\$2,331.60</b>
PA DEPT OF REVENUE	PA Payroll Taxes		\$22,225.80
	<b>PA Payroll Taxes</b>	<b>Total</b>	<b>\$22,225.80</b>
PA STATE EMP RETIREMENT SYS	PA Pension Employee Share		\$305,853.20
	<b>PA Pension Employee Share</b>	<b>Total</b>	<b>\$305,853.20</b>
PAPER MART	Paper	10-096	\$475.50
	<b>Paper</b>	<b>Total</b>	<b>\$475.50</b>
PRWT SERVICES INC	Part-time Toll Collectors	10-105	\$121,825.41
	<b>Part-time Toll Collectors</b>	<b>Total</b>	<b>\$121,825.41</b>
REMINGTON & VERNICK ENGINEERS, INC	PATCO 2010 Biennial Inspection	10-005	\$19,700.51
	<b>PATCO 2010 Biennial Inspection</b>	<b>Total</b>	<b>\$19,700.51</b>
NEW JERSEY TRANSIT	PATCO Bridge Painting	10-143	\$22,209.99 **
	<b>PATCO Bridge Painting</b>	<b>Total</b>	<b>\$22,209.99</b>
HOWARD NEEDLES TAMMEN & BERGENDOFF	PATCO Electrical Supervisor Assistance	09-081	\$18,573.61
	<b>PATCO Electrical Supervisor Assistance</b>	<b>Total</b>	<b>\$18,573.61</b>

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HOWARD NEEDLES TAMMEN & BERGENDOFF	PATCO Lindenwold Yard Improvements	11-065	\$110,963.82 **
	PATCO Lindenwold Yard Improvements Total		\$110,963.82
REMINGTON & VERNICK ENGINEERS, INC	PATCO Mechanical Room Upgrade	09-001	\$824.11 **
	PATCO Mechanical Room Upgrade Total		\$824.11
UNITED PARCEL SERVICE (UPS)	PATCO Postage	25KTHRES	\$11.01
	PATCO Postage Total		\$11.01
BURNS ENGINEERING INC	PATCO Power Pole Replacement	09-098	\$164,479.77 **
DAIDONE ELECTRIC INC	PATCO Power Pole Replacement	09-050	\$282,624.40 **
NEW JERSEY TRANSIT	PATCO Power Pole Replacement	10-029	\$37,458.54 **
	PATCO Power Pole Replacement Total		\$484,562.71
CANON BUSINESS SOLUTIONS, INC.	PATCO Rentals	11-027	\$508.91
	PATCO Rentals Total		\$508.91
A.P. CONSTRUCTION INC	PATCO Standpipe	08-012	\$323,018.56 **
BURNS ENGINEERING INC	PATCO Standpipe	08-013	\$1,100.28 **
	PATCO Standpipe Total		\$324,118.84
SPRINT	PATCO Telephone	UTILITY	\$1,548.02
VERIZON	PATCO Telephone	25KTHRES	\$8,382.22
	PATCO Telephone Total		\$9,930.24
PNC	P-Card Purchases	09-075	\$92,914.44
	P-Card Purchases Total		\$92,914.44
PA STATE EMP RETIREMENT SYS	Pension - SERS		\$4,034.07
	Pension - SERS Total		\$4,034.07
N.J. PUBLIC EMPLOYEES RETIREMENT	Pension & Benefits		\$164,539.37
	Pension & Benefits Total		\$164,539.37
CITY OF PHILADELPHIA	Phila Employee W/H Taxes		\$23,974.65
	Phila Employee W/H Taxes Total		\$23,974.65
JACOBS ENGINEERING GROUP INC	Philadelphia Anchorage Upgrades	09-001	\$10,850.96 **
	Philadelphia Anchorage Upgrades Total		\$10,850.96
AMERICAN EXPEDITING COMPANY	Postage	UTILITY	\$29.25
UNITED PARCEL SERVICE (UPS)	Postage	25KTHRES	\$1,137.15
	Postage Total		\$1,166.40
INFO TECH, INC.	Printing	11-050	\$14,950.00
	Printing Total		\$14,950.00
HEALTHMARK INC	Professional Services	25KTHRES	\$15.00
LEXISNEXIS	Professional Services	25KTHRES	\$270.75
MARCO POLO DESIGN	Professional Services	25KTHRES	\$150.00
SCIBAL ASSOCIATES INC	Professional Services	25KTHRES	\$13,032.50
US REGIONAL II OF NJ	Professional Services	25KTHRES	\$45.00
	Professional Services Total		\$13,513.25
GANNETT FLEMING, INC.	Rehabilitation Drainage	09-060	\$2,802.03 **
	Rehabilitation Drainage Total		\$2,802.03
CANON BUSINESS SOLUTIONS, INC.	Rentals	11-027	\$3,452.54
TRANSPORT PLANNING & SERVICES	Rentals	25KTHRES	\$165.00
U.S.P.S. POSTMASTER	Rentals	25KTHRES	\$1,326.00
	Rentals Total		\$4,943.54
HMS GLOBAL MARITIME, INC.	Repairs - Boats	25KTHRES	\$1,610.59
WM. HARGROVE MARINA	Repairs - Boats	25KTHRES	\$400.14
	Repairs - Boats Total		\$2,010.73
AMERICAN ASPHALT CO	Repairs - Bridges	25KTHRES	\$124,845.35
CORRPRO COMPANIES, INC.	Repairs - Bridges	25KTHRES	\$2,427.55
FUJITEC AMERICA INC	Repairs - Bridges	25KTHRES	\$2,056.16
FUJITEC AMERICA INC	Repairs - Bridges	25KTHRES	\$4,449.33
L&L REDI MIX	Repairs - Bridges	25KTHRES	\$1,950.00
PA DEPT OF LABOR & INDUSTRY	Repairs - Bridges	25KTHRES	\$36.00
TRI-M GROUP LLC	Repairs - Bridges	25KTHRES	\$5,900.00
W. HARGROVE RECYCLING, INC	Repairs - Bridges	25KTHRES	\$7,352.95
	Repairs - Bridges Total		\$149,017.34
STANLEY SECURITY SOLUTIONS INC	Repairs - Buildings	25KTHRES	\$4,912.62
	Repairs - Buildings Total		\$4,912.62
CONSOLIDATED CONTROLS, INC.	Repairs - Equipment	25KTHRES	\$2,430.00
FUJITEC AMERICA INC	Repairs - Equipment	25KTHRES	\$1,028.08
FUJITEC AMERICA INC	Repairs - Equipment	25KTHRES	\$4,112.32
MBI GROUP, INC.	Repairs - Equipment	11-102	\$9,223.00
NJ STATE OFFICE OF WEIGHTS AND MEASURES	Repairs - Equipment	25KTHRES	\$550.00

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	Repairs - Equipment	Total	\$17,343.40
CAMDEN COMPUTERS INC (CCI)	Repairs - Office Equipment	25KTHRES	\$398.00
GENERAL REPRODUCTION PRODUCTS	Repairs - Office Equipment	25KTHRES	\$1,058.00
	Repairs - Office Equipment	Total	\$1,456.00
ONE CALL SYSTEMS, INC	Repairs - Signs	25KTHRES	\$42.56
	Repairs - Signs	Total	\$42.56
ALIANO BROTHERS	Repairs to Buildings	11-070	\$18,845.82 **
JPC GROUP	Repairs to Buildings	11-012	\$279,990.00 **
	Repairs to Buildings	Total	\$298,835.82
AMERICAN ASPHALT CO	Replacement of Roadway	25KTHRES	\$1,800.00
NATIONAL PAVING CO, INC	Replacement of Roadway	25KTHRES	\$131.00
	Replacement of Roadway	Total	\$1,931.00
ESTATE OF JESSIE JAROSZEWSKI	Retiree Medical Insurance	25KTHRES	\$808.40
HORIZON BLUE CROSS BLUE SHIELD	Retiree Medical Insurance	11-078	\$58,473.00
UNITED HEALTHCARE/AARP	Retiree Medical Insurance	11-101	\$116,165.33
	Retiree Medical Insurance	Total	\$175,446.73
COMMONWEALTH OF PENNSYLVANIA	Self Insurance Assessment	25KTHRES	\$10,506.00
	Self Insurance Assessment	Total	\$10,506.00
CENTER CITY DISTRICT	Signage Maintenance	25KTHRES	\$2,929.50
	Signage Maintenance	Total	\$2,929.50
BURNS ENGINEERING INC	Signal/Communication (Rail)	11-006	\$35,947.82 **
VANALT ELECTRICAL CONSTRUCTION INC	Signal/Communication (Rail)	11-005	\$155,204.97 **
	Signal/Communication (Rail)	Total	\$191,152.79
UNI-SELECT USA, INC	Snow Removal - Equipment Repairs	11-016	\$77.64
	Snow Removal - Equipment Repairs	Total	\$77.64
KOVACORP	Soft/Hardware Service Contracts	25KTHRES	\$15,601.53
SUNGARD AVAILABILITY SERVICES LP	Soft/Hardware Service Contracts	10-135	\$6,948.00
	Soft/Hardware Service Contracts	Total	\$22,549.53
503 CORP	Stores Inventory	25KTHRES	\$265.20
BDF INDUSTRIAL FASTENERS	Stores Inventory	25KTHRES	\$301.10
BILLOWS ELECTRIC SUPPLY	Stores Inventory	25KTHRES	\$3,494.52
BRADCO SUPPLY COMPANY	Stores Inventory	25KTHRES	\$1,350.00
E.M. KUTZ INC.	Stores Inventory	25KTHRES	\$2,229.13
FRANKLIN ELECTRIC CO	Stores Inventory	25KTHRES	\$530.61
GENERAL SALES ADMIN.	Stores Inventory	25KTHRES	\$1,021.80
LANIGAN ASSOCIATES INC	Stores Inventory	25KTHRES	\$140.00
LAWSON PRODUCTS INC	Stores Inventory	25KTHRES	\$457.20
M A BRUDER & SONS INC	Stores Inventory	25KTHRES	\$358.96
MULTIFACET, INC.	Stores Inventory	25KTHRES	\$5,799.05
NESTLE WATERS NORTH AMERICA	Stores Inventory	25KTHRES	\$107.88
PAPER MART	Stores Inventory	25KTHRES	\$637.50
R.E. LEDDEN SUPPLY	Stores Inventory	25KTHRES	\$294.00
RIBBONS EXPRESS INC	Stores Inventory	25KTHRES	\$556.00
WHARTON HARDWARE & SUPPLY	Stores Inventory	25KTHRES	\$950.00
	Stores Inventory	Total	\$18,492.95
CALEA	Subscriptions	25KTHRES	\$150.00
GOVERNMENT NEWS NETWORK - GOVNET	Subscriptions	25KTHRES	\$82.50
	Subscriptions	Total	\$232.50
COUNTRY GAS SERVICES INC	Supplies	25KTHRES	\$462.00
MARLAC ELECTRONICS INC	Supplies	25KTHRES	\$44.22
POTTY QUEEN	Supplies	25KTHRES	\$180.00
SAFETY-KLEEN	Supplies	25KTHRES	\$700.00
SOUTH JERSEY WELDING	Supplies	25KTHRES	\$380.92
TAPE4BACKUP.COM	Supplies	25KTHRES	\$1,920.00
VALLEY NATIONAL GASES INC.	Supplies	25KTHRES	\$255.97
VALLEY NATIONAL GASES INC.	Supplies	25KTHRES	\$520.67
	Supplies	Total	\$4,463.78
UBS GLOBAL ASSET MANAGEMENT	Swap Interest Payments	01-019	\$3,480,127.28
	Swap Interest Payments	Total	\$3,480,127.28
AT&T TELECONFERENCE SERVICES	Telephone	UTILITY	\$181.75
SPRINT	Telephone	UTILITY	\$4,842.68
THE CONFERENCE GROUP, LLC	Telephone	25KTHRES	\$179.06
VERIZON	Telephone	UTILITY	\$36,509.53
VERIZON WIRELESS	Telephone	UTILITY	\$2,742.91

\*\* Capital Expenditure

DELAWARE RIVER PORT AUTHORITY  
MONTHLY LIST OF PAYMENTS 01/01/12 THRU 01/31/12  
MEETING DATE 02/15/2012

<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
	Telephone	Total	\$44,455.93
PA DEPT OF LABOR & INDUSTRY	Testing and Inspection Fees	25KTHRES	\$189.00
	Testing and Inspection Fees	Total	\$189.00
DUNBAR ARMORED	Toll Deposit Processing Fee	09-055	\$13,278.50
	Toll Deposit Processing Fee	Total	\$13,278.50
DONNA CRAWFORD	Toll Refunds	25KTHRES	\$5.00
GARY BATTAGLINI	Toll Refunds	25KTHRES	\$5.00
JACE CASTANO	Toll Refunds	25KTHRES	\$10.00
KENNETH RANSOM	Toll Refunds	25KTHRES	\$5.00
LOUISE SYMINGTON	Toll Refunds	25KTHRES	\$10.00
MIGDALIA GERENA	Toll Refunds	25KTHRES	\$10.00
SADIE BANH	Toll Refunds	25KTHRES	\$15.00
TENNILLE STUBBS	Toll Refunds	25KTHRES	\$10.00
	Toll Refunds	Total	\$70.00
FARFIELD COMPANY	Track Upgrading	11-007	\$290,158.50 **
HOWARD NEEDLES TAMMEN & BERGENDOFF	Track Upgrading	10-010	\$25,858.12 **
	Track Upgrading	Total	\$316,016.62
33 WORLD OF WELDING	Training - Registration	25KTHRES	\$3,480.00
AMERICAN INSTITUTE OF STEEL	Training - Registration	25KTHRES	\$600.00
BUSINESS 21 PUBLISHING	Training - Registration	25KTHRES	\$222.00
DELAWARE COUNTY COLLEGE	Training - Registration	25KTHRES	\$348.00
GLOUCESTER COUNTY POLICE ACADEMY	Training - Registration	25KTHRES	\$1,080.00
HOLTZ LEARNING CENTERS, LTD	Training - Registration	25KTHRES	\$1,188.00
NEW HORIZONS COMPUTER LEARNING	Training - Registration	25KTHRES	\$1,999.99
NEW JERSEY INSTITUTE	Training - Registration	25KTHRES	\$240.00
NEW JERSEY STATE CHIEFS OF POLICE	Training - Registration	25KTHRES	\$1,600.00
NJ SOCIETY LAND SURVEYORS	Training - Registration	25KTHRES	\$450.00
TONI COX	Training - Registration	25KTHRES	\$146.00
UNIVERSITY ALLIANCE	Training - Registration	25KTHRES	\$4,093.80
	Training - Registration	Total	\$15,447.79
GERALD FABER	Training, Travel and Subsistence	25KTHRES	\$64.04
JOHN SANTRY, JR	Training, Travel and Subsistence	25KTHRES	\$126.54
	Training, Travel and Subsistence	Total	\$190.58
LTK ENGINEERING SERVICES	Transit Car Overhaul	07-019	\$97,579.67 **
	Transit Car Overhaul	Total	\$97,579.67
WASTE MANAGEMENT OF NEW JERSEY	Trash Removal	11-060	\$5,220.45
WINZINGER INC.	Trash Removal	25KTHRES	\$74.00
	Trash Removal	Total	\$5,294.45
HAVERFORD TRUST COMPANY	Trustee Fees	25KTHRES	\$2,200.61
	Trustee Fees	Total	\$2,200.61
ANNETTE MELENDEZ-FREEMAN	Tuition Reimbursement	25KTHRES	\$2,880.00
EDWARD SMITH	Tuition Reimbursement	25KTHRES	\$707.00
JESSICA GABE	Tuition Reimbursement	25KTHRES	\$780.00
JOSEPH M MAROCCIA SR	Tuition Reimbursement	25KTHRES	\$368.00
LOU PAVLIK	Tuition Reimbursement	25KTHRES	\$1,992.00
SHAWN DOUGHERTY	Tuition Reimbursement	25KTHRES	\$685.00
	Tuition Reimbursement	Total	\$7,412.00
ACME UNIFORM RENTAL SER INC	Uniforms	25KTHRES	\$464.40
BEST UNIFORM RENTAL, INC	Uniforms	11-020	\$729.22
LAWMEN SUPPLY CO OF NJ	Uniforms	25KTHRES	\$369.03
LEHIGH VALLEY SAFETY SHOE	Uniforms	11-020	\$297.85
RED THE UNIFORM TAILOR	Uniforms	25KTHRES	\$1,596.45
RED WING BRANDS OF AMERICA, INC.	Uniforms	11-020	\$2,673.00
RICKY'S A&N/P.L.J. SAFETY	Uniforms	25KTHRES	\$1,897.50
	Uniforms	Total	\$8,027.45
EMPLOYEE PASS THROUGH PAYMENTS	Union Dues, Employee Contributions, Etc.		\$138,752.50
	Union Dues, Employee Contributions, Etc.	Total	\$138,752.50
UNI-SELECT USA, INC	Vehicle Repairs - Inside	11-016	\$936.65
	Vehicle Repairs - Inside	Total	\$936.65
UNI-SELECT USA, INC	Vehicle Supplies	11-016	\$2,031.29
	Vehicle Supplies	Total	\$2,031.29
PROVIDENT LIFE & ACCIDENT INSURANCE	Voluntary Disability Program	PRE 8-18	\$400.95
	Voluntary Disability Program	Total	\$400.95
CITY OF CAMDEN	Water and Sewer	UTILITY	\$740.00

\*\* Capital Expenditure

DELAWARE RIVER PORT AUTHORITY  
 MONTHLY LIST OF PAYMENTS 01/01/12 THRU 01/31/12  
 MEETING DATE 02/15/2012

<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
MERCHANTVILLE-PENNSAUKEN	Water and Sewer	UTILITY	\$1,474.40
NESTLE WATERS NORTH AMERICA	Water and Sewer	25KTHRES	\$534.56
NEW JERSEY AMERICAN WATER	Water and Sewer	UTILITY	\$253.62
PENNSAUKEN SEWERAGE AUTH	Water and Sewer	UTILITY	\$42.00
WATER REVENUE BUREAU	Water and Sewer	UTILITY	\$1,081.44
	Water and Sewer	Total	\$4,126.02
SCIBAL	Workmen's Compensation	10-116	\$114,066.00
	Workmen's Compensation	Total	\$114,066.00
AECOM	WWB Deck Span Replacement	07-018	\$11,286.11 **
AMERICAN BRIDGE CO	WWB Deck Span Replacement	10-020	\$1,549,685.87 **
URBAN ENGINEERS, INC./URS	WWB Deck Span Replacement	10-021	\$141,553.62 **
	WWB Deck Span Replacement	Total	\$1,702,525.60
J. FLETCHER CREAMER & SON INC	WWB VMS Sign Replacement	09-078	\$135,000.00
	WWB VMS Sign Replacement	Total	\$135,000.00
			<u>\$32,534,920.86</u>

**Report of Operations and Maintenance Committee  
DELAWARE RIVER PORT AUTHORITY  
One Port Center, Camden, New Jersey  
Wednesday, January 18, 2012, 9 a.m.**

**Committee Members**

William Sasso, Committee Chair  
Governor Tom Corbett, Chair  
Joanna Cruz, Esquire (via telephone)  
Joann Bell  
Richard Sweeney  
Charles Fentress  
Albert F. Frattali  
E. Frank DiAntonio

**Officers and Chiefs**

John Matheussen, CEO  
Robert Gross, Deputy CEO  
Richard Brown, General Counsel and  
Corporate Secretary  
John Hanson, CFO  
Toni Brown, CAO  
John Rink, PATCO, General Manager  
Mike Venuto, Chief Engineer  
Timothy Pulte, COO

**DRPA Staff**

Fran DiCicco, Administrative Coordinator  
Ann DuVall, Executive Assistant to CEO  
Sylvia Gray-Newman, Admin. Coordinator  
Kathy Imperatore, Director, Fare Collection  
Timothy Ireland, Manager, Corp. Comm.  
Karen Jacobson, Assistant General Counsel  
Edward Kasuba, Director of Corp. Comm.  
Lisa M. Kmiec, Asst. General Counsel  
Mark Lopez, Manager, Government Relations  
David McClintock, Chief, Public Safety  
Sheila Milner, Administrative Coordinator  
Robert Only, Director, Homeland Security  
John Rogale, Dir. Labor Contract Compliance  
John Shea, Director of Equipment, PATCO  
Cheryl Spicer, Asst. Gen. Manager, PATCO  
Susan Squillace, Acting Mgr., Purchasing  
Matthew Toyer, Intern, Legal Department  
Dawn Whiton, Administrative Coordinator

**Commissioners**

Jeffrey L. Nash, Esquire, Vice Chair  
Rick Taylor  
Tamarisk Jones  
Denise Y. Mason  
Walter D'Alessio (absent)  
David Simon, Esquire  
Robert Teplitz (Wagner)  
Christopher Craig, Esquire (McCord) (via  
telephone)

**Counsel**

David Weinstein, Archer & Greiner, NJ  
Counsel  
Tom Ellis, Duane Morris, PA Counsel

**Others**

David Reiner, Esquire, NJ Gov. Authorities  
Unit  
Kathleen Duffy Bruder, Esquire, PA  
Governor's Office  
Tyler Laughlin, PA Governor's Office  
Tom Raftery  
Michael Conallen  
Jacob Reif (AECOM)  
Haneef Nelson  
John Braxton  
Marcella Ridenour (CAC)  
Kevin Price  
Douglas Nesmith  
Lou Nock (Coast Guard)

The Corporate Secretary announced that pursuant to the Bylaws of this Authority, public notice of this meeting of the DRPA Operations and Maintenance Committee has been given by posting proper notice in the lobby at One Port Center, and issuing proper notice to the public and news media.

Chairman Sasso called the meeting of the Operations and Maintenance Committee to order and asked that the Corporate Secretary call the roll. The Corporate Secretary then called the roll for the Committee and announced that there was a quorum. Chairman Sasso presided.

**Item 1 – Contract No. BF-24-2011, Benjamin Franklin Bridge Salt Storage Building**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate a construction contract in the amount of \$625,000 with Aliano Brothers General Contractors, Inc. to construct a Salt Storage Building at the Benjamin Franklin Bridge.

Mr. Venuto informed the Committee that, as a result of NJDEP storm water best management practices, a salt storage building at the Ben Franklin Bridge is necessary to remain in compliance with regulations. The work under this contract consists of constructing a 40 x 50 building with a concrete slab and foundation on the Camden side of the bridge. The building will store approximately 600 tons of deicing salt.

Mr. Venuto stated that the project was publicly advertised, 11 sets of bid documents were sold and 2 bids were received. Staff evaluated the bids and recommends award of a construction contract to Aliano Brothers General Contractors, Inc. as the lowest responsible bidder in an amount of \$625,000.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx                      Contract No. BF-24-2011, Benjamin Franklin Bridge Salt  
Storage Building**

**Item 2 – Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest,  
12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate a construction contract with A.P. Construction, Inc. to perform the Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust Streets and 15<sup>th</sup>-16<sup>th</sup> & Locust Streets Stations in the amount of \$4,718,000. Mr. Venuto explained that the existing escalators are original equipment nearing the end of their useful life.

The project was publicly advertised, 12 sets of bid documents were sold and 2 bids were received. Staff has evaluated the bids and recommends award of a construction contract to A.P. Construction, Inc. as the lowest responsible bidder in an amount of \$4,718,000.

Vice-Chair Nash stated that escalators at some New Jersey stations have been inoperable for up to six weeks. He commented that having escalators out of service for that period of time is unacceptable for PATCO's handicapped riders. Mr. Rink explained that the Collingswood escalator was out of service for a substantial period of time because the parts for these repairs were originally being shipped from Fujitek in Japan. Mr. Rink stated that PATCO has found a local distributor for the parts. He added that Fujitek was not an eligible bidder on this project.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx            Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

**Item 3 – Construction Monitoring Services for Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with Burns Engineering, Inc. in the amount of \$519,100 to provide Construction Monitoring Services for Contract No. PATCO-48-2011, Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations. This Agreement will provide for full time on-site construction inspection and monitoring services to ensure contractor's compliance with the plans and specifications.

Mr. Venuto stated that the project was publicly advertised and 5 firms responded to a Request for Qualifications. Two firms were deemed qualified and were sent a formal Request for Proposal and both firms responded to the Request for Proposal. Staff has evaluated these proposals and recommends that an agreement be negotiated with Burns Engineering, Inc. in an amount of \$519,100.00.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx            Construction Monitoring Services for Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

**Item 4 – Contract No. PATCO-49-2011, PATCO Lindenwold Shop Annex Building**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate a construction contract in the amount of \$8,231,000 with JPC Group, Inc. to perform the Design/Build Services for the PATCO Shop Annex Building Project. Mr. Venuto reminded the Committee that this project was originally presented to the O&M Committee on August 17, 2011. At that time, staff was asked to provide further information to the O&M Committee. The project details and business case were discussed at subsequent O&M meetings. Mr. Venuto stated that the Lindenwold shop capabilities are at the point where additional maintenance area is required. Current maintenance activities are limited due to the track availability in the existing shop. Mr. Venuto explained that the work to be performed under this design-build contract consists of final engineering and construction of a 20,000 square foot shop annex building with an inspection pit, track and material storage. The building will also be used as a commissioning building when the new cars arrive from the rebuilder.

Mr. Venuto informed the Committee that the project was publicly advertised, 20 sets of bid documents were sold and 4 bids were received. Staff has evaluated the bids and recommends

award of a construction contract to JPC Group, Inc. as the lowest responsible bidder in an amount of \$8,231,000.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx            Contract No. PATCO-49-2011, PATCO Lindenwold Shop Annex Building**

**Item 5 – Capital Project Contract Modifications**

Mike Venuto, Chief Engineer, informed the Committee that staff is seeking authorization to increase the design services scope of work for the PATCO Track Rehabilitation across the BFB project and the construction services scope of work for the Commodore Barry Bridge Structural Repairs project.

Mr. Venuto stated that the supplemental cost of \$113,976 for HNTB is to perform additional services relating to signal and communication systems, necessary surveying and to model operational scenarios for PATCO during the construction of the project. The resulting models will compare the effects on ridership capacity to the cost savings of completing the construction in a shorter period of time due to continuous single track outages. This represents a 3.6% increase to the current contract.

Mr. Venuto further explained that the additional cost of \$583,149 for Iron Bridge Constructors is to perform concrete repairs above the contract quantity. These additional repairs were identified during the course of the construction work as a result of on-site inspection and testing. This represents a 2.9% increase to the current contract.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx            Capital Project Contract Modifications**

Chairman Sasso stated that Mr. Venuto would present Items 6 through 10, the 2012 Biennial Inspections, together.

Mr. Venuto provided an overview of the Biennial Inspections and the process used to choose the recommended firms. In response to Vice-Chair Nash's inquiries regarding the inspections, Mr. Venuto stated that the Biennial Inspections are done every second calendar year on all bridges and PATCO. He informed the Committee that the same firm is not used two years in a row at a particular facility in order to provide a different perspective. Mr. Venuto informed the Committee that the Authority publicly advertised with firms to submit Statements of Qualifications, followed by a Request for Proposal and then a review committee of staff engineers evaluated the Proposals on the basis of technical merit.

**Item 6 – Professional Services for 2012 Biennial Inspection of the Benjamin Franklin Bridge**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with WSP Sells, Inc. in the amount of \$489,325 to provide engineering services required to perform the 2012 Biennial Inspection of the Benjamin Franklin Bridge.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx      Professional Services for 2012 Biennial Inspection of the Benjamin Franklin Bridge**

**Item 7 – Professional Services for 2012 Biennial Inspection of the Betsy Ross Bridge**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with Modjeski and Masters, Inc. in the amount of \$409,000 to provide engineering services required to perform the 2012 Biennial Inspection of the Betsy Ross Bridge.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx      Professional Services for 2012 Biennial Inspection of the Betsy Ross Bridge**

**Item 8 – Professional Services for 2012 Biennial Inspection of the Commodore Barry Bridge**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with Ammann & Whitney in the amount of \$555,000 to provide engineering services required to perform the 2012 Biennial Inspection of the Commodore Barry Bridge.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx      Professional Services for 2012 Biennial Inspection of the Commodore Barry Bridge**

**Item 9 – Professional Services for 2012 Biennial Inspection of the Walt Whitman Bridge**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with HNTB Corporation in the amount of \$769,000 to provide engineering services required to perform the 2012 Biennial Inspection of the Walt Whitman Bridge.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx      Professional Services for 2012 Biennial Inspection of the Walt Whitman Bridge**

**Item 10 – Professional Services for 2012 Biennial Inspection of PATCO**

Mike Venuto, Chief Engineer, requested that the Board authorize staff to negotiate an agreement with TransSystems Corporation in the amount of \$363,000 to provide engineering services required to perform the 2012 Biennial Inspection of the PATCO facilities.

On motion duly made and seconded, the following Resolution was approved and is recommended to the Board for adoption:

**DRPA -12-xxx      Professional Services for 2012 Biennial Inspection of PATCO**

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

Respectfully submitted,

Chairman William Sasso

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-009

**SUBJECT:** Contract No. BF-24-2011,  
Benjamin Franklin Bridge Salt Storage  
Building

**COMMITTEE:**

Operations & Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2011

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to negotiate a construction contract with the firm of Aliano Brothers General Contractors, Inc. to construct a Salt Storage Building at the Benjamin Franklin Bridge.

**Amount:** \$625,000.00

**Contractor:** Aliano Brothers General Contractors, Inc.  
2560 Industrial Highway  
Vineland, NJ 08360-1566

**Other Bidders:** A.P. Construction \$643,000.00

**Engineers Estimate:** \$555,000.00

**PURPOSE:**

The purpose of this project is to construct a Salt Storage Building at the Benjamin Franklin Bridge in order to store salt stockpiles in accordance with NJDEP's requirements to protect water quality.

**BACKGROUND:**

Winter snow and ice removal operations at the Benjamin Franklin Bridge require that approximately 600 tons of deicing salt be kept on hand at the Benjamin Franklin Bridge throughout the winter months. The deicing salt stockpiles are currently kept beneath the bridge; however, the New Jersey Department of Environmental Protection has objected to this current practice. Storm water best management practices dictate that salt stockpiles be stored in enclosed shelters to prevent pollution of the local rivers and streams.

To address this issue, staff has developed plans and specifications to construct a new salt storage building within existing right-of-way near the Camden Anchorage of the Benjamin Franklin Bridge. The project will include the construction of a 40 foot x 50 foot clear span steel building with a concrete slab and foundation.

**SUMMARY STATEMENT  
O&M 2/15/12**

**Contract No. BF-24-2011,  
Benjamin Franklin Bridge Salt Storage Building**

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The project was publicly advertised and bid documents were offered to the public beginning on October 4, 2011 with a bid opening date of November 2, 2011. Eleven (11) sets of documents were sold. A total of two (2) bids were received. The low responsive and responsible bid was submitted by Aliano Brothers General Contractors, Inc. in the amount of \$625,000.00.

Staff has completed the evaluation of bids and recommends that the contract be awarded to Aliano Brothers General Contractors, Inc. in an amount not to exceed \$625,000.00 as the low responsive and responsible bidder.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$625,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>BF0901</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>6 months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>19</b>

**DRPA-12-009**  
**Operations & Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Contract No. BF-24-2011, Benjamin Franklin Bridge**  
**Salt Storage Building**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the bid from Aliano Brothers General Contractors, Inc. to construct the new salt storage building, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with Aliano Brothers General Contractors, Inc. for the required work in an amount not to exceed \$625,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$625,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>BF0901</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>6 months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>19</b>

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-010

**SUBJECT:** Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup> - 16<sup>th</sup> & Locust Stations

**COMMITTEE:**

Operations & Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to negotiate a construction contract with the firm of A.P. Construction, Inc. to perform the Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations.

**Amount:** \$4,718,000.00

**Contractor:** A.P. Construction, Inc.  
915 S. Blackhorse Pike  
Blackwood, NJ 08102

**Other Bidders:** JPC Group, Inc. \$5,195,900.00

**Engineers Estimate:** \$6,136,000.00

**PURPOSE:** The purpose of this project is to completely replace the four existing escalators that serve PATCO's Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations and that are nearing the end of their useful lives.

**BACKGROUND:** The existing escalators at PATCO's Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations were installed in the 1970's to move customers safely and effectively to and from the platforms. There are four units located at the three stations; two at Woodcrest, one at 12<sup>th</sup>-13<sup>th</sup> & Locust, and one at 15<sup>th</sup>-16<sup>th</sup> & Locust. All four escalators are nearing the end of their useful lives. Based on recommendations from PATCO Operations staff and an Engineering evaluation, the existing escalators at the four stations are to be completely replaced. This project will install four new escalators that can provide safe, reliable service in the harsh, heavy usage transit environment for the safety, satisfaction, and convenience of PATCO's customers.

**SUMMARY STATEMENT**  
**O&M 2/15/12**

**Contract No. PATCO-48-2011, Escalator  
Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> &  
Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

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The project was publicly advertised and bid documents were offered to the public beginning on September 12, 2011 with a bid opening date of October 25, 2011. Twelve (12) sets of documents were sold. A total of two (2) bids were received. The low responsive and responsible bid was submitted by A.P. Construction, Inc. in the amount of \$4,718,000.00.

Staff has completed the evaluation of bids and recommends that the contract be awarded to A.P. Construction, Inc., in the amount of \$4,718,000.00 as the low responsive and responsible bidder.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$4,718,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>PD0918</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>585 calendar days</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>142</b>

**DRPA-12-010**  
**Operations & Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Contract No. PATCO-48-2011, Escalator Replacements at**  
**Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the bid of \$4,718,000.00 to replace the four existing escalators that serve PATCO's Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with A.P. Construction, Inc. for the required work in an amount not to exceed \$4,718,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$4,718,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>PD0918</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>585 calendar days</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>141</b>

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-011

**SUBJECT:** Construction Monitoring Services for Contract No. PATCO-48-2011, PATCO Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations

**COMMITTEE:**

Operations and Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to negotiate an agreement with Burns Engineering, Inc. to provide Construction Monitoring Services for Contract No. PATCO-48-2011, Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations.

**Amount:** \$519,100.00

**Consultant:** Burns Engineering, Inc.  
1835 Market Street, Suite 300  
Philadelphia, PA 19103

**Other Consultants:** Gannett Fleming, Inc.

**Engineers Estimate:** \$515,240.52

**PURPOSE:** To provide full-time, on-site construction inspection and monitoring services for Contract No. PATCO-48-2011, Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations. 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 the plans and specifications.

**BACKGROUND:** The work to be completed under Contract No. PATCO-48-2011 consists of the complete replacement of the four (4) existing escalators that serve PATCO's Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust, and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations.

The Authority publicly advertised its intent to retain a consultant and

**SUMMARY STATEMENT**  
**O&M 2/15/12**

**Construction Monitoring Services for Contract No.  
PATCO-48-2011, Escalator Replacements at Woodcrest,  
12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations**

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invited interested firms to submit Statements of Qualifications. Five (5) firms responded with Statements of Qualifications on February 10, 2011. Two (2) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

Burns Engineering, Inc. and Gannett Fleming, Inc. were ranked equal on technical merit. Both firms demonstrated a good understanding of the project and presented staff experienced in the construction of rail transit facilities. Burns Engineering's estimated labor to perform the required services was significantly lower than Gannett Fleming's and Burns Engineering, Inc. was determined to offer the best value.

In accordance with the Delaware River Port Authority's qualification based selection procedure, the Price Proposal submitted by Burns Engineering, Inc. was evaluated against the Engineer's Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, Burns Engineering's price was determined to be fair and reasonable.

It is recommended that an engineering services agreement be negotiated with Burns Engineering, Inc. for the costs and associated fees not to exceed \$519,100.00 to provide engineering services in accordance with the Request for Proposal.

**SUMMARY:**

<b>Amount:</b>	<b>\$519,100.00</b>
<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
<b>Capital Project #:</b>	<b>PD0918</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>20 months</b>
<b>Other Parties Involved:</b>	<b>N/A</b>
<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

**DRPA-12-011**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Construction Monitoring Services for Contract No.**  
**PATCO-48-2011, Escalator Replacements at Woodcrest,**  
**12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup> -16<sup>th</sup> & Locust Stations**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of Burns Engineering, Inc. to provide Construction Monitoring Services for Contract No. PATCO-48-2011, Escalator Replacements at Woodcrest, 12<sup>th</sup>-13<sup>th</sup> & Locust and 15<sup>th</sup>-16<sup>th</sup> & Locust Stations and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with Burns Engineering, Inc. for an amount not to exceed \$519,100.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$519,100.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>PD0918</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>20 months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



## **MEMORANDUM**

**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members

**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering

**SUBJECT:** Professional Service Selection for  
Construction Monitoring Services for DRPA Contract No. PATCO-48-2011,  
Escalator Replacements at Woodcrest, 12th-13<sup>th</sup>, and 15th-16th Stations  
Technical Proposal Evaluation, Findings and Recommendation Report

**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Five (5) firms submitted SOQs on February 10, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms:

Burns Engineering, Inc.  
Gannett Fleming, Inc.

The short listed firms were sent a RFP on April 6, 2011. The Technical Proposals and separate sealed Price Proposals were received on May 12, 2011 from both firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

Burns Engineering, Inc. and Gannett Fleming, Inc. were ranked equal on technical merit. Both firms demonstrated a good understanding of the project and presented staff experienced in the construction of rail transit facilities.

The Review Committee recommended that the Price Proposals from both firms be opened and compared. Price Proposals were opened on June 3, 2011. Burns Engineering's estimated labor to perform the required services was significantly lower than Gannett Fleming's and Burns Engineering, Inc. was determined to offer the best value.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

Rank	Firm	Hours	Original Price Proposal	Negotiated	
				Hours	Fee
	Engineer's Estimate	3,719	\$515,240.52		
1	Burns Engineering, Inc.	4,971	\$675,600.00	3,064	\$519,100.00
1	Gannett Fleming, Inc.	7,913	\$981,441.50		

The Price Proposal from Burns Engineering, Inc., dated May 12, 2011 was reviewed by Engineering Department staff. It was observed to be 31% higher than the Engineer's Estimate. Negotiations commenced which resulted in a final Price Proposal in an amount of \$519,100. Based on the Review Committee's findings the Price Proposal of \$519,000 has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to Burns Engineering, Inc.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage Burns Engineering, Inc. of Philadelphia, PA, in the amount of \$519,100 for this Agreement.

:ala

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-012

**SUBJECT:** Contract No. PATCO-49-2011, PATCO Lindenwold Shop Annex Building

**COMMITTEE:**

Operations and Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to negotiate a construction contract with the firm of The JPC Group, Inc. to perform the Design/Build Services for the PATCO Shop Annex Building Project.

**Amount:** \$8,231,000.00

**Contractor:** JPC Group  
228 Blackwood-Barnsboro Road  
Blackwood, NJ 08012

<b>Other Bidders:</b>	TNT Construction, Co. Inc.	\$9,131,520.00
	A.P. Construction, Inc.	\$9,610,000.00
	Northeast Remsco Construction	\$9,765,155.00

**Engineers Estimate:** \$7,973,678.00

**PURPOSE:**

To perform all work required to design and build a Shop Annex Building for transit car maintenance at the Lindenwold Yard.

**BACKGROUND:**

PATCO began using the Lindenwold Shop in 1968. The transit car maintenance facility has been in continuous use for the ensuing forty-two years with, for the most part, original equipment and utilities. The original purpose of the facility, to perform limited maintenance on the original seventy-five transit-car fleet, has been expanded to address all the maintenance needs of the one hundred and twenty-one transit-car fleet. As a result of the expanded use of the Lindenwold Shop Facility and the additional vehicles, the building has reached capacity. The annex building will provide PATCO with additional space to perform maintenance and inspection services on the vehicles as well as protecting stored materials from the weather.

The work to be performed under this design-build contract consists of final engineering and construction of a 20,000 S.F. Shop Annex Building

for transit car maintenance at the Lindenwold Yard. The work includes the construction of an inspection pit, track, high level platform, storage, and rooms for building support. The work includes various mechanical, electrical, plumbing along with equipment installation inside the annex building. The work also consists of associated site improvements including underground/above ground utility installations, paving, drainage, and lighting.

The project was publicly advertised and bid documents were offered to the public beginning on May 25, 2011 with a bid opening date of July 7, 2011. Twenty (20) sets of documents were sold. A total of four (4) bids were received. The lowest responsive bid was submitted by JPC Group, Inc. in the amount of \$8,231,000.00.

Staff has completed the evaluation of bids and recommends that the contract be awarded to JPC Group, Inc., in the amount of \$8,231,000.00 as the lowest responsive bidder to perform the contract work.

**SUMMARY:**

<b>Amount:</b>	<b>\$8,231,000.00</b>
<b>Source of Funds:</b>	<b>2010 Revenue Bond (Series D)</b>
<b>Capital Project #:</b>	<b>PD1005</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>2010 Master Plan</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>12 months</b>
<b>Other Parties Involved:</b>	<b>N/A</b>
<b>Estimated Number of Jobs Supported:</b>	<b>245</b>

DRPA-12-012  
Operations and Maintenance Committee: January 18, 2012  
Board Date: February 15, 2012  
Contract No. PATCO-49-2011,  
PATCO Lindenwold Shop Annex Building

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the bid of \$8,231,000.00 to complete final design and construct to the new shop annex building, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with JPC Group, Inc. for the required work in an amount not to exceed \$8,231,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$8,231,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bond (Series D)</b>
	<b>Capital Project #:</b>	<b>PD1005</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>2010 Master Plan</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>245</b>

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-013

**SUBJECT:** Capital Project Contract Modifications

**COMMITTEE:**

Operations & Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorize the execution of contract modifications to certain contracts for Authority capital project and that the Board amend the 2012 Capital Budget to include the increase in contract amount being requested in this Resolution.

**PURPOSE:** To approve contract modifications in the amounts and times set forth herein for the identified Authority capital projects and to assure that the 2012 Capital Budget reflects the actual Board approved project costs.

**BACKGROUND:** The Authority is presently undertaking several capital projects previously approved by the Board. During the course of the project(s) identified in the Attachment (attached hereto and made a part hereof), Engineering has determined that conditions affecting each project require contract modification adjusting the scope of work/contract items, compensation, and/or the time to perform the contract work as set forth in the attachment.

Engineering staff has evaluated the contract modifications identified in the Attachment and any supporting documentation and has determined the contract adjustments as proposed are fair and reasonable and meets the needs of the Authority.

<b>SUMMARY:</b>	<b>Amount:</b>	See Attachment
	<b>Source of Funds:</b>	2010 Revenue Bonds (Series D)
	<b>Capital Project #:</b>	See Attachment
	<b>Operating Budget:</b>	N/A
	<b>Master Plan Status:</b>	N/A
	<b>Other Fund Sources:</b>	N/A
	<b>Duration of Contract:</b>	See Attachment
	<b>Other Parties Involved:</b>	N/A

**DRPA-12-013**  
**Operations & Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Capital Project Contract Modifications**

**RESOLUTION**

**RESOLVED:** That the Board authorizes the execution of contract modifications to the contracts identified in the Attachment in such amounts and/or times set forth therein; 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 the 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 the DRPA.

**RESOLVED:** That the 2012 Capital Budget be and hereby is amended to increase the line item amounts allocated for DRPA Project Number as indicated in the attached chart.

<b>SUMMARY:</b>	<b>Amount:</b>	See Attachment
	<b>Source of Funds:</b>	2010 Revenue Bonds (Series D)
	<b>Capital Project #:</b>	See Attachment
	<b>Operating Budget:</b>	N/A
	<b>Master Plan Status:</b>	N/A
	<b>Other Fund Sources:</b>	N/A
	<b>Duration of Contract:</b>	See Attachment
	<b>Other Parties Involved:</b>	N/A

# ATTACHMENT

January 18, 2012

## Summary of Supplemental Agreement and Change Orders

<u>Capital Project Number</u>	<u>Contract Number</u>	<u>Title</u>	<u>Consultant/ Contractor</u>	<u>Current Contract/ Agreement Amount</u>	<u>Chg Order Supplemental Amount</u>	<u>Adjusted Contract Agreement Amount</u>	<u>Duration</u>
PD1010	N/A	PATCO Track Rehabilitation Across the Benjamin Franklin Bridge	HNTB Corporation	\$3,151,242.54	\$113,976.00	\$3,265,218.54	2 months

➤ Staff is seeking authorization from the Board to enter into the first supplemental agreement with HNTB Corporation in the amount of \$113,976.00. The funds will compensate the Consultant for additional out of scope work performed in the design effort relating to signal and communication systems and necessary surveying. HNTB will also model operational scenarios for PATCO during the construction of the project. The resulting models will compare the effects on ridership capacity to the cost savings of completing the construction in a shorter period of time due to continuous single track outages.

CB0904	CB-18-2010	Commodore Barry Bridge	Iron Bridge Constructors	\$20,441,243.00	\$583,149.00	\$21,024,392.00	90 days
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➤ Staff is seeking authorization from the Board to amend the contract with Iron Bridge Constructors in the amount of \$583,149.00. The funds will compensate the Contractor for additional concrete repairs identified in the course of the construction work.

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-014

**SUBJECT:** Professional Services for 2012  
Biennial Inspection of the Benjamin  
Franklin Bridge

**COMMITTEE:**

Operations and Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:**

That the Board authorizes staff to negotiate an agreement with WSP Sells, Inc. to provide engineering services required to perform the 2012 Biennial Inspection of the Benjamin Franklin Bridge.

**Amount:**

\$489,325.00

**Consultant:**

WSP Sells, Inc.  
2445 Kuser Road  
Suite 100  
Hamilton, NJ 08690

**Other Consultants:**

Ammann & Whitney  
HDR Engineering, Inc.  
Modjeski and Masters, Inc.  
PB Americas, Inc.  
Stantec Consulting Services, Inc.

**Engineers Estimate:**

\$555,000.00

**PURPOSE:**

To provide consulting engineering services for the 2012 Biennial Inspection of the Benjamin Franklin Bridge.

**BACKGROUND:**

Under the Delaware River Port Authority's (DRPA) Bond Indentures dated 1995, 1998 and 1999, the DRPA is obligated to inspect all DRPA facilities every second calendar year; the Indenture further states that an inspection report be submitted on or before October 1 of every second calendar year. In the past years, the Commissioners have authorized payment from the Revenue Fund for services rendered. The most recent biennial inspection of the Benjamin Franklin Bridge facility occurred in the Summer of 2010. In order to satisfy the Authority's Bond Indenture and in order to assist in developing a plan for maintaining this facility, it

is necessary to perform this biennial inspection of the Benjamin Franklin Bridge.

The work would include close visual “hands on” inspection of all bridge components and systems, preparation of a 2012 Biennial Inspection Report for the Benjamin Franklin Bridge and completion of Structure Inventory and Appraisal forms and Bridge Management forms as required by the Commonwealth of Pennsylvania and State of New Jersey, respectively.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Fourteen (14) firms responded with Statements of Qualifications on April 28, 2011. Six (6) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

WSP Sells, Inc. was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. WSP Sells, Inc.’s Inspection Team has many years experience inspecting bridges similar to those required for this contract. Overall, the team assembled by WSP Sells, Inc. was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority’s qualification based selection procedure, the Price Proposal was evaluated against the Engineer’s Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, WSP Sells, Inc.’s price was determined to be fair and reasonable.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$489,325.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

**DRPA-12-014**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Professional Services for 2012 Biennial**  
**Inspection of the Benjamin Franklin Bridge**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of WSP Sells, Inc. to provide Professional Services for 2012 Biennial Inspection of the Benjamin Franklin Bridge and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with WSP Sells, Inc. for an amount not to exceed \$489,325.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$489,325.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



## MEMORANDUM

DELAWARE RIVER PORT AUTHORITY  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members

**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering

**SUBJECT:** Professional Services for 2012 Biennial Inspection of the Benjamin Franklin Bridge  
Technical Proposal Evaluation, Findings and Recommendation Report

**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Fourteen (14) firms submitted SOQs on April 28, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms: Ammann & Whitney, HDR Engineering, Inc., Modjeski and Masters, Inc., PB Americas, Inc., Stantec Consulting Services, Inc. and WSP Sells, Inc.

The short listed firms were sent a RFP on August 29, 2011. The Technical Proposals and separate sealed Price Proposals were received on September 22, 2011 from all the firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

WSP Sells, Inc. was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Overall, the team assembled by WSP Sells, Inc. was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be opened and negotiations commence using other recommended firm's Price Proposals and the Engineer's Estimate in the amount of \$555,000.00, as a guide. Price Proposals were opened on November 29, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

Rank	Firm	Hours	Original Price Proposal	Negotiated	
				Hours	Fee
	Engineer's Estimate	3,477	\$555,000.00		
1	WSP Sells, Inc.	3,486	\$529,000.00	3,056	\$489,325.00
2	Ammann & Whitney	3,012	\$579,000.00		
3	Modjeski and Masters, Inc.	3,334	\$472,000.00		

The Price Proposal from the highest technically ranked firm, WSP Sells, Inc., dated September 22, 2011 was reviewed by Engineering Department staff. It was observed to be 5% lower than the Engineer's Estimate. Negotiations commenced which resulted in a final Price Proposal in an amount of \$489,325.00. Based on the Review Committee's findings the Price Proposal submitted by WSP Sells, Inc. has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, WSP Sells, Inc.

Although the third ranked firm Modjeski and Masters, Inc. submitted a lower price, Modjeski and Masters, Inc. has been selected for the 2012 Biennial Inspection of the Betsy Ross Bridge.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage WSP Sells, Inc. of Hamilton, NJ, in the amount of \$489,325.00 for this Agreement.

:ala

**SUMMARY STATEMENT**

**ITEM NO.: DRPA-12-015**

**SUBJECT: Professional Services for 2012  
Biennial Inspection of the Betsy Ross  
Bridge**

**COMMITTEE:**

**Operations and Maintenance**

**COMMITTEE MEETING DATE:**

**January 18, 2012**

**BOARD ACTION DATE:**

**February 15, 2012**

**PROPOSAL:** That the Board authorizes staff to negotiate an agreement with Modjeski and Masters, Inc. to provide engineering services required to perform the 2012 Biennial Inspection of the Betsy Ross Bridge.

**Amount:** \$409,000.00

**Consultant:** Modjeski and Masters, Inc.  
100 Sterling Parkway  
Suite 302  
Mechanicsburg, PA 17050

**Other Consultants:** Greenman-Pedersen, Inc.  
HDR Engineering, Inc.  
HNTB Corporation  
Pennoni Associates Inc.  
WSP Sells, Inc.

**Engineers Estimate:** \$463,000.00

**PURPOSE:** To provide consulting engineering services for the 2012 Biennial Inspection of the Betsy Ross Bridge.

**BACKGROUND:** Under the Delaware River Port Authority's (DRPA) Bond Indentures dated 1995, 1998 and 1999, the DRPA is obligated to inspect all DRPA facilities every second calendar year; the Indenture further states that an inspection report be submitted on or before October 1 of every second calendar year. In the past years, the Commissioners have authorized payment from the Revenue Fund for services rendered. The most recent biennial inspection of the Betsy Ross Bridge facility occurred in the Summer of 2010. In order to satisfy the Authority's Bond Indenture and in order to assist in developing a plan for maintaining this facility, it is necessary to perform this biennial inspection of the Betsy Ross Bridge.

The work would include close visual “hands on” inspection of all bridge components and systems, preparation of a 2012 Biennial Inspection Report for the Betsy Ross Bridge and completion of Structure Inventory and Appraisal forms and Bridge Management forms as required by the Commonwealth of Pennsylvania and State of New Jersey, respectively.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Twenty-one (21) firms responded with Statements of Qualifications on April 28, 2011. Six (6) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

Modjeski and Masters, Inc. was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Modjeski and Masters, Inc.’s Inspection Team has many years experience inspecting bridges similar to those required for this contract. Overall, the team assembled by Modjeski and Masters, Inc. was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority’s qualification based selection procedure, the Price Proposal was evaluated against the Engineer’s Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, Modjeski and Masters, Inc.’s price was determined to be fair and reasonable.

**SUMMARY:**

<b>Amount:</b>	<b>\$409,000.00</b>
<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
<b>Capital Project #:</b>	<b>N/A</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>12 Months</b>
<b>Other Parties Involved:</b>	<b>N/A</b>
<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

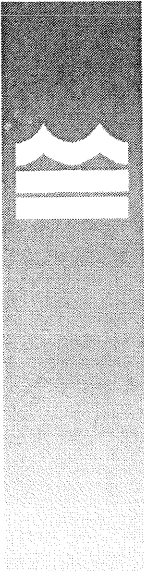
**DRPA-12-015**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Professional Services for 2012 Biennial**  
**Inspection of the Betsy Ross Bridge**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of Modjeski and Masters, Inc. to provide Professional Services for 2012 Biennial Inspection of the Betsy Ross Bridge and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with Modjeski and Masters, Inc. for an amount not to exceed \$409,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$409,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



# MEMORANDUM

DELAWARE RIVER PORT AUTHORITY  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members  
**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering  
**SUBJECT:** Professional Services for 2012 Biennial Inspection of the Betsy Ross Bridge  
Technical Proposal Evaluation, Findings and Recommendation Report  
**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Twenty-one (21) firms submitted SOQs on April 28, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms: Greenman-Pedersen, Inc., HDR Engineering, Inc., HNTB Corporation, Modjeski and Masters, Inc., Pennoni Associates Inc. and WSP Sells, Inc.

The short listed firms were sent a RFP on August 29, 2011. The Technical Proposals and separate sealed Price Proposals were received on September 20, 2011 from all the firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

Modjeski and Masters, Inc. was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Overall, the team assembled by Modjeski and Masters, Inc. was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be opened and negotiations commence using other recommended firm's Price Proposals and the Engineer's Estimate in the amount of \$463,000.00, as a guide. Price Proposals were opened on November 29, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

Rank	Firm	Hours	Original Price Proposal	Negotiated	
				Hours	Fee
	Engineer's Estimate	2,850	\$463,000.00		
1	Modjeski and Masters, Inc.	2,253	\$393,000.00	2,373	\$409,000.00
2	HNTB Corporation	2,987	\$536,000.00		
3	WSP Sells, Inc.	2,982	\$538,000.00		

The Price Proposal from the highest technically ranked firm, Modjeski and Masters, Inc., dated September 20, 2011, was reviewed by Engineering Department staff. It was observed to be 15% lower than the Engineer's Estimate. Following the submission of technical and price proposals, Staff identified additional areas that require a more in depth inspection during this biennial cycle. Negotiations commenced to include this additional inspection scope of work, which resulted in a final Price Proposal in an amount of \$409,000.00. Based on the Review Committee's findings the Price Proposal of Modjeski and Masters, Inc. has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, Modjeski and Masters, Inc.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage Modjeski and Masters, Inc. of Mechanicsburg, PA, in the amount of \$409,000.00 for this Agreement.

:ala

**SUMMARY STATEMENT**

**ITEM NO.: DRPA-12-016**

**SUBJECT: Professional Services for 2012  
Biennial Inspection of the Commodore  
Barry Bridge**

**COMMITTEE:**

**Operations and Maintenance**

**COMMITTEE MEETING DATE:**

**January 18, 2012**

**BOARD ACTION DATE:**

**February 15, 2012**

**PROPOSAL:**

**That the Board authorizes staff to negotiate an agreement with Ammann & Whitney to provide engineering services required to perform the 2012 Biennial Inspection of the Commodore Barry Bridge.**

**Amount: \$555,000.00**

**Consultant: Ammann & Whitney  
96 Morton Street  
New York, NY 10014**

**Other Consultants: AECOM Technical Services, Inc.  
HAKS Engineers  
Stantec Consulting Services, Inc.  
URS Corporation**

**Engineers Estimate: \$554,000.00**

**PURPOSE:**

**To provide consulting engineering services for the 2012 Biennial Inspection of the Commodore Barry Bridge.**

**BACKGROUND:**

**Under the Delaware River Port Authority's (DRPA) Bond Indentures dated 1995, 1998 and 1999, the DRPA is obligated to inspect all DRPA facilities every second calendar year; the Indenture further states that an inspection report be submitted on or before October 1 of every second calendar year. In the past years, the Commissioners have authorized payment from the Revenue Fund for services rendered. The most recent biennial inspection of the Commodore Barry Bridge facility occurred in the Summer of 2010. In order to satisfy the Authority's Bond Indenture and in order to assist in developing a plan for maintaining this facility, it is necessary to perform this biennial inspection of the Commodore Barry Bridge.**

The work would include close visual “hands on” inspection of all bridge components and systems, preparation of a 2012 Biennial Inspection Report for the Commodore Barry Bridge and completion of Structure Inventory and Appraisal forms and Bridge Management forms as required by the Commonwealth of Pennsylvania and State of New Jersey, respectively.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Twenty (20) firms responded with Statements of Qualifications on April 28, 2011. Five (5) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

Ammann & Whitney was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Ammann & Whitney’s Inspection Team has many years experience inspecting bridges similar to those required for this contract. Overall, the team assembled by Ammann & Whitney was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority’s qualification based selection procedure, the Price Proposal was evaluated against the Engineer’s Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, Ammann & Whitney’s price was determined to be fair and reasonable.

**SUMMARY:**

<b>Amount:</b>	<b>\$555,000.00</b>
<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
<b>Capital Project #:</b>	<b>N/A</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>12 Months</b>
<b>Other Parties Involved:</b>	<b>N/A</b>
<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

**DRPA-12-016**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Professional Services for 2012 Biennial**  
**Inspection of the Commodore Barry Bridge**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of Ammann & Whitney to provide Professional Services for 2012 Biennial Inspection of the Commodore Barry Bridge and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with Ammann & Whitney for an amount not to exceed \$555,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$555,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



## MEMORANDUM

DELAWARE RIVER PORT AUTHORITY  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members  
**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering  
**SUBJECT:** Professional Services for 2012 Biennial Inspection of the Commodore Barry Bridge  
Technical Proposal Evaluation, Findings and Recommendation Report  
**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Twenty (20) firms submitted SOQs on April 28, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms: AECOM Technical Services, Inc., Ammann & Whitney, HAKS Engineers, Stantec Consulting Services, Inc. and URS Corporation.

The short listed firms were sent a RFP on August 29, 2011. The Technical Proposals and separate sealed Price Proposals were received on September 20, 2011 from all the firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

Ammann & Whitney was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Overall, the team assembled by Ammann & Whitney was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be opened and negotiations commence using other recommended firm's Price Proposals and the Engineer's Estimate in the amount of \$554,000.00, as a guide. Price Proposals were opened on November 29, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

Rank	Firm	Hours	Original Price Proposal	Negotiated	
				Hours	Fee
	Engineer's Estimate	2,600	\$554,000.00		
1	Ammann & Whitney	2,226	\$558,000.00	2,156	\$555,000.00
2	AECOM Technical Services, Inc.	2,839	\$596,000.00		
3	URS Corporation	3,189	\$595,000.00		

The Price Proposal from the highest technically ranked firm, Ammann & Whitney., dated September 20, 2011 was reviewed by Engineering Department staff. It was observed to be less than 1% higher than the Engineer's Estimate. Negotiations commenced which resulted in a final Price Proposal in an amount of \$555,000.00. Based on the Review Committee's findings the Price Proposal of Ammann & Whitney has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, Ammann & Whitney

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage Ammann & Whitney of New York, NY in the amount of \$555,000.00 for this Agreement.

:ala

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-017

**SUBJECT:** Professional Services for 2012  
Biennial Inspection of the Walt Whitman  
Bridge

**COMMITTEE:**

Operations and Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:**

That the Board authorizes staff to negotiate an agreement with HNTB Corporation to provide engineering services required to perform the 2012 Biennial Inspection of the Walt Whitman Bridge.

**Amount:**

\$769,000.00

**Consultant:**

HNTB Corporation  
1628 John F. Kennedy Boulevard  
Philadelphia, PA 19103

**Other Consultants:**

AECOM Technical Services, Inc.  
HAKS Engineers  
Johnson, Mirmiran & Thompson  
Michael Baker Jr., Inc.  
TranSystems Corporation

**Engineers Estimate:**

\$795,000.00

**PURPOSE:**

To provide consulting engineering services for the 2012 Biennial Inspection of the Walt Whitman Bridge.

**BACKGROUND:**

Under the Delaware River Port Authority's (DRPA) Bond Indentures dated 1995, 1998 and 1999, the DRPA is obligated to inspect all DRPA facilities every second calendar year; the Indenture further states that an inspection report be submitted on or before October 1 of every second calendar year. In the past years, the Commissioners have authorized payment from the Revenue Fund for services rendered. The most recent biennial inspection of the Walt Whitman Bridge facility occurred in the Summer of 2010. In order to satisfy the Authority's Bond Indenture and in order to assist in developing a plan for maintaining this facility, it is necessary to perform this biennial inspection of the Walt Whitman Bridge.

The work would include close visual “hands on” inspection of all bridge components and systems, preparation of a 2012 Biennial Inspection Report for the Walt Whitman Bridge and completion of Structure Inventory and Appraisal forms and Bridge Management forms as required by the Commonwealth of Pennsylvania and State of New Jersey, respectively.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Fourteen (14) firms responded with Statements of Qualifications on April 28, 2011. Six (6) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

HNTB Corporation was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. HNTB Corporation’s Inspection Team has many years experience inspecting bridges similar to those required for this contract. Overall, the team assembled by HNTB Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority’s qualification based selection procedure, the Price Proposal was evaluated against the Engineer’s Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, HNTB Corporation’s price was determined to be fair and reasonable.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$769,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

**DRPA-12-017**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Professional Services for 2012 Biennial**  
**Inspection of the Walt Whitman Bridge**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of HNTB Corporation to provide Professional Services for 2012 Biennial Inspection of the Walt Whitman Bridge and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with HNTB Corporation for an amount not to exceed \$769,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$769,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



## **MEMORANDUM**

**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members  
**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering  
**SUBJECT:** Professional Services for 2012 Biennial Inspection of the Walt Whitman Bridge  
Technical Proposal Evaluation, Findings and Recommendation Report  
**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Fourteen (14) firms submitted SOQs on April 28, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms: AECOM Technical Services, Inc., HAKS Engineers, HNTB Corporation, Johnson, Mirmiran & Thompson, Michael Baker Jr., Inc. and TranSystems Corporation.

The short listed firms were sent a RFP on August 29, 2011. The Technical Proposals and separate sealed Price Proposals were received on September 22, 2011 from all the firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

HNTB Corporation was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Overall, the team assembled by HNTB Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be opened and negotiations commence using other recommended firm's Price Proposals and the Engineer's Estimate in the amount of \$795,000.00, as a guide. Price Proposals were opened on November 29, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

<b>Rank</b>	<b>Firm</b>	<b>Hours</b>	<b>Original Price Proposal</b>
	Engineer's Estimate	4,055	\$795,000.00
1	HNTB Corporation	4,631	\$769,000.00
2	AECOM Technical Services, Inc.	3,949	\$805,000.00
3	HAKS Engineers	4,429	\$841,000.00

The Price Proposal from the highest technically ranked firm, HNTB Corporation, dated September 22, 2011 was reviewed by Engineering Department staff. It was observed to be 3% lower than the Engineer's Estimate. Based on the Review Committee's findings the Price Proposal of HNTB Corporation has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, HNTB Corporation

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage HNTB Corporation of Philadelphia, PA, in the amount of \$769,000.00 for this Agreement.

:ala

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-018

**SUBJECT:** Professional Services for 2012  
Biennial Inspection of PATCO

**COMMITTEE:**

Operations and Maintenance

**COMMITTEE MEETING DATE:**

January 18, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to negotiate an agreement with TranSystems Corporation to provide engineering services required to perform the 2012 Biennial Inspection of the PATCO facilities.

**Amount:** \$363,000.00

**Consultant:** TranSystems Corporation  
One Oxford Valley  
Suite 818  
Langhorne, PA 19047

**Other Consultants:** Remington & Vernick Engineers  
STV Incorporated

**Engineers Estimate:** \$325,000.00

**PURPOSE:** To provide consulting engineering services for the 2012 Biennial Inspection of the PATCO facilities.

**BACKGROUND:** Under the Delaware River Port Authority's (DRPA) Bond Indentures dated 1995, 1998 and 1999, the DRPA is obligated to inspect all DRPA facilities every second calendar year; the Indenture further states that an inspection report be submitted on or before October 1 of every second calendar year. In the past years, the Commissioners have authorized payment from the Revenue Fund for services rendered. The most recent biennial inspection of the PATCO facilities occurred in the Summer of 2010. In order to satisfy the Authority's Bond Indenture and in order to assist in developing a plan for maintaining this facility, it is necessary to perform this biennial inspection of the PATCO facilities.

The work includes a visual inspection to note the condition of all structures, systems, and equipment comprising the PATCO Transit System. Included in this inspection are the track system, subway tunnels,

transit and vehicular bridges, retaining walls, embankments, viaducts, storm drainage, fencing, parking lots, fare collection system, car shop, electric power and distribution, rapid transit cars, maintenance vehicles, supervisory and control systems, signal system and communication system, preparation of a 2012 Biennial Inspection Report for PATCO. The vehicular bridge inspection will conform to the National Bridge Inventory System and NJDOT Inspection Criteria.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Five (5) firms responded with Statements of Qualifications on April 28, 2011. Three (3) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

TranSystems Corporation was ranked as a technically qualified firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. TranSystems Corporation' Inspection Team has many years experience inspecting bridge repairs similar to those required for this contract. Overall, the team assembled by TranSystems Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority's qualification based selection procedure, the Price Proposal was evaluated against the Engineer's Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, TranSystems Corporation' price was determined to be fair and reasonable.

**SUMMARY:**

<b>Amount:</b>	<b>\$363,000.00</b>
<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
<b>Capital Project #:</b>	<b>N/A</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>12 Months</b>
<b>Other Parties Involved:</b>	<b>N/A</b>
<b>Estimated Number of Jobs Supported:</b>	<b>2</b>

**DRPA-12-018**  
**Operations and Maintenance Committee: January 18, 2012**  
**Board Date: February 15, 2012**  
**Professional Services for 2012 Biennial**  
**Inspection of PATCO**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of TranSystems Corporation to provide Professional Services for 2012 Biennial Inspection of PATCO and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with TranSystems Corporation for an amount not to exceed \$363,000.00, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$363,000.00</b>
	<b>Source of Funds:</b>	<b>2010 Revenue Bonds (Series D)</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>12 Months</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>
	<b>Estimated Number of</b>	
	<b>Jobs Supported:</b>	<b>2</b>



## **MEMORANDUM**

**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members  
**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering  
**SUBJECT:** Professional Services for 2012 Biennial Inspection of PATCO  
Technical Proposal Evaluation, Findings and Recommendation Report  
**DATE:** January 18, 2012

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Five (5) firms submitted SOQs on April 28, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical and sealed Price Proposals from the top ranked firms: Remington & Vernick Engineers, STV Incorporated and TranSystems Corporation.

The short listed firms were sent a RFP on August 29, 2011. The Technical Proposals and separate sealed Price Proposals were received on September 21, 2011 from all the firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

Remington & Vernick Engineers was the highest technically ranked firm. However, this firm has performed this inspection the past two biennial cycles. Engineering management, as explained to the O&M Committee on December 5, 2011, recommended negotiating with the second technically ranked firm to get a different perspective this cycle.

TranSystems Corporation was ranked as a technically qualified firm. The proposed Project Manager has previous experience with major bridge inspection projects and has been responsive on past DRPA projects. Overall, the team assembled by TranSystems Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

It was recommended that the Price Proposal be opened and negotiations commence using other recommended firm's Price Proposals and the Engineer's Estimate in the amount of \$325,000.00, as a guide. Price Proposals were opened on November 29, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer's estimate of hours.

Rank	Firm	Hours	Original Price Proposal	Negotiated	
				Hours	Fee
	Engineer's Estimate	2,536	\$325,000.00		
1	Remington & Vernick	2,393	\$347,000.00		
2	TranSystems Corporation	3,251	\$501,000.00	2,581	\$363,000.00

The Price Proposals from the two recommended firms were opened and the Price Proposal from TranSystems Corporation, dated September 22, 2011 was reviewed by Engineering Department staff. It was observed to be 11% higher than the Engineer's Estimate. Negotiations commenced which resulted in a final Price Proposal in an amount of \$363,000.00. Based on the Review Committee's findings the Price Proposal of TranSystems Corporation has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the technically qualified ranked firm, TranSystems Corporation.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage TranSystems Corporation of Langhorne, PA, in the amount of \$363,000.00 for this Agreement.

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*Delaware River Port Authority  
Finance Committee Meeting  
Minutes*

*February 1, 2012*

*Committee Members:*

Jeffrey Nash, Esquire (Committee Chair)  
David Simon, Esquire (Committee Vice Chair)  
Walter D' Alessio  
William Sasso, Esquire  
E. Frank DiAntonio  
Denise Mason  
Richard Sweeney  
Christopher Craig, Esquire (McCord) (via telephone)

*Commissioners:*

Robert Teplitz, Esquire  
Charles Fentress

*Others:*

David Reiner, Esquire, New Jersey Governor's Authorities Unit  
Kathleen Duffy Bruder, Esquire, Pennsylvania Governor's Office  
John Matheussen, Chief Executive Officer  
John Hanson, Chief Financial Officer  
Richard Brown, General Counsel and Corporate Secretary  
Timothy Pulte, Chief Operating Officer  
Toni Brown, Chief Administrative Officer  
Michael Venuto, Chief Engineer  
John Rink, General Manager, PATCO  
Ron Gilbert, Manager, Accounting  
Ed Kasuba, Director, Corporate Communications  
Cheryl Spicer, Assistant General Manager, PATCO  
Jim White, Director, Finance  
Tim Ireland, Manager, Corporate Communications  
Mike Howard, Senior Engineer  
Karen Jacobson, Assistant General Counsel  
Ann DuVall, Executive Assistant to the CEO

Vice Chair Nash called the meeting to order. He asked the Corporate Secretary to call the roll. The Corporate Secretary called the roll and announced that there was a quorum. Vice Chair Nash presided.

### Ben Franklin Bridge Bicycle Ramp

Vice Chair Nash thanked everyone, especially the members of the public for attending the meeting. He stated that the Committee would begin with the third item on the Agenda, the Ben Franklin Bridge Bicycle Ramp, so that the members of the public could comment on the item. He invited any member of the public who wished to speak to stand and address the Committee.

John Boyle of the Bicycle Coalition explained that he is a commuter to Center City and takes the RiverLine and then the Ben Franklin Bridge walkway to work when it is open. He stated that he and the Bicycle Coalition have been waiting a long time for this day. He stated that the ramp would be a great asset for the bridge. He stated that the bridge is not viewed as a place to go, citing signs on the walkway that warn people "do not go here." He encouraged the Committee to make the walkway a welcoming place. He stated that it would be an asset for people with disabilities who, at this point, have to use PATCO or New Jersey Transit if they want to cross the bridge. He stated that he believes that the bicycle ramp is a great way to promote the bridge.

Mike Kruimer introduced himself to the Committee explaining that he and his wife are residents of Edison, New Jersey. He also stated that he is the President of the North Jersey Bicycle Coalition and involved in several other bicycle organizations. He stated that he and his wife ride approximately 3,000 miles per year on their tandem bicycle. They would like to see the walkway made accessible to bicycles as there is currently no way to ride between Pennsylvania and New Jersey.

Andy Hamilton, the Mid-Atlantic Coordinator for East Coast Greenway, stated that the Ben Franklin Bridge is a wonderful bridge and is an important part of the alternative transportation systems that are being built in this region. He spoke about some of the trails and other alternatives that are being built with the assistance of federal funds. He believes that the bicycle ramp is a key part of making the Ben Franklin Bridge a link in that system.

Matthew Norris of the Tri-State Transportation Campaign informed the Committee that he works at One Port Center and lives in Philadelphia and, therefore, is on the Bridge every day either in a car, on a bicycle, or on PATCO. He stated that he believes the bicycle ramp is important for the connection of the region for recreational and commuting purposes. He stated that the bridge is a symbol in the region and that the DRPA is very close to giving the disabled and the elderly an opportunity to go over the bridge. He stated that he believes that this project is important to ensure that all have access to the bridge.

Sara Stewart of the Bicycle Coalition reminded the Committee that the bicycle ramp has the support of at least 20 community groups, including the AARP, Campbell's Soup, Rutgers Camden and others. She informed the Committee that 1,000 people have signed an on-line petition in support of the project.

Craig Morgan of Haddon Township, a retired schoolteacher, stated that he bikes 20 miles per day. He stated that the Committee should be aware that the steps to the walkway are sometimes a dangerous situation when carrying a bike, especially if it is raining. He urged the Committee to consider the bike ramp for safety, as well as other reasons.

Jeff Braff of the Bicycle Coalition called the Committee's attention to the Brooklyn Bridge in New York. He stated that thousands of pedestrians, cyclists and wheelchairs use that bridge. He stated that there is no reason that the same cannot be done with the Ben Franklin Bridge. He stated that the bridge is not being used to its full potential without the bicycle ramp.

Vice Chair Nash stated that he is also a cyclist and believes that the bike ramp would be a great addition to the bridge. He stated that the connection would be a good thing for Penn's Landing as well. He informed the members of the public that the Committee has to find a way to build the bike ramp without affecting the existing toll structure. He asked Michael Venuto, Chief Engineer, to provide an update as to the capital budget and the status of federal funding for the project.

Mr. Venuto stated that at present Engineering has only conceptual designs for the bike ramp, which include either a straight ramp or switchback ramps. He explained that whatever design is chosen will need to take into consideration the utilities, the streets, and the parking that exists in that location.

With regard to funding, Mr. Venuto explained that staff has contacted the Delaware Valley Regional Planning Commissioner and received a preliminary response that suggested that the DRPA could receive up to \$500,000 in funding from the DVRPC. He further explained that there is a possibility that the DRPA could receive another \$500,000 from the Penn Foundation. He informed the Committee that Engineering's estimate for the cost of the ramp is \$3.2 million. DVRPC informed the Committee that the funding will not be available for another year or so.

Mr. Venuto explained that the selection of a design consultant will take approximately three to four months and the design phase itself will take approximately six months. He stated that this would coincide with the twelve months that the DRPA may have to wait for the funding.

Vice Chair Nash asked what the design of the ramp will cost. Mr. Venuto responded that Engineering has estimated that the design will cost \$350,000.

Vice Chair Nash asked about the timing of the design process if the item is approved today. CEO Matheussen stated that staff would like to have some affirmation from the Committee that it should proceed with the design phase. He added that the public may wonder why the process will take so long. He explained that as a public agency, contracts such as these have to be bid out publicly and that can take several months between the drafting the RFP to the approval by the Board of the firm chosen to do the work.

Mr. Matheussen stated that staff anticipates presenting the contract for this project to the Operations and Maintenance Committee. He stated that he has spoken personally to Barry Seymour, Executive Director of the Delaware Valley Regional Planning Commission ("DVRPC") and they have informed him that the DRPA may be able to get a Congestion Mitigation and Air Quality ("CMAQ") grant of approximately \$500,000. He stated that staff would like to engage a design consultant first and then, by the end of the year, would know more about funding that might be available. DVRPC did not provide any guarantees, but stated that the DRPA has a good chance of getting funding for the project.

Mr. Matheussen explained that the capital budget for 2012 will not need to be amended because the \$350,000 necessary for the design phase can be absorbed into the current capital budget. He stated that the construction phase, approximated at \$3.2 million, will need to be included in the 2013 capital budget. The construction phase will need to be bid out, as the design phase is, which will take some time. He estimated that the ramp could be completed in 2014.

Mr. Matheussen stated that today staff simply needs approval from the Committee to move forward with the design phase of the project. He stated that the bike ramp is good for the community and good for the bridge. He stated that the DRPA has been working with the Bicycle Coalition for many years, but noted that the DRPA would like to avoid bearing 100% of the cost for the ramp and, therefore, hopes to offset the costs with the grants discussed previously.

Commissioner Simon asked if the design firm selected would present several alternatives for the Authority to consider. He stated that he did a site visit where the ramp would be and he believes that a secondary objective should be beautification of that area.

Commissioner Simon asked if a simple motion is needed authorize staff to develop the RFP for the design phase and indicates that the Committee is willing to insert a line item into the capital budget.

Mr. Matheussen stated that the addition to the capital budget can be made when the design consultant contract is brought to the O&M Committee. He explained that staff will ask for approval of that once they have a price on the contract.

Commissioner Teplitz thanked the Committee for addressing this issue. He stated that the Auditor General asked that it be revisited and he appreciates that the Committee did so. He stated that the Auditor General thinks this is an important project.

Vice Chair Nash stated that he believes this is an important project for the community and also as an Americans with Disabilities Act (“ADA”) issue. He stated that the Committee will authorize the expenditure of \$350,000. He reiterated that the contract will need to be bid publicly. He suggested that perhaps the Bicycle Coalition can participate in the design of the project as they will be the ones using the ramp.

Commissioner Simon noted that the grade of the ramp is a concern. He stated that the grade impacts the accessibility of the ramp for many people.

Vice Chair Nash called for a motion to approve the expenditure of \$350,000 for the design of the bicycle ramp. Upon motion duly made and seconded, the motion was approved.

### Debt Repayment Plan

John Hanson, Chief Financial Officer, stated that at the direction of the Finance Committee and the CEO, staff has looked into ways for the Authority to pay off debt, unwind the SWAPs and strengthen the financial position of the Authority. He explained that Finance staff met with the Chair and Vice Chair of the Committee to begin to formulate a plan to accomplish these goals.

Mr. Hanson stated that the Authority has an \$840 million capital plan, net of any federal funding that might be available. He explained that the Authority has budgeted to spend approximately \$100 to \$120 million annually on capital projects, and has \$50 million remaining in the Project Fund from the Authority’s last bond issue. He stated that the Authority will need to generate more project funds in order to pay for the capital plan, which means that the Authority will be preparing to do a bond issuance in the near future. In the meantime, the Board may authorize staff to use funds from the General Fund, which will need to be reimbursed later and the Board will need to adopt a Reimbursement Resolution as it has done in the past. This authorization would give the Authority the flexibility to do the bond issue at the most advantageous time in the market.

Mr. Hanson further stated that the General Fund will be increasing by approximately \$50 million during 2012. He stated that staff would like to have the General Fund remain at the \$250 million level, and use the remaining funds to pay down debt, unwind SWAPs, etc. Based on the current balance in the General Fund plus the \$50 million it will receive this year, the Authority has approximately \$100 million to use towards debt, unwind SWAPs and begin to pay OPEB liabilities.

With regard to the OPEB liabilities, Mr. Hanson explained that it will be necessary to establish an irrevocable trust for the payments on those liabilities. He stated that staff recommends that the liabilities be paid into the trust incrementally to allow the rating agencies' response to be monitored. He stated that the payments will diminish the liability, but staff still believes that it needs to be carefully gauged. The suggested initial payment is \$10 million with a potential deposit of up to \$40 million in total over the course of the year. He informed the Committee that the total unfunded liability is \$132 million. He stated that the Authority has recognized \$42 million in unfunded liabilities so far. He informed the Committee that the required contribution for 2010 is \$14 million.

Mr. Hanson further explained that the staff is recommending that the Authority pay off existing debt, specifically \$24 million of the 1999 Revenue Bonds that are attached to the unhedged SWAP. He stated that the concept is to pay off the high fixed rate debt. He stated that staff would also like to use \$36 million to pay off the 2001 PDP debt, which is debt associated with the economic development bonds. The Board has previously authorized refunding of the 1998 and 1999 PDP Bonds, but the Board has not previously authorized refunding the 2001 PDP Bonds.

Mr. Hanson stated that staff would recommend using \$40 million to fund the OPEB liabilities and \$60 million to pay down debt as he has described. He explained that the conditions are not favorable to unwinding the SWAPs or terminating and cash settling at this time. He informed the Committee that the Financial Advisors have advised that it is not the right time to do those things. Mr. Hanson added that staff would like to examine the Letter of Credit that is attached to the variable rate debt and to attempt to renegotiate some of the deals the Authority is currently a part of, as well as possibly engaging in direct purchase notes with the banks in order to reduce DRPA costs.

Mr. Hanson directed the Committee's attention to the handout and specifically to the timeline attached. He asked them to look at the second half of the year and the effect of the OPEB payments. He reiterated that the Authority will need additional project funds and, therefore, will need to issue new bonds.

Commissioner Simon asked Mr. Hanson what the savings would be from the bond refunding that staff is recommending. Mr. Hanson responded that the Authority will refund approximately \$270 million in PDP bonds and save \$3 million annually.

Commissioner Sasso asked Mr. Hanson to explain the need for the irrevocable trust for the OPEB payments. Mr. Hanson explained that the Government Accounting Standards Board has released Pronouncement 45, which deals with other post-employment benefits or OPEB. The Authority's OPEB exposure is almost all retiree health benefits. GASB 45 requires that agencies have an actuarial study done to determine the amount of the unfunded liability for these OPEBs. The Authority has done that and the study found that the Authority has \$14 million per year in OPEB liability, \$10 million of which is unfunded and \$4 million is related to the premium payments for current retirees. Mr. Hanson explained that if the Authority begins to make payments against the unfunded liability, the annual unfunded liability will drop to \$7 million. The irrevocable trust will accumulate interest. He explained that as the unfunded liability increases in the Authority's books, it becomes an issue with the rating agencies and with banks issuing letters of credit. He explained that the DRPA took a big step to stopping their liability in this area by ending the practice of retiree health benefits in 2007. However, its liability remains for those people who were awarded those benefits before 2007.

Commissioner Sasso asked if the money must be placed in an irrevocable trust or if it can just be set aside. Mr. Hanson responded that in order to derive the described benefits from making the OPEB deposits, the Authority must place the money in an irrevocable trust. If the money is simply set aside then a future Board could decide to use the money for other purposes so that method would not result in the accounting benefit under GASB and the rating agencies would not be likely to give the Authority credit for the action.

Commissioner Sasso asked for the amount of the letter of credit fees being paid by the Authority. Jim White, Director, Finance, stated that the fees are approaching \$11 million. He stated that the rates are between 1.35% and 1.675%. Mr. Hanson acknowledged that the rates are very high in today's market, but stated that at the time the letters of credit were needed, these were the best rates the Authority could get. He explained that the Authority has the option to get out of some of these LOCs at the end of the second year, and staff would like to pursue that.

Commissioner Simon asked Mr. Hanson if staff needs a recommendation to the full Board on these issues today. Mr. Hanson responded that he believes there are Resolutions in place for all of this, with the exception of the paying off of the 2001 bonds. He stated that staff would like to have a Resolution on that issue in place. He further stated that, as soon as the Committee is comfortable, staff would like to receive authorization to pay off the \$24 million of PDP debt.

Commissioner Simon stated that he would make that motion, specifically to recommend to the Board that it authorize staff to pay down \$24 million in PDP debt and to authorize staff to refund the 2001 PDP bonds. Upon motion duly made and seconded, the motion was approved.

Mr. Hanson stated that staff would also like to ask the Committee to authorize staff to renegotiate the letter of credit agreements as appropriate. Jeff Winitsky of Parker McCay and Joan Stern of Blank Rome stated that the Resolution should authorize the renegotiation or the entering into entirely new agreements, as appropriate.

Vice Chair Nash asked that staff draft the Resolution for the Committee's approval. Mr. Hanson stated that the Resolution would be circulated to the Committee before it is submitted to the Board.

#### Glassboro-Camden Line Environmental Impact Study

Mr. Venuto explained to the Committee that, in 2003, a Feasibility Study on this project was done. The final report from that study was released in 2005. The report proposed several transit alternatives. Following that report, an Alternative Analysis Study was done, as is required for federal funding, which included public involvement. Mr. Venuto stated that in June 2010, the selection process for the consultant on the EIS was begun. A Request for Qualifications was sent out and all firms that responded were deemed qualified. Each firm then received a Request for Proposal. Mr. Venuto explained that the responses were reviewed by DRPA Engineering, two PATCO staff members and one employee from New Jersey Transit. He informed the Committee that the Brooks Method was used to ensure that the project would remain eligible for federal funding. The consultant selected was STV, Inc. and their proposed contract amount is \$8,145,239. Mr. Venuto explained that staff is presenting a Summary Statement and Resolution to the Board, which calls for the DRPA to pay \$0 towards the project.

Vice Chair Nash asked how STV was being paid if DRPA was paying \$0. Mr. Matheussen stated that the agreement will be a tri-party agreement among the DRPA, STV and New Jersey Transit. He explained that the agreement will provide that the DRPA will function as project manager and will oversee the work on a daily basis. STV will submit bills to the DRPA for approval and the bills will be forwarded to New Jersey Transit for payment.

Vice Chair Nash asked if the agreement will hold the DRPA harmless. Mr. Matheussen responded affirmatively. Vice Chair Nash stated that this is very important because the toll payers should not have to pay for a system that will be operated by New Jersey Transit.

Commissioner Simon asked for an estimate of the DRPA staff time that will be devoted to this project. Mr. Venuto responded that when the project is up and running it will probably require approximately a half of a man week, or 20 hours per week. He estimated that during the design phase it will require approximately 10 hours per week. Commissioner Simon noted that the DRPA is expending staff time as well as Mr. Venuto's time on the project.

Vice Chair Nash called for a motion on the Resolution. Commissioner Simon stated that the key for him is that the amount is \$0. He stated that if an agreement cannot be negotiated for the DRPA to pay \$0 then this project will not happen. He asked Richard Brown, General Counsel, to provide the Committee with a copy of the final agreement so that the Committee can review it. He further asked that an indemnification provision be included in the event there is a claim for negligent supervision or some other similar claim. He stated that the DRPA is essentially providing volunteer services and he would like to ensure that STV and New Jersey Transit cannot come after the DRPA.

Upon motion duly made and seconded, the Resolution was approved.

#### Transit Benefit Program

Toni Brown, Chief Administrative Officer, stated that in response to employee requests for a transit benefit program, the Authority would like to institute such a program. She explained that under the policy, an employee may set aside pre-tax salary for mass transit passes and/or parking expenses. Specifically, employees can set aside up to \$125 per month for mass transit passes and up to \$240 for parking expenses. She explained that this will not be a part of the Flex Spending benefit that is currently in place, but would be administered by the Authority's current FSA Administrator, HRSimplified. The plan will cost the DRPA \$3.50 per participant, per month. There is no minimum participation required and the Authority will only be charged for those employees that have balances in their accounts. The money would be applied to the same debit card provided for Flex Spending Account participants and if an employee is not enrolled in the Flex Spending Program, a debit card for this program will be provided. The Authority's current FSA Administrator will handle open enrollment on this program.

Ms. Brown stated that staff merely wanted to inform the Committee that this was happening. She also explained that information on the program was just distributed to the Committee. The document distributed was a sample of the flyer that would be distributed to the employees.

Commissioner Simon asked if this program includes bridge tolls and, if not, can it be expanded to include bridge tolls. Ms. Brown responded that it does not include tolls and it cannot include tolls under the federal guidelines. Mr. Matheussen stated that it is a federal program that applies

only to mass transit and parking. He thanked Cheryl Spicer, John Rink and Toni Brown for their work on this initiative. He stated that this is a program offered at other agencies and acknowledged that it is an oversight that it was not offered at the DRPA sooner. He stated that it is being done in response to employee requests and is a minimal cost to the Authority.

Commissioner Simon stated that he would like to find some way to help Pennsylvania residents who have to pay the bridge toll daily. Ms. Spicer stated that this is a federal program that is intended to encourage the use of mass transit.

Commissioner Simon responded that this assistance does not have to be included in this program, but that he would like to find some way to assist Pennsylvania residents. He stated that he believes that the burden of the bridge toll impacts employee recruiting from Pennsylvania.

Vice Chair Nash proposed that the Committee agree that this program is good for everyone. He also suggested that staff speak to Mr. Brown's office to determine if this program can be expanded to include bridge tolls. Mr. Matheussen stated that he will never say never and will allow Mr. Brown to reach his own conclusion, but he believes that the Authority will be limited in expanding this program. He stated that there may be other ideas for assisting Pennsylvania residents, but there are impediments to that.

Commissioner Simon stated that he would like to comment on receiving things at the meeting and not in advance. He stated that he does not like to be given something at the meeting and then asked to vote on it without time to consider it.

Mr. Matheussen stated that he would make sure that materials are provided in advance for all future meetings. He further stated that the Authority is limited in what it can do for Pennsylvania residents.

Vice Chair Nash recommended that staff speak to Commissioner Simon on this issue.

Upon motion duly made and seconded, the Committee moved into Executive Session.

**SUMMARY STATEMENT**

**ITEM NO. DRPA-12-019**                      **SUBJECT: Glassboro-Camden Line Environmental Impact Study**

**COMMITTEE:**                                      **Finance**

**COMMITTEE MEETING DATE:**                      **February 1, 2012**

**BOARD ACTION DATE:**                              **February 15, 2012**

**PROPOSAL:**                      **That the Board authorizes DRPA staff to cooperate with and assist New Jersey Transit in its effort to advance the Glassboro-Camden Line by negotiating an agreement among DRPA, New Jersey Transit and STV Incorporated to perform an Environmental Evaluation for the expansion of transit services in Southern New Jersey.**

**Amount:**                                      **\$0 (New Jersey Transit to be solely responsible for payment)**

**Consultant:**                                      **STV Incorporated**

**Other Consultants:**                              **AECOM Technical Services, Inc.  
Jacobs Engineering Group  
The Louis Berger Group  
McCormick Taylor, Inc.  
SYSTRA Consulting, Inc.**

**Engineers Estimate:**                              **\$8,300,000.00**

**PURPOSE:**                      **To permit the DRPA, on behalf of New Jersey Transit, to oversee the environmental evaluation and conceptual engineering for the Glassboro-Camden Line. The cost of this engineering agreement will be paid directly by New Jersey Transit.**

**BACKGROUND:**                      **The PATCO High Speed Line (PATCO) has provided transit services between Southern New Jersey and the City of Philadelphia since 1969. New Jersey Transit, DRPA, and others interested in public transportation have been evaluating ways to enhance and expand public transportation within the region. The Glassboro-Camden Line has been enthusiastically received by most residents of the affected region due to its positive impact on traffic congestion, environmental degradation, and economic growth. The work is a continuation of previous oversight by the DRPA for the Glassboro-Camden Line during the Feasibility Study**

and the Alternatives Analysis phases. This next phase, which is a requirement for federal funding, includes an environmental evaluation of the recommended alternative light rail transit route identified in the Alternatives Analysis phase, transportation planning, agency/public outreach, and conceptual engineering for the light rail transit route between Glassboro and Camden, NJ along the existing Conrail right of way. This Resolution will provide DRPA staff the authority to enter into an agreement with New Jersey Transit and STV Incorporated under which STV will perform the Environmental Impact Study, DRPA will provide oversight, and New Jersey Transit will be responsible for payment of the STV invoices when these are approved by DRPA and submitted to New Jersey Transit.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Six (6) firms responded with Statements of Qualifications on June 25, 2010. The six (6) firms were deemed qualified and were sent a formal Request for Proposal. All six (6) firms responded with Proposals. A review committee of three (3) staff engineers, two (2) PATCO staff members, and one (1) representative from New Jersey Transit evaluated the Proposals on the basis of Technical merit. Due to the close scoring of the top firms on technical merit, the review committee recommended that the top three (3) firms participate in the oral interview process. All three (3) firms participated in the oral interviews. Based on the Technical Proposal and oral presentation evaluations, STV Incorporated was deemed by the review committee to be the most technically qualified firm.

To ensure that this project remains eligible for Federal Transit Administration (FTA) funds, the federally approved Brooks method of consultant selection, which is qualifications based, was used.

It is recommended that an engineering services agreement be negotiated among DRPA, New Jersey Transit and STV Incorporated for costs and associated fees not to exceed \$8,145,400.00 to provide engineering services in accordance with the Request for Proposal.

**SUMMARY STATEMENT**  
**Finance 2/15/12**

**Glassboro-Camden Line**  
**Environmental Impact Study**

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<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$0 (New Jersey Transit to be solely responsible for payment)</b>
	<b>Source of Funds:</b>	<b>New Jersey Transit</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>24 months</b>
	<b>Other Parties Involved:</b>	<b>New Jersey Transit; STV Incorporated</b>
	<b>Estimated Number of Jobs Supported:</b>	<b>27</b>

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority authorizes and directs that staff negotiate a three party contract among DRPA, New Jersey Transit, and STV Incorporated under which New Jersey Transit will pay STV to perform an Environmental Impact Study for the proposed Glassboro-Camden Line on terms consistent with the terms set forth in the attached Summary Statement, and in particular providing that DRPA's portion of the payment for this project will be \$0; 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:**

<b>Amount:</b>	<b>\$0 (New Jersey Transit to be solely responsible for payment)</b>
<b>Source of Funds:</b>	<b>New Jersey Transit</b>
<b>Capital Project #:</b>	<b>N/A</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>24 months</b>
<b>Other Parties Involved:</b>	<b>New Jersey Transit; STV Incorporated</b>
<b>Estimated Number of Jobs Supported:</b>	<b>27</b>



## **MEMORANDUM**

**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**TO:** O&M Committee Members

**FROM:** Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering

**SUBJECT:** Professional Service Selection for  
Design Services for the Glassboro-Camden Line Environmental Impact  
Study/Conceptual Engineering  
Technical Proposal Evaluation, Findings and Recommendation Report

**DATE:** August 2, 2011

The Request for Qualifications (RFQs), which was posted on the Authority's web-site, invited consultants to submit Statements of Qualifications (SOQs). Six (6) firms submitted SOQs on June 25, 2010.

To ensure that this project remains eligible for Federal Transit Administration (FTA) funds, the federally approved Brooks method of consultant selection, which is qualifications based, was used. The SOQ evaluation serves as a method for developing a "short list" of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ's and recommended soliciting Technical from the top ranked firms:

AECOM Technical Services, Inc.  
Jacobs Engineering Group  
The Louis Berger Group  
McCormick Taylor, Inc.  
STV Incorporated  
SYSTRA Consulting, Inc.

The short listed firms were sent a RFP on October 15, 2010. The Technical Proposals were received on November 16, 2010 from AECOM Technical Services, Inc.; Jacobs Engineering Group; The Louis Berger Group; McCormick Taylor, Inc.; STV Incorporated; and SYSTRA Consulting, Inc. The Review Committee, consisting of three (3) staff engineers, two (2) representatives from PATCO, and one (1) representative from New Jersey Transit reviewed and evaluated the Technical Proposals. Due to the close scoring of the top firms on technical merit, the review committee recommended that the top three (3) firms AECOM Technical Services, Inc.; STV Incorporated; and SYSTRA Consulting, Inc. participate in the oral interview process. All three (3) firms participated in the oral interviews. Based on the Technical Proposal and oral presentation evaluations, STV Incorporated was deemed by the review committee to be the most technically qualified firm.

STV Incorporated was the highest technically ranked firm. The proposed Project Manager has previous experience with new public transit projects and has been very responsive on the previous Glassboro Camden Line Alternatives Analysis phase. The proposed Project Manger has over 11 years experience in similar transit projects. STV's Team has many years experience new transit projects involving EIS requirement such as the Schuylkill Valley Metro, Maryland MTA Purple Line Corridor Study, and the Perris Valley Line in Riverside, California. Overall, the team assembled by STV Incorporated was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be requested from STV Incorporated and negotiations commence using the Engineer's Estimate in the amount of \$8,300,000.00, as a guide. The Price Proposal was opened on June 15, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of the firm, along with the Engineer's estimate of hours.

<b>Rank</b>	<b>Firm</b>	<b>Hours</b>	<b>Original Price Proposal</b>	<b>Negotiated Fee</b>
	Engineer's Estimate		\$8,300,000.00	
1	STV Incorporated	59,100	\$8,445,200.00	\$8,145,400.00
2	AECOM Technical Services, Inc.	N/A	N/A	
3	SYSTRA Consulting, Inc.	N/A	N/A	

The Price Proposal from the highest technically ranked firm, STV Incorporated, submitted June 15, 2011 was reviewed by Engineering Department staff. Negotiations commenced which resulted in a final Price Proposal in an amount of \$8,145,400.00. Based on the Review Committee's findings, the Price Proposal of STV Incorporated has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, STV Incorporated.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage STV Incorporated of Philadelphia, Pennsylvania, in the amount of \$8,145,400.00 for this Agreement.

MPH:ala

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-020

**SUBJECT:** Selection of Qualified Counsel to Provide Legal Services to DRPA and PATCO

**COMMITTEE:**

Finance Committee

**COMMITTEE MEETING DATE:**

February 1, 2012

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:**

That the Board select a list of Qualified Counsel who can provide legal services to DRPA and PATCO when and as required.

**PURPOSE:**

To maintain access to qualified law firms with expertise in areas of interest to the DRPA and PATCO.

**BACKGROUND:**

In 2009, the DRPA issued a Request for Qualifications asking that law firms submit their statements of qualification to DRPA and PATCO. Based upon a review of those statements of qualification, in December of 2009 the DRPA Board approved a list of qualified law firms. That list is now expiring and DRPA seeks to update its list of qualified law firms. DRPA issued a new request for statements of qualification in 2011 and the law firms shown on the attached list is recommended for inclusion on a list of qualified counsel. Inclusion on this list does not mean that a particular firm will be assigned legal work; that decision will depend on the needs of the DRPA and decisions made by DRPA General Counsel and Chief Executive Officer after proper consultation. In addition, prior to assigning work to any firm on the list DRPA staff will assure that the firm has submitted all required certifications. Compensation for legal work will be at rates determined by the DRPA Board.

**SUMMARY:**

<b>Amount:</b>	To be Determined
<b>Source of Funds:</b>	Operating Budget and Capital Budget
<b>Capital Project #:</b>	N/A
<b>Operating Budget:</b>	N/A
<b>Master Plan Status:</b>	N/A
<b>Other Fund Sources:</b>	None
<b>Duration of Contract:</b>	3 years
<b>Other Parties Involved:</b>	See attached list

**DRPA-12-020**  
**Finance Committee: February 1, 2012**  
**Board Date: February 15, 2012**  
**Selection of Qualified Counsel**  
**to Provide Legal Services to DRPA and PATCO**

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority hereby approves the attached list of law firms to be considered qualified to provide legal services to DRPA and PATCO over the forthcoming three year period; and be it further

**RESOLVED:** That assignment of work will depend on actual need and will be made by General Counsel and Chief Executive Officer following appropriate consultation; and be it further

**RESOLVED:** That compensation of legal counsel will be at rates established by the DRPA Board of Commissioners; 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>To be Determined</b>
	<b>Source of Funds:</b>	<b>Operating Budget and Capital Budget</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>none</b>
	<b>Duration of Contract:</b>	<b>three years</b>
	<b>Other Parties Involved:</b>	<b>See attached list</b>

# Legal Services RFQ Responses

2011-12; Alphabetical Listing

Prepared by M. Toyer

#	Firm	Contact	Phone	Email
	<b>All Firms must comply with the DRPA Political Contribution Certification Requirement prior to being awarded any legal work.</b>			
1	Archer & Greiner	Christopher R. Gibson	856-354-3077	cgibson@archerlaw.com
2	Ballard Spahr	Kevin R. Cunningham	215-864-8507	cunningham@ballardspahr.com
3	Barrack Rodos	Leonard Barrack	215-963-0600	lbarrack@barrack.com
4	Blank Rome	Joan N. Stern	215-569-5526	stern@blankrome.com
5	Bowman & Partners	Michael A. Bowman	215-391-4310	mbowman@bowmanltd.com
6	Brown & Connery	William M. Tambussi	856-854-8900	wtambussi@brownconnery.com
7	Buchanan Ingersoll	Alfred J. D'Angelo, Jr.	215-665-5304	alfred.dangelo@bipc.com
8	Capehart Scatchard	Michelle A. Corea	856-914-2053	mcorea@capehart.com
9	Cooper Levenson	Kenneth J. Calemme, Jr.	609-572-7500	kcalemme@cooperlevenson.com

10	Dilworth Paxson	Joseph Jacovini & Stephen Harmelin	215-575-7090	jjacovini@dilworthlaw.com
11	Duane Morris	Thomas Jay Ellis	215-979-1265	tjellis@duanemorris.com
12	Florio Perrucci	Louis Cappelli, Jr.	856-628-8374	lcappelli@fpsflawfirm.com
13	Genova Burns	James Buccci	856-968-0686	jbucci@genovaburns.com
14	Kelly Monaco	Bethann R. Naples & Marilyn Monaco	215-247-8820	mmonaco@kellyandmonaco.com, bnaples@kellyandmonaco.com
15	Mattioni Ltd.	Michael Mattioni	215-629-1600	jmattioni@mattioni.com
16	Montgomery McCracken	Paul H. Zoubek	856-488-7731	pzoubek@mmwr.com
17	Parker McCay	Philip A. Norcross	856-985-4021	pnorcross@parkermccay.com
18	Pepper Hamilton	Frank A. Mayer III	215-981-4632	mayerf@pepperlaw.com
19	Riker Danzig	Samuel Moulthrop	973-451-8471	smoulthrop@riker.com
20	The Smyler Firm	Denise J. Smyler	215-568-6090	No Email Provided
21	Stevens & Lee	William J. Payne	610-205-6041	wjp@stevensless.com
22	Trujillo Rodriguez	Kenneth J. Trujillo	215-731-9004 x111	ktrujillo@trrlaw.com
23	The Weinstein Firm	Deborah Weinstein	215-636-0616	dweinstein@weinsteinfirm.com
24	White & Williams	Edward M. Koch	215-864-6319	koche@whiteandwilliams.com
25	Zarwin Baum	Darwin R. Beauvais	215-569-2800	No Email Provided

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

**REFUNDING, REDEMPTION AND LETTERS OF CREDIT RESOLUTION**

**WHEREAS**, the Delaware River Port Authority (“Authority”) has authorized and issued its Revenue Bonds, Series of 1999 (“1999 Bonds”), which were issued pursuant to an Indenture of Trust, dated as of July 1, 1998, by and between TD Bank, N.A., as successor trustee, and the Authority, as amended and supplemented to date (“1998 Revenue Bonds Indenture”); and

**WHEREAS**, the Authority has authorized and issued its Port District Project Bonds, Series B of 1998 (“1998 PDP Bonds”), which were issued pursuant to an Indenture of Trust, dated as of August 15, 1998 (“1998 PDP Indenture”), between The Bank of New York Mellon Trust Company, N.A., as successor trustee (“1998 PDP Trustee”), and the Authority; and

**WHEREAS**, the Authority has authorized and issued its (i) Port District Project Bonds, Series A of 1999 (Federally Taxable) (“1999A PDP Bonds”) and (ii) Port District Project Bonds, Series B of 1999 (“1999B PDP Bonds”, and together with the 1999A PDP Bonds, the “1999 PDP Bonds”), which were issued pursuant to an Indenture of Trust, dated as of December 1, 1999 (“1999 PDP Indenture”), between The Bank of New York Mellon Trust Company, N.A., as successor trustee (“1999 PDP Trustee”), and the Authority; and

**WHEREAS**, the Authority has authorized and issued its (i) Port District Project Bonds, Series A of 2001 (“2001A PDP Bonds”) and (ii) Port District Project Bonds, Series B of 2001 (“2001B PDP Bonds”, and together with the 2001A Bonds, the “2001 PDP Bonds”), which were issued pursuant to an Indenture of Trust, dated as of December 1, 2001 (“2001 PDP Indenture”), between TD Bank, N.A., as successor trustee (“2001 PDP Trustee”), and the Authority; and

**WHEREAS**, the Authority has authorized and issued its (i) Revenue Refunding Bonds, Series A of 2008 (“2008A Bonds”) and (ii) Revenue Refunding Bonds, Series B of 2008 (“2008B Bonds”), which were each issued pursuant to the 1998 Revenue Bonds Indenture; and

**WHEREAS**, the Authority has authorized and issued its (i) Revenue Refunding Bonds, Series A of 2010 (“2010A Bonds”), (ii) Revenue Refunding Bonds, Series B of 2010 (“2010B Bonds”) and (iii) Revenue Refunding Bonds, Series C of 2010 (“2010C Bonds”), which were each issued pursuant to the 1998 Revenue Bonds Indenture; and

**WHEREAS**, (i) the 2008A Bonds are supported by a letter of credit (“2008A Letter of Credit”) issued by Bank of America, N.A. (“BofA”) pursuant to an Amended and Restated Reimbursement Agreement dated as of July 1, 2010 between the Authority and BofA; (ii) the 2008B Bonds are supported by a letter of credit (“2008B Letter of Credit”) issued by TD Bank, N.A. (“TD Bank”) pursuant to a Reimbursement Agreement dated as of July 25, 2008, as amended by an Amending Agreement dated as of July 23, 2010, each by and between the Authority and TD Bank; (iii) the 2010A Bonds are supported by a letter of credit (“2010A Letter

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

of Credit”) issued by JPMorgan Chase Bank, National Association (“JPMorgan”) pursuant to a Reimbursement Agreement dated as of March 1, 2010 between the Authority and JPMorgan; (iv) the 2010B Bonds are supported by a letter of credit (“2010B Letter of Credit”) issued by BofA pursuant to a Reimbursement Agreement dated as of March 1, 2010 between the Authority and BofA; and (v) the 2010C Bonds are supported by a letter of credit (“2010C Letter of Credit”) issued by PNC Bank, National Association (“PNC”) pursuant to a Reimbursement Agreement dated as of March 1, 2010 between the Authority and PNC; and

**WHEREAS**, the 2008A Letter of Credit, the 2008B Letter of Credit, the 2010A Letter of Credit, the 2010B Letter of Credit and the 2010C Letter of Credit are hereinafter collectively referred to as the “Existing Letters of Credit”; and

**WHEREAS**, in order to reduce the outstanding debt of the Authority and/or achieve savings on the 1999 Bonds, the 1998 PDP Bonds, the 1999 PDP Bonds and the 2001 PDP Bonds, the Authority desires to authorize the use of certain monies in the Authority’s General Fund, as may be determined by the Chief Executive Officer of the Authority, to redeem (or contribute to a refunding for savings) all or any portion of any of the outstanding 1999 Bonds, the 1998 PDP Bonds, the 1999 PDP Bonds or the 2001 PDP Bonds (“General Fund Redemption Project”); and

**WHEREAS**, in order to achieve debt service savings on the 1999A PDP Bonds and/or the 2001 PDP Bonds, the Authority desires to authorize, issue, sell and deliver one or more series of bonds (“Refunding Bonds”), pursuant to one or more Indentures of Trust, to be dated as set forth therein (each, an “Indenture”), to be entered into by the Authority and a trustee to be appointed by the Authority (“Trustee”) for the purpose of refunding and redeeming all or a portion of the outstanding 1999A PDP Bonds and/or the 2001 PDP Bonds and paying the costs of issuance of the Refunding Bonds (“Refunding Project”); and

**WHEREAS**, the Refunding Bonds may be issued in one or more series or subseries, in the form of taxable or tax-exempt fixed rate bonds, variable rate bonds or floating rate notes; and

**WHEREAS**, in order to achieve more favorable terms for the Authority than those presently in the Authority’s reimbursement agreement for the Existing Letters of Credit, the Authority desires to authorize and direct the termination, extension, modification or amendment of the Existing Letters of Credit and any agreements associated therewith and the execution and delivery of replacement letters of credit or other similar credit enhancement, if deemed necessary or desirable, as more particularly described herein; and

**WHEREAS**, it is necessary and appropriate for the Authority to authorize and approve the issuance, sale and delivery of the Refunding Bonds, the execution and delivery of such documents, notices, direction letters and instruments as are necessary or appropriate to effect the

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

General Fund Redemption Project, the Refunding Project and the Existing Letters of Credit Project (as hereinafter defined) and such actions as may be necessary or appropriate to effect the General Fund Redemption Project, the Refunding Project and the Existing Letters of Credit Project; and

**NOW THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Authority as follows:

**1. Authorization of Projects.**

The Authority hereby (i) authorizes that up to the sum of \$120,000,000.00 of monies in the Authority's General Fund may be used for the General Fund Redemption Project and (ii) approves the Refunding Project, the General Fund Redemption Project and the Existing Letters of Credit Project.

**2. General Fund Redemption Project.**

The Chief Executive Officer is hereby authorized and directed to cause to be called for redemption, in whole or in part, 1999 Bonds, 1998 PDP Bonds, 1999 PDP Bonds and/or 2001 PDP Bonds in such maturities and in such amounts as he shall deem appropriate with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, provided however, that for such purpose, the amount of the Authority's General Fund monies to be used to redeem principal shall not exceed, in the aggregate, the amount set forth in Paragraph 1 of this Resolution.

**3. Existing Letters of Credit**

The Chief Executive Officer is hereby authorized and directed to terminate, extend, modify or amend the Existing Letters of Credit and any agreements associated therewith and/or obtain substitute credit enhancement in the form of a letter of credit and/or liquidity facility for the 2008A Bonds, the 2008B Bonds, the 2010A Bonds, the 2010B Bonds or the 2010C Bonds and to approve and execute one or more standby bond purchase agreements, reimbursement agreements or similar agreements, as necessary or appropriate, all as he shall deem appropriate, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel ("Existing Letters of Credit Project").

**4. Refunding Bonds.**

(a) The Authority hereby authorizes and approves the issuance, sale and delivery of the Refunding Bonds. The Refunding Bonds shall be issued in an aggregate principal amount which shall not exceed \$165,000,000.00, if the Refunding Bonds are issued as variable

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

rate bonds, and in an aggregate principal amount which shall not exceed \$165,000,000.00, if the Refunding Bonds are issued as fixed rate bonds.

The Refunding Bonds shall be Subordinated Indebtedness, as defined in the 1998 Revenue Bonds Indenture. In accordance with Section 5.20(d) of the 1998 Revenue Bonds Indenture, the Authority hereby determines that the issuance of the Refunding Bonds will not impair the financial viability of the Authority and its operations.

(b) The Chief Executive Officer of the Authority shall determine, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, the level of debt service savings on the 1999A PDP Bonds and the 2001 PDP Bonds necessary to issue the Refunding Bonds for such series of bonds.

(c) The Chief Executive Officer of the Authority shall determine, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, whether to issue the Refunding Bonds as taxable or tax-exempt bonds. The Chief Executive Officer of the Authority shall determine, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, if the Refunding Bonds are to be issued as variable rate bonds or floating rate notes, the type of variable rate bonds or floating rate notes to be issued.

(d) The Refunding Bonds shall be dated, shall mature in such principal amounts and on such dates, shall bear interest at such rates, payable on such dates, shall be subject to redemption prior to maturity on such terms and conditions, and shall otherwise be subject to such additional terms, conditions and provisions as shall be approved prior to their issuance by the Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel; provided that: (i) if the Refunding Bonds are issued as fixed rate bonds, the net interest cost with respect to the Refunding Bonds shall not exceed 8.0% per annum; (ii) if the Refunding Bonds are issued as variable rate bonds or floating rate notes, the maximum interest rate borne by the Refunding Bonds shall not exceed 15.0% per annum; (iii) if the Refunding Bonds are issued as fixed rate bonds, the Underwriters' discount in connection with the purchase and re-offering of the Refunding Bonds shall not exceed \$6.00 per thousand dollars of Refunding Bonds; (iv) if the Refunding Bonds are issued as variable rate bonds, the Underwriters' discount in connection with the purchase and re-offering of the Refunding Bonds shall not exceed \$5.00 per thousand dollars of Refunding Bonds; (v) if the Refunding Bonds are issued as floating rate notes in a private placement, the fee, if any, paid to the purchaser of the floating rate notes shall not exceed \$5.00; (vi) any optional redemption premium on the Refunding Bonds shall not exceed 103.0%; and (vii) the final maturity shall not exceed any applicable provisions of the Compact (as defined in the 1998 Revenue Bonds Indenture).

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

**5. Manner of Sale; Approval of Refunding Bond Documents.**

The Refunding Bonds may be sold in a public offering or private or direct placement as shall be determined by the Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Bond Counsel. The Authority hereby authorizes the preparation of all documents necessary to effect the sale, issuance and delivery of the Refunding Bonds including, without limitation, the Indenture, the Refunding Bonds, a purchase contract, placement agreement or similar agreement between the Authority and underwriters to be selected providing for the sale and purchase of the Refunding Bonds, or between the Authority and a placement agreement or direct purchasers of the Refunding Bonds, as applicable, a preliminary official statement and a final official statement in respect of the Refunding Bonds, a Continuing Disclosure Agreement, an escrow deposit agreement, if required, a Tax Compliance Agreement, any remarketing agreement or other agreement as may be required if the Refunding Bonds are issued as variable rate bonds, and such other agreements, documents, certificates and instruments as Co-Bond Counsel shall advise are necessary or appropriate to effect the issuance of the Refunding Bonds, the defeasance of the lien of 1999 Indenture and the 2001 Indenture, if appropriate, and the Refunding Project. The Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, the Authority's General Counsel and Co-Bond Counsel, is hereby authorized and directed to approve all such documents and to cause the execution and delivery of all such documents on behalf of the Authority.

**6. Credit Enhancement.**

(a) The Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, is hereby authorized and directed to approve and execute a bond insurance commitment if deemed necessary or appropriate in order to cause the issuance by a municipal bond insurance company of a municipal bond insurance policy providing credit enhancement for the Refunding Bonds.

(b) If the Refunding Bonds are issued as variable rate bonds in the form of variable rate demand bonds, the Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, is hereby authorized and directed to obtain credit enhancement in the form of a liquidity facility and/or a letter of credit for the Refunding Bonds and to approve and execute one or more standby bond purchase agreements, reimbursement agreements or similar agreements, as necessary or appropriate.

**7. Debt Service Reserve Fund.**

The Chief Executive Officer, with the advice of the Authority's Chief Financial Officer, Financial Advisors and Co-Bond Counsel, is hereby authorized and directed to determine the "debt service reserve requirement" for the Refunding Bonds, to obtain a "reserve fund credit

**Authorization for Issuance of Port District Project Refunding Bonds, Authorization for Use of General Fund Monies for Redemption of Portions of Certain Outstanding Bonds and Authorization to Take Certain Actions with Respect to Existing Letters of Credit**

facility” for a portion of such debt service reserve requirement, if he determines it to be in the best financial interests of the Authority, and to establish a separate “Debt Service Reserve Fund” within the Indenture with respect to the Refunding Bonds, as he determines to be necessary or appropriate.

**8. Selection of Underwriters, Placement Agent, Purchasers, Trustee and Professional Advisors.**

The Chief Executive Officer, with the advice of the Chief Financial Officer, is hereby authorized and directed to select the underwriters or placement agent or direct purchasers of the Refunding Bonds, an escrow agent, if necessary (who may be the Trustee, the 1998 PDP Trustee, the 1999 PDP Trustee or the 2001 PDP Trustee), the Trustee, the Financial Advisors, Co-Bond Counsel, and any special counsel or co-counsel or other professional advisors for the Authority. If the Refunding Bonds are issued as variable rate bonds, the Chief Executive Officer shall select any remarketing agent or tender agent as may be required for the form of debt evidenced by such variable rate.

**9. Chief Executive Officer’s Actions; Execution of Documents.**

The Chief Executive Officer is hereby authorized and directed to approve, execute and deliver all documents, instruments and certificates, and to take all actions necessary and proper to effect the General Fund Redemption Project, the Refunding Project, the Existing Letters of Credit Project and all other matters authorized in this Resolution.

**10. Inconsistent Resolutions Repealed.**

All prior resolutions or parts thereof to the extent inconsistent with this Resolution are hereby rescinded and repealed.

**11. Effective Date.**

This Resolution shall take effect at the earliest time permitted by applicable law.

DULY ADOPTED THIS 15th day of February, 2012.

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-022

**SUBJECT:** Consideration of Pending DRPA Contracts (Between \$25,000 and \$100,000)

**COMMITTEE:**

New Business

**COMMITTEE MEETING DATE:**

N/A

**BOARD ACTION DATE:**

February 15, 2012

**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:**

<b>Amount:</b>	N/A
<b>Source of Funds:</b>	See Attached List
<b>Capital Project #:</b>	N/A
<b>Operating Budget:</b>	N/A
<b>Master Plan Status:</b>	N/A
<b>Other Fund Sources:</b>	N/A
<b>Duration of Contract:</b>	N/A
<b>Other Parties Involved:</b>	N/A

**DRPA-12- 022**  
**New Business: February 15, 2012**  
**Board Date: February 15, 2012**  
**Consideration of Pending DRPA Contracts**  
**(Between \$25,000 and \$100,000)**

**RESOLUTION**

**RESOLVED:** That the Board authorizes and directs that subject to approval by counsel and the Chief Executive Officer, staff proceed to negotiate and enter into the contracts listed on the Attachment hereto.

**SUMMARY:**

<b>Amount:</b>	<b>N/A</b>
<b>Source of Funds:</b>	<b>See Attached List</b>
<b>Capital Project #:</b>	<b>N/A</b>
<b>Operating Budget:</b>	<b>N/A</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>N/A</b>
<b>Other Parties Involved:</b>	<b>N/A</b>

CONSIDERATION OF PENDING DRPA CONTRACTS (BETWEEN \$25,000 - \$100,000) FEBRUARY 15, 2012

Item #	Vendor/Contractor	Description	Amount	Procurement Method	Bids Received	Bid Amounts	Source of Funds
1	Ferguson & McCann, Inc. Aston, PA	Two (2) Year Maintenance, Training & Emergency Service for Petroleum Fuel Storage Management and Dispensing Systems for DRPA & PATCO	\$28,735.00	Competitive Bid- Request for Bid B0005876 was publicly advertised and issued to ten (10) vendors on September 29, 2011. Bids were publicly opened on Tuesday, October 25, 2011 with two (2) bid responses.	1. Ferguson & McCann, Inc., Aston, PA 2. J.W. Scott Service Station Equipment Co., Trenton, NJ	\$28,735.00 No Bid	Revenue Fund/DRPA General Fund/PATCO
2	Transcore Easton, PA	Upgrade and Replace DRPA Toll System Servers	\$78,563.00	Sole Source - Transcore is the sole provider of support for our current toll system. The present toll system servers at the DRPA are seven (7) years old and will be eight (8) years old in 2012. The upgrade will ensure reliability and position the DRPA to continue to provide reliability to its customers. The upgrade includes installing latest Windows environment, 3rd party software, configuration of the DRPA-supplied servers, migration of the databases, all testing and implementation into the production environment, and documentation	Transcore Easton, PA	\$78,563.00	2010 Revenue Bonds (Series D)
3	Permadr Industries dba Sisco Somerville, NJ	Two (2) Year Service/Maintenance Contract and Emergency Repairs for Three (3) Bridge Travelers on the BFB	\$48,850.00	Competitive Bid- Request for Bid B0005958 was publicly advertised and issued to eleven (11) vendors on November 9, 2011. Bids were publicly opened on Thursday, December 8, 2011, with four responses received.	1. Permadr Industries dba Sisco Somerville, NJ 2. KoneCrane, Inc. Chester Springs, PA 3. American Crane and Equipment Lester, PA 4. Reading Crane Reading, PA	\$48,850.00 Non-Responsive Non-Responsive No Bid	Revenue Fund

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-023

**SUBJECT:** LEAP Academy University  
Charter School Bus Parking at the  
Benjamin Franklin Bridge Facility

**COMMITTEE:**

New Business

**COMMITTEE MEETING DATE:**

N/A

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to renew an annual Agreement to grant LEAP Academy University Charter School, Inc. (LEAP Academy) right of entry access in order to use a parking space in the secured parking lot at the Benjamin Franklin Bridge Facility in Camden, New Jersey.

**Amount:** \$0

**PURPOSE:** To grant LEAP Academy University Charter School right of entry access to the secured parking lot at the Benjamin Franklin Bridge Facility for the purpose of parking one (1) 54 passenger school bus in a secured parking lot at the Benjamin Franklin Bridge Facility.

**BACKGROUND:** LEAP Academy is a NJ charter school and one of the original 13 charter schools started in the 1990's and has been in existence for 15 years. The school educates 840 children Pre-K to 12<sup>th</sup> grade, who primarily come from Camden City with the balance from Camden County. Students generally come from depressed urban areas and are selected through a lottery process. Parents or guardians apply to the school having elected the charter school route instead of public schools.

LEAP Academy is located at 6<sup>th</sup> & Cooper Streets in Camden, NJ, which is immediately south of the Benjamin Franklin Bridge. LEAP Academy purchased a 54 passenger school bus for use in class trips, casual trips around the area, enrichment activities, sports, etc. LEAP Academy is in need of a secure location in Camden to park the bus so the bus is not on city streets. LEAP Academy exhausted other nearby possibilities in Camden which were not feasible such as Camden County College Parkade, which does not have adequate vertical clearance for parking the bus and Rutgers University's secured parking is filled to capacity with Rutgers' own buses. DRPA has previously authorized such parking access since 2010. Bridge Operations, along with Public Safety, have determined that it is feasible to continue to provide space for a secured parking

**SUMMARY STATEMENT**  
New Business 2/15/2012

-2- **LEAP Academy University Charter School  
Bus Parking at the Benjamin Franklin  
Bridge Facility**

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location within the gated areas of the bridge facility, and also feasible to coordinate 24/7 access to the bus ingress and egress. LEAP Academy will provide the necessary insurance certificates.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$0</b>
	<b>Source of Funds:</b>	<b>N/A</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>\$0</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>N/A</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>

**DRPA-12-023**  
**New Business: February 15, 2012**  
**Board Date: February 15, 2012**  
**LEAP Academy University Charter School**  
**Bus Parking at the Benjamin Franklin**  
**Bridge Facility**

**RESOLUTION**

**RESOLVED:** That the Board authorizes DRPA to renew an annual Agreement to grant LEAP Academy University Charter School, Inc. (LEAP Academy) right of entry access in order to use a parking space in the secured parking lot at the Benjamin Franklin Bridge Facility in Camden, NJ for the purpose of parking one (1) 54 passenger school bus in a secured location at the Benjamin Franklin Bridge Facility.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$0</b>
	<b>Source of Funds:</b>	<b>N/A</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>\$0</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>N/A</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>

## SUMMARY STATEMENT

ITEM NO.: DRPA-12-024

**SUBJECT:** The Philadelphia Veteran's  
Multi-Service & Education Center, Inc.  
Parking at the Benjamin Franklin Bridge

COMMITTEE:

New Business

COMMITTEE MEETING DATE:

N/A

BOARD ACTION DATE:

February 15, 2012

**PROPOSAL:** That the Board authorizes staff to renew an annual Agreement to grant the Philadelphia Veterans' Multi-Service & Education Center, Inc. ("PVMEC") right of entry access and use of parking areas at the Benjamin Franklin Bridge Facility in Philadelphia, Pennsylvania located underneath the Ben Franklin Bridge on 4<sup>th</sup> Street near its intersection with Florist Street in Philadelphia, Pennsylvania and along North Marginal Road (aka New Street) adjacent to the Philadelphia abutment of the Benjamin Franklin Bridge.

Amount: \$0

**PURPOSE:** To allow access and the parking of four (4) vehicles underneath the Benjamin Franklin Bridge on 4<sup>th</sup> Street near its intersection with Florist Street in Philadelphia, Pennsylvania and seventeen (17) vehicles along North Marginal Road (otherwise identified as New Street by the City of Philadelphia) adjacent to the Philadelphia abutment of the Benjamin Franklin Bridge to the PVMEC.

**BACKGROUND:** The PVMEC is a nonprofit corporation that provides various educational and social services to the Philadelphia area veterans from its offices located at 213-217 N. 4<sup>th</sup> Street, Philadelphia, Pennsylvania. DRPA has entered into an annual Agreement for access and use of parking areas underneath and adjacent to the Benjamin Franklin Bridge with the Philadelphia Veterans Multi-Service & Education Center since June of 2004. The agreement between DRPA and the Philadelphia Veterans Multi-Service & Education Center grants the PVMEC right of ingress and egress along with a nonexclusive license to use the DRPA premises identified as 4<sup>th</sup> Street near its intersection with Florist Street in Philadelphia Pennsylvania and near the Philadelphia abutment of the Benjamin Franklin Bridge for the sole purpose of parking. Beginning in 2012, the parking location near the Philadelphia abutment shall be switched from the South side to the North side along North Marginal Road

(New Street) near St. Augustine Church. The underbridge premises shall be secured by a double gate lock mechanism for which the DRPA will be provided with three (3) keys to the lock set. All costs for the purchase, installation, maintenance and/or replacement of the lock shall be the sole and exclusive responsibility of the PVMEC. The PVMEC will be solely responsible for opening and re-securing the gate lock when it is used by or on behalf of the PVMEC. All specific terms regarding security, conditions of the premises, exclusions along with parking hours will be outlined in the Agreement between DRPA and the PVMEC. The premises will be available for the purpose of parking for one (1) calendar year from the date of the execution of the Agreement with DRPA.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$0</b>
	<b>Source of Funds:</b>	<b>N/A</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>\$0</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>N/A</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>

**DRPA- 12-024**  
**New Business: February 15, 2012**  
**Board Date: February 15, 2012**  
**The Philadelphia Veterans Multi-Service & Education Center, Inc.**  
**Parking at the Benjamin Franklin Bridge**

**RESOLUTION**

**RESOLVED:** That the Board authorizes DRPA to renew an annual Agreement to grant The Philadelphia Veterans Multi-Service & Education Center right of entry access and use at the Benjamin Franklin Bridge in Philadelphia, Pennsylvania for the purpose of parking four (4) vehicles underneath Benjamin Franklin Bridge Facility in Philadelphia, Pennsylvania located on 4<sup>th</sup> Street near its intersection with Florist Street in Philadelphia Pennsylvania and seventeen (17) vehicles along North Marginal Road adjacent to the Philadelphia abutment of the Benjamin Franklin Bridge.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$0</b>
	<b>Source of Funds:</b>	<b>N/A</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>\$0</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>N/A</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>

**SUMMARY STATEMENT**

**ITEM NO: DRPA-12-025**

**SUBJECT: City of Hope Charity Event  
Support Services and Restricted Public  
Access to Ben Franklin Bridge Walkway**

**COMMITTEE:**

**New Business**

**COMMITTEE MEETING DATE:**

**N/A**

**BOARD ACTION DATE:**

**February 15, 2012**

**PROPOSAL:** That the Board authorizes staff to provide support services and temporarily restrict public access to the Ben Franklin Bridge walkway during the City of Hope charity event.

**Amount: \$310.00 (estimated)**

**PURPOSE:** To temporarily restrict the general public's access to the Ben Franklin Bridge walkway from 9:45 a.m. to 11:30 a.m. for this scheduled organized community crossing event with operational services consisting of signage, fabrication and placement by Bridge Operations and Public Safety police presence on the day of the event.

**BACKGROUND:** The Ben Franklin Bridge walkway is open daily to the public from 6 a.m. to 8 p.m., weather permitting. The walkway closure time is extended to 9 p.m. daily from May 1 to September 30.

The City of Hope will hold its annual event on Sunday, September 23, 2012 from approximately 10:00 a.m. to 11:00 a.m. The event consists of a one-way walk from Camden to Philadelphia. Approximately 1,000 participants are expected to attend. The event benefits research and treatment programs to cure breast cancer.

DRPA received a written request for walkway access to the Ben Franklin Bridge in a timely fashion prior to the requested access date. DRPA staff circulated this request among the following DRPA management staff for review and approval: CEO, COO, Bridge Director, Police Chief, Chief Engineer, Director of Risk Management/Safety, General Counsel, Director of Homeland Security and other designated Operations staff. DRPA Operations and Public

Safety Departments reviewed and recommends restricted walkway access to the general public for this event based on the estimated number of participants. The temporary closure time is expected to be from 9:45 a.m. to approximately 11:30 a.m. DRPA will provide appropriate notice of restricted public access via onsite signage, press advisories, email broadcasting and website notification. The requesting organization is willing to comply with all requisite walkway rules and insurance/indemnification requirements.

**SUMMARY:**

It is recommended that the Board authorize DRPA to provide restricted public access to the Ben Franklin Bridge walkway for the City of Hope event scheduled on Sunday, September 23, 2012, along with support services by DRPA Bridge Operations for signage fabrication and placement (\$230) and Public Safety presence (\$80.00) not to exceed a total of \$310.00.

**Source of Funds:**

<b>Amount:</b>	<b>\$310.00</b>
<b>Source of Funds:</b>	<b>Operating Budget (if necessary)</b>
<b>Capital Project #:</b>	<b>N/A.</b>
<b>Operating Budget:</b>	<b>\$310.00</b>
<b>Master Plan Status:</b>	<b>N/A</b>
<b>Other Fund Sources:</b>	<b>N/A</b>
<b>Duration of Contract:</b>	<b>N/A</b>
<b>Other Parties Involved:</b>	<b>N/A</b>

**DRPA-12-025**  
**New Business: February 15, 2012**  
**Board Date: February 15, 2012**  
**City of Hope Charity Event**  
**Support Services and**  
**Restricted Public Access to**  
**Ben Franklin Bridge Walkway**

**RESOLUTION**

**RESOLVED:** That the Board authorizes staff to temporarily restrict public access to the Ben Franklin Bridge walkway from 9:45 a.m. to approximately 11:30 a.m. during the proposed City of Hope charity event on Sunday, September 30, 2011 and to provide support services at a cost not anticipated to exceed \$310.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$310</b>
	<b>Source of Funds:</b>	<b>Operating Budget</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>\$310</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>N/A</b>
	<b>Other Parties Involved:</b>	<b>N/A</b>

## SUMMARY STATEMENT

ITEM NO.: DRPA-12-026

SUBJECT: DRPA Pollution Legal Liability Policy - Extension

COMMITTEE:

New Business

COMMITTEE MEETING DATE:

N/A

BOARD ACTION DATE:

February 15, 2012

**PROPOSAL:** The current Pollution Legal Liability Policy will expire on March 26, 2012. Staff seeks authorization to extend the existing policy six months for an additional premium of \$42,982. If approved, the policy extension will maintain the current terms and conditions (including a 15% commission) that exist on the policy that will expire on March 26, 2012. If approved, the policy extension would expire on September 26, 2012.

**PURPOSE:** The policy will provide continued coverage for potential environmental personal injury, legal indemnification, and remediation claims that may arise from the lifting of deed restrictions for residential use of the former RCA buildings 8 (“Radio Lofts”) and 17 (“Nipper Building/Victor Lofts Apartments”).

**BACKGROUND:** The deed executed on November 30, 1993 by Martin Marietta Corporation (predecessor to Lockheed Martin) prohibited the use of the Nipper and Radio Loft buildings for residential purposes. Lockheed Martin agreed to remove the restriction provided the restriction remained in full force and effect as to the basement and first floor, and provided that Lockheed Martin was protected from any future claims arising out of any development of either building for residential purposes. The DRPA and others agreed to indemnify and hold Lockheed Martin harmless from any such claims.

On May 23, 2001, the DRPA entered into a 10-year agreement with Lockheed Martin Corporation, the City of Camden Redevelopment Agency (CCRA), and Cooper’s Ferry Development Association (CFDA), to redevelop the Nipper and Radio Loft buildings into residential apartment complexes, with related commercial and retail uses. The redevelopment work on the Victor Loft Apartments is complete. However, Building 8 (“Radio Lofts”) has not been renovated at this time.

Pursuant to the terms of the Lockheed agreement, DRPA assumed responsibility for securing the required insurance. The original agreement with Lockheed and others required that DRPA purchase an environmental insurance policy with an aggregate limit of not less than \$20 million and an initial policy term of at least 10 years. At the time the agreement was executed there were ongoing environmental remediation activities being conducted by Dranoff Properties, Inc., and its assignee, Victor Associates, L.P. Upon the issuance of "No Further Action" letters from the NJ Department of Environment Protection relative to these activities, the DRPA undertook the sole financial responsibility to maintain the policy and conduct further required work in order to maintain NJDEP standards and requirements.

The time period for the DRPA to maintain the required coverage under the Lockheed Martin Agreement expired on March 26, 2011. Therefore, there is no obligation to renew the policy. However, the DRPA does have a perpetual obligation to indemnify Lockheed and others (Martin Marietta and General Electric Company) against liability, and to perform certain environmental remediation. The policy extension would cover DRPA's risk of being called on to indemnify Lockheed and others in the event of a lawsuit related to the use of the building for residential purposes or to carry out future DRPA remediation obligations.

The policy covers new and pre-existing conditions (not known by the DRPA) that occur and are reported after March 26, 2001, the inception date and retroactive date of the original policy. The Pollution Legal Liability Policy includes a \$20 million aggregate limit, with a \$100,000 deductible, and optional terrorism coverage, which The Graham Company continues to recommend. The policy will continue to provide coverage for microbial (mold) and Legionella exposure.

This extension was discussed at the Finance Committee on January 11, 2012 and on February 1, 2012.

**Staff recommends that the Pollution Legal Liability Policy be extended with Commerce and Industry Insurance Company (d/b/a Chartis) for a six-month term, effective March 26, 2012 to September 26, 2012, at a premium of \$42,982.**

**SUMMARY:** Amount: \$42,982  
Source of Funds: General Fund  
Capital Project #: N/A  
Operating Budget: DRPA Risk Mgt. C/E#8 – TBD  
PATCO Admin. C/E Insurance & Claims – TBD  
Master Plan Status: N/A  
Other Fund Sources: N/A  
Duration of Contract: March 26, 2012-September 26, 2012  
Other Parties Involved: Commerce and Industry Insurance Company

**DRPA-12-026**  
**New Business: February 15, 2012**  
**Board Date: February 15, 2012**  
**DRPA Pollution Legal**  
**Liability Policy - Extension**

**RESOLUTION**

**RESOLVED:** That staff be and is hereby authorized to bind a six (6) month extension of the Pollution Legal Liability Insurance Policy for the Victor Loft Apartment building (also known as RCA Building 17 or “Nipper Building”) and the Radio Lofts building (also known as RCA Building 8), with Commerce and Industry Insurance Company (d/b/a Chartis) for a premium of \$42,982; and be it further

**RESOLVED:** That the policy extension term shall be effective March 26, 2012 through September 26, 2012; and be it further

**RESOLVED:** That the policy extension shall maintain the current terms and conditions (including a 15% commission) that exist on the policy that will expire on March 26, 2012; 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, 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.

<b>SUMMARY:</b>	<b>Amount:</b>	<b>\$42,982</b>
	<b>Source of Funds:</b>	<b>General Fund</b>
	<b>Capital Project#:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>DRPA Risk Mgt. C/E#8-TBD</b> <b>PATCO Admin. C/E Insurance &amp; Claims- TBD</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>March 26, 2012-September 26, 2012</b>
	<b>Other Parties Involved:</b>	<b>Commerce and Industry Insurance Company</b>

**SUMMARY STATEMENT**

**ITEM NO.:** DRPA-12-027

**SUBJECT:** Easement to City of Philadelphia for Extension of Delaware Avenue; Hedley Street

**COMMITTEE:**

New Business

**COMMITTEE MEETING DATE:**

N/A

**BOARD ACTION DATE:**

February 15, 2012

**PROPOSAL:** That the Board authorizes DRPA staff to negotiate the terms of an easement in favor of the City of Philadelphia as part of the City's effort to extend Delaware Avenue. At the same time staff will negotiate an agreement with the City of Philadelphia under which the City will agree to cooperate with DRPA in connection with that portion of Hedley Street within Philadelphia that is owned by DRPA.

**PURPOSE:** To permit the City of Philadelphia to move forward with plans to extend existing Delaware Avenue to the north by granting the City an easement to cross DRPA property under and adjacent to the Betsy Ross Bridge. At the same time the City would enter into an agreement providing assistance to DRPA in connection with Hedley Street.

**BACKGROUND:** DRPA acquired property within the City of Philadelphia in order to construct the Betsy Ross Bridge which opened to traffic on April 30, 1976. Hedley Street lies just north of the Betsy Ross Bridge and runs from the Belt Line Railroad Right of Way on the east to Richmond Street on the west. DRPA acquired only a portion of Hedley Street. The City of Philadelphia now proposes to extend Delaware Avenue northward under the Betsy Ross Bridge. The City advises that they have received a federal grant which will pay for a portion of the costs for this project. The City is currently negotiating with various landowners along the proposed Delaware Avenue extension to obtain the necessary property rights for the project in time to take advantage of the federal grant. DRPA has asked the City to take title to the DRPA portion of Hedley Street to remove the maintenance responsibility from DRPA and the City has offered that it will take title to Hedley Street at such time as the City commences Phase II of the Delaware Avenue extension project. There is currently no firm date for Phase II.

**SUMMARY STATEMENT**  
New Business 2/15/2012

**Easement to City of Philadelphia  
for Extension of Delaware Avenue;  
Hedley Street**

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<b>SUMMARY:</b>	<b>Amount:</b>	<b>N/A</b>
	<b>Source of Funds:</b>	<b>N/A</b>
	<b>Capital Project #:</b>	<b>N/A</b>
	<b>Operating Budget:</b>	<b>N/A</b>
	<b>Master Plan Status:</b>	<b>N/A</b>
	<b>Other Fund Sources:</b>	<b>N/A</b>
	<b>Duration of Contract:</b>	<b>To Be Determined</b>
	<b>Other Parties Involved:</b>	<b>City of Philadelphia</b>

DRPA-12-027  
New Business: February 15, 2012  
Board Date: February 15, 2012  
Easement to City of Philadelphia for  
Extension of Delaware Avenue;  
Hedley Street

**RESOLUTION**

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority authorizes and directs that staff negotiate an easement agreement and related documents as needed in order to grant to the City an easement over properties of the Delaware River Port Authority located under and adjacent to the Betsy Ross Bridge in the City of Philadelphia solely for the purpose of designing, constructing, operating and maintaining an extension to existing Delaware Avenue consistent with the scope of Phases I and II of the City's plans for said extension; and be it further

**RESOLVED:** That the easement to be granted to the City of Philadelphia will provide that Phase I of the Delaware Avenue extension passing beneath the Betsy Ross Bridge must be completed within a stated reasonable time following the date on which the DRPA and the City enter into a deed of easement; and be it further

**RESOLVED:** That the Board of Commissioners of the Delaware River Port Authority authorizes and directs that staff negotiate an agreement with the City of Philadelphia providing that the City will take title to and full responsibility for that portion of Hedley Street owned by the Delaware River Port Authority within the City of Philadelphia not later than the date on which the City of Philadelphia commences work on Phase II of the Delaware Avenue extension project; and be it further

**RESOLVED:** That upon conclusion of the aforesaid negotiations, that the Chief Executive Officer present to the Board of Commissioners the agreements so negotiated with his recommendations for approval by the Board of Commissioners.

<b>SUMMARY:</b>	<b>Amount:</b>	N/A
	<b>Source of Funds:</b>	N/A
	<b>Capital Project #:</b>	N/A
	<b>Operating Budget:</b>	N/A
	<b>Master Plan Status:</b>	N/A
	<b>Other Fund Sources:</b>	N/A
	<b>Duration of Contract:</b>	To Be Determined
	<b>Other Parties Involved:</b>	City of Philadelphia