

DELAWARE RIVER PORT AUTHORITY

BOARD MEETING



Wednesday, February 15, 2023
9:00 a.m.

One Port Center
11th Floor Board Room
Camden, NJ

John T. Hanson, Chief Executive Officer



STEWARDSHIP. SERVICE. COMMUNITY.

DRPA BOARD

**DELAWARE RIVER PORT AUTHORITY
BOARD MEETING**

**Wednesday, February 15, 2023 at 9:00 a.m.
One Port Center
2 Riverside Drive
Camden, New Jersey**

ORDER OF BUSINESS

1. Roll Call
2. Public Comment
3. Report of the CEO
4. Report of the CFO
5. Approval of January 18, 2023 Board Meeting Minutes.
6. Third Quarter 2022 Financial Statements and Footnotes.
7. Monthly List of Previously Approved Payments – January 2023
8. Monthly List of Previously Approved Purchase Orders and Contracts – January 2023
9. Approval of Operations & Maintenance Committee Meeting Minutes – February 7, 2023
10. Adoption of Resolutions Approved by Operations & Maintenance Committee – February 7, 2023
 - DRPA-23-018 Professional Services for the Commodore Barry Bridge Weld Investigation.
 - DRPA-23-019 Lindenwold & Ashland Exterior Communications and Power.
 - DRPA-23-015 PATCO’s Public Transportation Agency Safety Plan -DRPA.
 - DRPA-23-020 Procurement and Delivery of Eighty (80) Machined Axles for PATCO.
 - DRPA-23-021 PennDOT Grant Reimbursement.
11. Approval of Labor Committee Meeting Minutes – February 7, 2023
12. Adoption of Resolutions Approved by Labor Committee – February 7, 2023
 - DRPA-23-017 2023 Outside Employment Request for Approval.

13. Citizens Advisory Report

14. Unfinished Business

15. New Business

DRPA-23-022

Consideration of Pending DRPA Contracts.
(Between \$25,000 and \$100,000)

16. Adjournment

CEO REPORT



Report of the Chief Executive Officer

February 15, 2023

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

To the Commissioners:

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

AROUND THE AUTHORITY

Black History Month

Below please find the email I sent to employees in early February about **Black History Month**.

Dear Colleagues,

As I have mentioned in the past, Black history is American history. However, each year, during February, our nation pauses to reflect on Black history. It is a time when we focus on the accomplishments and contributions of Black Americans who have shaped the United States of America. During **National Black History**



Month, we focus on raising awareness about remarkable Black figures and historical facts not widely known. It is also a time to celebrate the rich cultural experiences of the Black community.

Black History Month first originated as part of an initiative by writer, educator, and historian Dr. Carter G. Woodson. He chose the second week in February because it coincided with the birthdays of Abraham Lincoln (born on February 12) and Frederick Douglass (a former enslaved individual whose birth date is unknown but celebrated on February 14). On February 10, 1976, President Gerald Ford decreed February to be a federally recognized month-long observance in recognition of Black History. President Ford urged Americans to “seize the opportunity to honor the too-often neglected accomplishments of Black Americans in every area of endeavor throughout our history.”



Since 1976, every American president has proclaimed February to be Black History Month. Click here to read President Biden’s Proclamation: [The White House: A Proclamation on National Black History Month, 2023](#).

Every year, the Association for the Study of African American Life and History (ASALH) chooses the theme for Black History Month. This year’s theme is “Black Resistance,” specifically calling out the legacy of resistance through politics, the arts, society, and education. The ASALH states that this year’s theme is a “call to everyone, to study the history of Black Americans’ responses to establish safe spaces, where Black life can be sustained, fortified, and respected.”

This year’s theme is consistent with our EEO policies and shared values. I firmly believe we all have the right to expect a workplace where everyone is treated with respect and dignity, feels safe (physically and psychologically), and welcome. Nothing less will be tolerated. We will never waiver from this policy.

As we start this month-long celebration, I encourage you to take a few minutes to test your knowledge of Black History. Check out the [AARP Trivia Quiz: Black History](#) and [National Archives Foundation: Black History Quiz](#). For your information, we have also pulled together a few educational resources you may find interesting.

- [About Black History Month](#)
- [National Geographic Kids: Black History Month - How it Started](#)
- [Great Black Heroes](#)
- [TODAY: 11 inspiring Black American heroes you might not know about, but should](#)
- [9 Ways to Celebrate Black History Month in 2023](#)
- [U.S. News & World Reports: The 13 Best Places to Celebrate Black History Month in 2023](#)

This month, to recognize National Black History Month, we will light the Ben Franklin Bridge and several PATCO concourses special colors.

Kind regards,
John

Ben Franklin Bridge Walkway Switch

The Ben Franklin Bridge North Pedestrian Walkway will be open daily next month, while construction work on the bridge’s south suspension cables requires the closure of the south walkway.

The switch will occur on or about February 20 and continue through 2024, with operating hours remaining the same:

- **October 1 – April 30:** Open daily, 6 a.m. to 8 p.m., weather permitting
- **May 1 – September 30:** Open daily, 6 a.m. to 9 p.m., weather permitting



The upcoming switch results from construction progressing on the Ben Franklin Bridge Suspension Span & Anchorage Rehabilitation Project. The \$216.9M multi-year project is the largest in DRPA’s history and extends the life of the nearly 100-year-old suspension span.

<h2>SERVICE</h2>

Youth Exploration Program

DRPA’s Youth Exploration Program (YEP) was recently at Wedgwood Elementary School in South Jersey. YEP helps students to explore the transportation industry through the lens of engineering. The students learned about the types of bridges DRPA manages and maintains. The students were then tasked with building their own truss bridges and had a blast!



Community Relations Manager **Darlene Callands** (left) is pictured with the class.



Chief Engineer **Michael Venuto** discusses the types of personal protective equipment employees wear while working on bridges.



The students learned about the types of bridges DRPA manages and were tasked with building their own bridge.

STEWARDSHIP

Keeping People and Events Safer

Enhanced security measures for events are being implemented at the DRPA & PATCO in response to growing vehicle attacks worldwide. The DRPA recently purchased 16 Anti-Vehicle Ramming Devices (AVRDs). Each 700lb. steel mobile anti-terrorism vehicle barrier can stop a moving car from entering a crowded place. The barriers will be deployed at annual charity events held at DRPA facilities, such as the Run the Bridge 10K and The Ben to The Shore Bike Tour. The \$190,000 purchase was made possible with financial assistance through the Department of Homeland Security’s Port Security Grant Program (PSGP).



Last month, staff was trained on how to deploy the devices.



Eight of the 700lb. barriers can be deployed in under 10 minutes by one-person.



The barriers are designed to stop vehicles from entering crowded areas closed to traffic.

COMMUNITY

Ben Franklin Bridge Special Lightings

As part of our community stewardship with regional non-profits, educational facilities, and sports teams, we are pleased to provide special lighting on the Benjamin Franklin Bridge for the following occasions from February 1 to February 28:

- **February 1, 2, and 4-7:** Red, Yellow, and Green for Black History Month
- **February 3:** Red for American Heart’s Glow Red with Us
- **February 10-12:** Green for Philadelphia Eagles Light Up Green Campaign
- **February 14:** Red for Valentine’s Day
- **February 20:** Red, white, and blue for President’s Day
- **February 22 -28:** Red, Yellow, and Green for Black History Month



The Ben Franklin Bridge glows green, red and yellow on several nights this month for Black History Month.

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 the Affirmative Action Report, see Attachment 4
For a list of Legal Statistics, see Attachment 5

PATCO

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

Respectfully Submitted,



John T. Hanson
Chief Executive Officer

REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 1
BRIDGE AND FINANCE



Activity for the Month of January 2023¹²

Calls for Service: 5,127 Total Arrests: 73 Adults: 73 Juv.: CDS Arrests: DWI Arrests: 6

Arrests: CBB: 1 BFB: 6 PATCO: 54 BRB: 0 WWB:12 Arrests NJ: 62 Arrests PA: 11

Reportable Accidents: CBB: 5 BFB: 10 PATCO: 2 BRB: 1 WWB:16

Non Reportable Accidents: CBB: 5 BFB: 10 PATCO: 2 BRB: 1 WWB:11

Accident with Injuries: CBB: 2 BFB: 4 PATCO: 0 BRB: 0 WWB:6

Incident Type	BLANK = 0	CBB	BFB	PATCO	BRB	WWB	Total
26 Assist-Routine PD Backup		69	346	364	119	392	1,290
33 MV Stop		75	133	8	119	301	636
86 Removal			33	487			520
35X Motorist/Patron Aid		32	89	214	57	95	487
25 Escort		178	36		15	144	373
96 Slow Traffic		76	167		43	58	344
47 Disabled MV		41	66	3	57	140	307
46 Construction/Trades Backup		38	86	3	9	29	165
84 Check On Subject Well-being		1	4	127	1	3	136
90 Other PD Assist		7	22	38	11	18	96
91 Ped Investigation/Stop			2	83			85
79 Roadway Hazard/Station Hazard		12	29	12	9	13	75
25EZ Easy Pass Redirect		6	10			55	71
90M OPDA Medical			2	67			69
17X Open/Secured Property			29	18			47
25x Insufficient Funds		1	1	9	1	22	34
78X Toll Evasion/TOS		3	11	11	1	3	29
341L Property Lost				25			25
71D Disturbance		1	2	20		1	24
8 911 Hang Up/Mis-Dial			6	12			18
33C CV Stop			2			15	17
341F Property Found			1	13	1		15
91R Ped in Road/Tolls			6		3	5	14
38 Transport Courtesy			1	8	3	2	14
29 Alarm Activation			1	12		1	14
81 General Complaint				13			13
78 Toll Dispute		4	2		1	6	13
65 Vandalism/Criminal Mischief			5	7			12



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Incident Type	BLANK = 0	CBB	BFB	PATCO	BRB	WWB	Total
56 Med Emerg/Injury Report			1	10		1	12
310 Bridge Damage/PATCO Damage		2	3	1	5		11
64 Larceny/Theft				10			10
52 Erratic Driver/Unfit Motorist		3	1		1	5	10
91T Ped in Tracks				8		1	9
12 Suspicious Person/Activity/Event			3	5	1		9
101 BOLO		4	1	3		1	9
12U Unattended Package				7			7
88X Parking Viol./Compl.				6			6
25T Fare Problem				6			6
83 Counterfeit		2	2			1	5
67 EDP (Emotionally Disturbed Person)			1	4			5
101S BOLO Suicidal		2	2			1	5
87 Trespassing			2	1		1	4
85X Assault				4			4
70 Animal Complaint				4			4
65U Urinating/Defecating				4			4
49 Investigate Location Conditions				4			4
98 Panhandling/Soliciting				3			3
74 Suicide Attempt		1			1	1	3
71X Harassment/Threats				3			3
69 Juvenile Complaint				2		1	3
65X Lewdness				3			3
56S Slip/Fall				3			3
25R Revenue Escort		1				2	3
97 Traffic Pattern Adjust						2	2
77 Domestic				2			2
71 Fight				2			2



Activity for the Month of January 2023¹⁴

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Incident Type	BLANK = 0	CBB	BFB	PATCO	BRB	WWB	Total
56X Drug Overdose				2			2
53 Abandoned Vehicle			1			1	2
17P Permit Premises Entry			1		1		2
11 Fire				2			2
TRN Train Problem Equipment/Mechanical				1			1
90A ALCO OPDA			1				1
79X Debris Strike		1					1
75 Suicide Confirmed						1	1
71R Road Rage						1	1
62 Sex Offense				1			1
50X Leaving Jurisdiction						1	1
34 Suspicious Vehicle		1					1
302S Train Sweep				1			1
212 Employee Injury				1			1
20 Stolen/Recovered Vehicle			1				1
1 HQ			1				1

FINANCE

REVENUE AUDIT

Reported traffic and revenue for all four DRPA bridges for the month of November 2022:

	<u>2021</u>	<u>2022</u>
Cash Revenue	\$5,961,805.94	\$5,504,345.12
ETC Revenue	\$19,515,171.68	\$19,749,115.35
Total Revenue	\$25,476,977.62	\$25,253,460.47
Non ETC Traffic	1,115,090	1,037,051
ETC Traffic	2,811,131	2,864,366
Total Traffic	3,926,221	3,901,417

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

Attachment 1

	MONTH OF NOVEMBER				TRAFFIC		BRIDGE TOLLS	
	-----2022-----		-----2021-----		INC/(DEC)		INC/(DEC)	
	TRAFFIC	TOLLS	TRAFFIC	TOLLS	%	AMOUNT	%	AMOUNT
BEN FRANKLIN	1,404,428	\$8,200,239.28	1,462,431	\$8,556,375.05	-3.97	(58,003)	-4.16	(\$356,135.77)
WALT WHITMAN	1,618,197	10,328,338.53	1,536,147	9,846,534.76	5.34	82,050	4.89	481,803.77
COMMODORE BARRY	567,334	4,713,493.94	574,728	4,729,117.24	-1.29	(7,394)	-0.33	(15,623.30)
BETSY ROSS	311,458	2,011,404.72	352,915	2,344,973.57	-11.75	(41,457)	-14.22	(333,568.85)
	<u>3,901,417</u>	<u>\$25,253,476.47</u>	<u>3,926,221</u>	<u>\$25,477,000.62</u>	<u>-0.63</u>	<u>(24,804)</u>	<u>-0.88</u>	<u>(\$223,524.15)</u>

	YEAR TO DATE				TRAFFIC		BRIDGE TOLLS	
	1/1/22 TO 11/30/22		1/1/21 TO 11/30/21		INC/(DEC)		INC/(DEC)	
	TRAFFIC	TOLLS	TRAFFIC	TOLLS	%	AMOUNT	%	AMOUNT
BEN FRANKLIN	16,364,268	\$95,987,657.02	16,556,689	\$97,455,399.92	-1.16	(192,421)	-1.51	(\$1,467,742.90)
WALT WHITMAN	18,060,713	115,160,752.40	16,319,939	104,220,486.32	10.67	1,740,774	10.50	10,940,266.08
COMMODORE BARRY	6,467,806	52,812,628.77	6,204,182	51,081,463.69	4.25	263,624	3.39	1,731,165.08
BETSY ROSS	3,288,878	21,768,258.93	3,668,827	24,905,662.31	-10.36	(379,949)	-12.60	(3,137,403.38)
TOTALS	<u>44,181,665</u>	<u>\$285,729,297.12</u>	<u>42,749,637</u>	<u>\$277,663,012.24</u>	<u>3.35</u>	<u>1,432,028</u>	<u>2.91</u>	<u>\$8,066,284.88</u>

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

Distribution: John Hanson
Jim White

REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 2
PERSONNEL ACTIONS

**DELAWARE RIVER PORT AUTHORITY
ACTIONS OF THE CHIEF EXECUTIVE OFFICER
COMMISSION MEETING FEBRUARY 15, 2023
ARTICLE XII-A
ATTACHMENT 2
PERSONNEL**

TEMPORARY APPOINTMENTS - None

NEW HIRES (APPOINTMENTS)

Monica M. Brown <u>PA</u>	Toll Collector Operations Division Bridge/Toll (BFB)	01/09/2023
Michelle C. Lucas <u>PA</u>	Toll Collector Operations Division Bridge/Toll (BRB)	01/09/2023
Tracy L. Montgomery <u>PA</u>	Toll Collector Operations Division Bridge/Toll (CBB)	01/09/2023
Abigail E. Smith <u>NJ</u>	Dispatcher Public Safety Division Public Safety Administration (BFB)	01/09/2023
Gregory J. Beadling <u>NJ</u>	Police Officer Public Safety Division Public Safety Administration (BFB)	01/13/2023
Kyle T. Kinkler <u>NJ</u>	Police Officer Public Safety Division Public Safety Administration (BFB)	01/13/2023
Donald M. Logan <u>PA</u>	Police Officer Public Safety Division Public Safety Administration (BFB)	01/13/2023
Zachary E. Newhard <u>DE</u>	Police Officer Public Safety Division Public Safety Administration (BFB)	01/13/2023
Michael H. Pawlowski <u>NJ</u>	Police Officer Public Safety Division Public Safety Administration (BFB)	01/13/2023

NEW HIRES (APPOINTMENTS) - Continued

Tammy L. Dunn <input type="checkbox"/> NJ	Customer Service Coordinator Administration Division Customer Service (OPC)	01/17/2023
Samuel L. Williams <input type="checkbox"/> NJ	Customer Service Coordinator Administration Division Customer Service (OPC)	01/17/2023
Thurman C. Waller <input type="checkbox"/> PA	C&M Mechanic Operations Division Highway (BFB)	01/23/2023 <u>[Rehire]</u>
Frank C. Ciamberlano, Jr. <input type="checkbox"/> PA	C&M Mechanic Operations Division Highway (WWB)	01/23/2023
Kamil A. Womack <input type="checkbox"/> PA	C&M Mechanic Operations Division Highway (WWB)	01/23/2023

TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION

Angelo Borgesi <input type="checkbox"/> PA	From: Maintenance Technician Operations Division Maintenance (WWB)	To: Acting Maintenance Foreman Operations Division Maintenance (WWB) Eff: 01/07/2023 to 01/20/2023
Tammy N. Veney <input type="checkbox"/> NJ	From: Purchasing Specialist Executive Division Purchasing (OPC)	To: Acting Purchasing Agent Executive Division Purchasing (OPC) Eff: 01/14/2023 to 07/14/2023
Donald J. Zellner <input type="checkbox"/> NJ	From: C&M Mechanic Operations Division Highway (CBB)	To: Acting Highway Foreman Operations Division Highway (CBB) Eff: 01/14/2023 to 01/24/2023
Matthew Licata <input type="checkbox"/> NJ	From: Fleet Shop Manager Operations Division Fleet Operations (CBB)	To: Acting Director, Fleet Management Operations Division Fleet Operations (BFB) Eff: 01/18/2023 to 02/01/2023
Eric P. Riggs <input type="checkbox"/> PA	From: Highway Foreman Operations Division Highway (BFB)	To: Acting Electrical Foreman Operations Division Electrical (BRB) Eff: 01/21/2023 to 03/24/2023

TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION - Continued

Larry Bias, Jr.

PA

From: Network Technician
 Executive Division
 Information Services,
 Production Systems (OPC)

To: Acting Systems
 Administrator, Applications
 Executive Division
 Information Services, Systems
 Development (OPC)
 Eff: 01/28/2023 to 04/21/2023

Caroline E. Hall

PA

From: Network Technician
 Executive Division
 Information Services,
 Production Systems (OPC)

To: Acting Systems
 Administrator, Applications
 Executive Division
 Information Services,
 Production Systems (OPC)
 Eff: 01/28/2023 to 04/21/2023

Kaitlyn P. Nelson

PA

From: User Support
 Administrator
 Executive Division
 Information Services, Systems
 Development (OPC)

To: Acting Network Technician
 Executive Division
 Information Services,
 Production Systems (OPC)
 Eff: 01/28/2023 to 04/21/2023

PROMOTIONS

Stephen T. Gerner

PA

From: C&M Mechanic
 Operations Division
 Highway (WWB)

To: Maintenance Technician
 Operations Division
 Maintenance (BFB)
 Eff: 01/21/2023

INTERAGENCY PROMOTION to PATCO - from DRPA - None

TITLE & DEPARTMENTAL CHANGES - None

INTERAGENCY PROMOTION to DRPA - from PATCO

David R. Brown

NJ

From: Equipment Mechanic
 Car Equipment Maintenance -
 Mechanical

To: C&M Mechanic
 Operations Division
 Highway (WWB)
 Eff: 01/21/2023

J.D. Richardson

NJ

From: Track Mechanic
 Track & Right of Way

To: C&M Mechanic
 Operations Division
 Highway (WWB)
 Eff: 01/21/2023

INTERAGENCY TRANSFERS to PATCO - from DRPA - None

INTERAGENCY TRANSFERS to DRPA - from PATCO - None

TRANSFERS - DEPARTMENTAL - None

RETIREMENTS

Mario S. DeSimone NJ	Auto Technician Operations Division Fleet Operations (WWB)	01/06/2023
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Ilene M. Orem-O'Hara NJ	Administrative Coordinator 3 Finance Division Office of the Chief Financial Officer (OPC)	01/06/2023
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Ricardo Santiago NJ	Police Officer Public Safety Division Public Safety (BRB, Platoon 1)	01/06/2023
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Walter S. Stanley PA	Electrical Technician Operations Division Electrical (CBB)	01/06/2023
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Anthony P. Gardner NJ	Electrical Technician Operations Division Electrical (BFB)	01/13/2023
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Linda-Marie Willis NJ	Purchasing Agent Executive Division Purchasing (OPC)	01/13/2023
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RESIGNATIONS

Brenda Kuesel NJ	Administrative Coordinator 5 Finance Division Finance Director's Office (OPC)	01/06/2023
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William Sutherland PA	C&M Mechanic Operations Division Bridge/Toll (CBB)	01/06/2023
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Michael H. Pawlowski NJ	Police Officer Public Safety Division Public Safety Administration (BFB)	01/24/2023
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LAYOFFS (INVOLUNTARY) - None

END OF TEMPORARY ASSIGNMENT - None

DECEASED - None

RESOLUTION

WHEREAS, *MARIO S. DeSIMONE has faithfully served the Delaware River Port Authority for THIRTY years in a conscientious and reliable manner, and*

WHEREAS, *MARIO S. DeSIMONE wishes to accept retirement effective January 6, 2023 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, Auto Technician, and concurrently extend sincere best wishes for a long, healthy and happy future, and*

BE IT FURTHER RESOLVED: *That a copy of the foregoing resolution be suitably prepared and forwarded to MARIO S. DeSIMONE.*

RESOLUTION

WHEREAS, *ANTHONY P. GARDNER has faithfully served the Delaware River Port Authority for TWENTY-EIGHT years in a conscientious and reliable manner, and*

WHEREAS, *ANTHONY P. GARDNER wishes to accept retirement effective January 13, 2023 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, Electrical Technician, and concurrently extend sincere best wishes for a long, healthy and happy future, and*

BE IT FURTHER RESOLVED: *That a copy of the foregoing resolution be suitably prepared and forwarded to ANTHONY P. GARDNER.*

RESOLUTION

WHEREAS, *ILENE M. OREM-O’HARA has faithfully served the Delaware River Port Authority for NINETEEN years in a conscientious and reliable manner, and*

WHEREAS, *ILENE M. OREM-O’HARA wishes to accept retirement effective January 6, 2023 under the provisions of her employment benefits; now therefore,*

BE IT RESOLVED: *That, the Commissioners of the Delaware River Port Authority accept your retirement request from your position, Administrative Coordinator, 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 ILENE M. OREM-O’HARA.*

RESOLUTION

WHEREAS, ***RICARDO SANTIAGO has faithfully served the Delaware River Port Authority for TWENTY-EIGHT years in a conscientious and reliable manner, and***

WHEREAS, ***RICARDO SANTIAGO wishes to accept retirement effective January 6, 2023 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, Police Officer, 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 RICARDO SANTIAGO.***

RESOLUTION

WHEREAS, *WALTER S. STANLEY has faithfully served the Delaware River Port Authority for THIRTY-EIGHT years in a conscientious and reliable manner, and*

WHEREAS, *WALTER S. STANLEY wishes to accept retirement effective January 6, 2023 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, Electrical Technician, and concurrently extend sincere best wishes for a long, healthy and happy future, and*

BE IT FURTHER RESOLVED: *That a copy of the foregoing resolution be suitably prepared and forwarded to WALTER S. STANLEY.*

RESOLUTION

WHEREAS, *LINDA-MARIE WILLIS has faithfully served the Delaware River Port Authority for FORTY-THREE years in a conscientious and reliable manner, and*

WHEREAS, *LINDA-MARIE WILLIS wishes to accept retirement effective January 13, 2023 under the provisions of her employment benefits; now therefore,*

BE IT RESOLVED: *That, the Commissioners of the Delaware River Port Authority accept your retirement request from your position, Purchasing Agent, 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 LINDA-MARIE WILLIS.*

REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 3
CONTRACTS AND PURCHASES

ATTACHMENT 3

MONTHLY REPORT
GENERAL PROCUREMENT ACTIVITY

During the month of January there were 47 Purchase Orders awarded totaling \$917,118.39.

Approximately 19.49% or \$178,772.48 of the monthly dollar total was made available to MBE's and WBE's, representing 46.81% or 22 of the monthly total number of Purchase Orders.

Of the total monthly procurement available to MBE's and WBE's, approximately 9.35% or \$16,720.61 was awarded to MBE's and approximately 5.51% or \$9,859.17 was awarded to WBE's.

Of the total number of Purchase Orders available to MBE's and WBE's, approximately 31.82% or 7 Purchase Orders were awarded to MBE's and approximately 45.45% or 10 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 4500019067, Transpo Industries, Inc. New Rochelle, NJ. Purchase Contract for Roadway and Highway Materials at WWB. Contract Value: \$14,438.00 (Sole Source).

Purchase Order 4500019095, Philadelphia Inquirer LLC. Philadelphia, PA. Purchase of Mandatory FTA Advertisements That Must be Run in Three (3) Major Area Newspapers. Contract Value: \$24,000.00. (Advertisement).

Purchase Order 4500019157, Shi International Corp. Somerset, NJ. Purchase Contract for Snare Enterprise Agents for Software. Contract Value: \$12,439.06. (NJ State Contract).

Purchase Order 4500019160, Eplus Technology, Inc. Herndon, VA. Purchase Contract for IE4000 Switch with GE SFP and GE Combo Uplink Ports. Contract Value: \$22,184.48. (COSTARS Contract).

Purchase Order 4500019214, Navistar Inc. Lisle, IL. Purchase Contract for Truck Repair Parts at WWB. Contract Value: \$20,000.00. (Sourcewell Contract).

Re: Article XII-C, Section 5

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

Contract and Engineering Payments:	<u>\$5,055,863</u>
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ARTICLE XII-C, SECTION 5
SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS
BRIDGES AND PATCO SYSTEM (as of 01/31/23)
Board Date: February 15, 2023

<i>Resolution #</i>	<i>Contract/Engineer</i>	<i>Contract Amount</i>	<i>Completed Work (Billed) Percent</i>	<i>Retained Amount</i>	<i>Prior Payments</i>	<i>Invoice No.</i>	<i>Amount</i>
HNTB Corporation							
(DRPA-17-031)	BFB Maintenance Paint & Steel Repair	\$4,466,087	96.6%	\$ 4,314,980	\$346,938	56 - 57	\$ 7,794
(DRPA-20-029)	PATCO Interlocking - Phase 2 - Design	3,339,045	72.5%	2,422,405	242,241	31	14,356
(DRPA-22-018)	2022 Betsy Ross Bridge Biennial Inspection	940,550	62.6%	588,461	38,364	7	34,272
Urban Engineers, Inc.							
(DRPA-19-086)	CBB Bridge Deck Rehabilitation - CMS	1,782,794	52.7%	938,785	7,294	18	23,674
A.P. Construction, Inc.							
(DRPA-17-046)	PATCO Installation of Elevators in Remaining PATCO Stations	31,900,000	91.1%	29,046,589	2,232,163	57 - 58	454,423
Burns Engineering, Inc.							
(PATCO-17-011)	CMS for PATCO Installation of Elevators at Remaining Stations	4,389,201	94.4%	4,143,444	414,122	58	55,592
(DRPA-17-069)	PATCO Re-Opening Franklin Square Station - Design	3,210,646	78.8%	2,529,042	33,264	51	24,259
Kaser Mechanical, LLC							
(DRPA-21-109)	BFB Toll Booth HVAC Replacement	1,665,315	93.9%	1,564,267	156,427	6	178,769
Gannett Fleming, Inc.							
(DRPA-18-082)	PATCO Replacement of Rectifier Transformers Phase 3	1,711,300	47.9%	818,931	79,658	26 - 27	13,144
(DRPA-20-013)	PATCO Subway Structure Renovation - Design	1,203,454	69.3%	833,721	56,621	14	16,999
(DRPA-20-109)	PATCO ROW Embankment Phase 5 - Design	1,298,885	37.1%	481,748	48,175	12 - 13	138,842
AECOM							
(DRPA-13-003)	CBB Painting - Design Services	1,231,617	89.3%	1,099,263	1,943	50	16,778
(DRPA-15-146)	Betsy Ross Bridge Maintenance Painting & Steel Repairs	1,010,128	95.4%	963,362	2,015	46	786
(DPRA-20-087)	PATCO Way Interlocking & Subway Structure Renovation - CMS	1,697,680	73.3%	1,244,835	68,898	22	1,960
Remington & Vernick Engineers, Inc.							
(DRPA-22-019)	2022 PATCO Biennial Inspection	817,540	36.1%	294,933	19,613	6	66,146
Sowinski Sullivan Architects							
(DRPA-13-080)	PATCO Install Elevators in Remaining Stations - Design (Non-FTA)	306,115	66.3%	202,856	9,592	80	5,347

ARTICLE XII-C, SECTION 5
SUMMARY OF AUTHORIZED CONTRACT AND ENGINEERING PAYMENTS
BRIDGES AND PATCO SYSTEM (as of 01/31/23)
Board Date: February 15, 2023

<i>Resolution #</i>	<i>Contract/Engineer</i>	<i>Contract Amount</i>	<i>Completed Work (Billed) Percent</i>	<i>Retained Amount</i>	<i>Prior Amount</i>	<i>Prior Payments</i>	<i>Invoice No.</i>	<i>Amount</i>
South State, Inc.								
(DRPA-22-062)	BFB Deck Overlay and Approaches	6,124,488	50.3%	3,082,091	308,209	991,433	2	1,782,449
Greenman-Pedersen, Inc.								
(DRPA-19-132)	BFB Rehabilitation of Suspension Spans & Anchorages - CMS	13,975,670	42.3%	5,916,151	504,256	5,258,245	33	153,649
Scalfo Electric, Inc.								
(DRPA-22-065)	Birch Street Substation Equipment Upgrades	6,267,000	14.0%	874,500	87,450	432,000	2	355,050
Mount Construction Co., Inc.								
(DRPA-20-065)	On-Call Construction Services	450,475	92.6%	416,946	0	0	1 - 2	416,946
Skanska Koch, Inc.								
(DRPA-19-131)	BFB Rehabilitation of Suspension Spans & Anchorages	194,990,000	58.7%	114,534,897	9,504,915	104,128,384	34	901,599
WSP USA								
(DRPA-18-060)	Asset Management Program	1,359,895	89.9%	1,222,997	89,661	1,122,463	47	10,874
(DRPA-19-134)	WWB Main Cable Dehumidification - Design	9,699,817	74.0%	7,179,533	188,783	6,783,687	24 - 25	207,063
(DRPA-22-015)	2022 Biennial Inspection - Benjamin Franklin Bridge	1,032,959	53.1%	548,143	37,688	494,864	5	15,591
Program Management General Engineering Contracts								
(DRPA-17-093)	General Engineering Contracts	10,000,000	69.9%	6,988,686	0	6,970,681	Various	18,005
(DRPA-18-084)	General Engineering Contracts	3,000,000	24.9%	747,519	0	741,844	Various	5,675
(DRPA-21-014)	General Engineering Contracts	10,000,000	21.9%	2,185,277	0	2,049,455	Various	135,822
Total Contract and Engineering Payments								<u>\$ 5,055,863</u>



MONTHLY PURCHASING SUMMARY CALCULATOR

	AMOUNT	# PO s
MBE/WBE SOLICITED	\$152,192.70	5
MINORITY AWARDED	\$16,720.61	7
WOMEN AWARDED	\$9,859.17	10

MONTH END:	
January	2023

ALL OTHERS	AMOUNT	# PO s
	\$738,345.91	25

= REQUIRED

MONTHLY MBE/WBE BREAKDOWN

TYPE	AMOUNT	% OF
MBE \$ AWARDED	\$ 16,720.61	9.35%
MBE PO s AWARDED	7	31.82%
WBE \$ AWARDED	\$ 9,859.17	5.51%
WBE PO s AWARDED	10	45.45%

TOTAL AMOUNT MADE AVAILABLE TO MBEs/WBEs		# PO s
\$	178,772.48	22
% OF OVERALL TOTALS	19.49%	46.81%

OVERALL MONTHLY TOTAL		# PO s
\$	917,118.39	47

REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 4
EEO REPORT

DRPA EEO CATEGORIES (By State)

	JOB TITLE	STATE OF RESIDENCE		
		DE	NJ	PA
1	Chief Executive Officer		1	
2	Chief Administrative Officer		1	
3	Chief Financial Officer		1	
4	Chief Operating Officer			1
5	General Counsel/Corporate Secretary			1
6	Deputy Chief Executive Officer			1
7	Chief Engineer		1	
8	Chief Security/Safety Officer		1	
9	Inspector General			1
<hr/>				
1	Bridge Directors		1	1
2	Deputy General Counsel		1	0
3	Director, Corporate Communications & Community Relations			
4	Director, Finance		1	
5	Director, Fleet Management		1	
6	Director, Government Relations & Grants Administration			1
7	Director, Homeland Security & Emergency Management		1	
8	Director, Human Resource Services		1	
9	Director, Information Services		0	
10	Director, Procurement			0
11	Director, Risk Management		1	
12	Director, Strategic Initiatives		1	
13	Manager, Construction & Maintenance		1	
14	Manager, Planning & Design			1
15	Police Chief		1	
<hr/>				
1	Captain of Police		1	1
2	Construction & Maintenance Manager	1	1	2
3	Engineering Program Manager			1
4	Fleet Shop Manager		1	
5	Manager, Accounting		0	
6	Manager, Budget/Financial Analysis		0	
7	Manager, Community Relations			1
8	Manager, Contract Administration		1	
9	Manager, Corporate Communications			1
10	Manager, ERP & Applications		1	
11	Manager, EZ Pass Technology & Toll Analysis			1
12	Manager, Government Relations			0

DRPA EEO CATEGORIES (By State)

	JOB TITLE	STATE OF RESIDENCE		
		DE	NJ	PA
13	Manager, Grants Administration		1	
14	Manager, Internal Audit			1
15	Manager, IT Audit			0
16	Manager, Payroll		1	
17	Manager, Procurement & Stores			1
18	Manager, Production Systems			1
19	Manager, Special Projects		1	
20	Sr. Project Manager		0	
21	Toll Manager		1	1
1	Lieutenant of Police		5	2
2	Electrical Foreman		5	
3	Fleet Foreman		2	
4	Maintenance Foreman		5	1
5	Purchasing Agent		0	
6	Sr. Accountant		1	
7	Highway Foreman	2	6	2
8	HVAC Foreman			2
9	Plaza Supervisor		15	8
10	Supervisor, Printing Services		1	
11	Accounts Payable & Receivable Supervisor			1
12	Supervisor, EZ Pass Technology & Toll Analysis		1	
13	Supervisor, Cash Assurance		1	
14	Supervisor, Central Store Room	1		
15	Supervisor, Mail Room		1	
16	Supervisor, Revenue Audit			
OFFICIALS & ADMINISTRATORS (Total By State)		4	67	34
TOTAL OFFICIALS & ADMINISTRATORS		105		
1	Digital Communications Specialist		1	1
2	HRS Specialist		1	1
3	Graphic Design Administrator			1
4	HRIS Specialist		1	
5	Analyst, EZ Pass Technology & Toll Analysis	1		
6	Cash Assurance Auditor (formerly Revenue Auditor)		3	
7	Revenue Operations Assessor ETC (formerly Revenue Auditor)		2	

DRPA EEO CATEGORIES (By State)

	JOB TITLE	STATE OF RESIDENCE		
		DE	NJ	PA
8	C&M Technical Assistant		2	
9	Grants Specialist		2	
10	Purchasing Specialist		3	
11	Accountant		1	1
12	Budget Analyst		1	
13	Financial Analyst		1	
14	Safety Specialist		1	
15	Contract Administrator			0
<hr/>				
1	Administrator, Staffing & Recruiting		1	
2	Administrator, Training & Employee Development			1
3	Claims Administrator		1	
4	EEO Specialist		0	
5	Management Analyst			1
6	Administrator, Compensation/HRIS			1
7	Administrator, Employee Relations, Programs & Policies		0	
8	Associate Engineer		1	
9	Auditor		1	
10	Records Manager		1	
11	Engineering Program Analyst		1	
12	Project Manager (Office of the CAO)		1	
13	Project Manager, Homeland Security & Emergency Management		2	
<hr/>				
1	Assistant General Counsel		4	
2	Principal Engineer		2	
3	Electrical Engineer		1	
4	Senior Engineer		3	2
<hr/>				
PROFESSIONALS (Total By State)		1	38	9
<hr/>				
TOTAL PROFESSIONALS			48	
<hr/>				
1	Police Officer	3	58	20
<hr/>				

DRPA EEO CATEGORIES (By State)

	JOB TITLE	STATE OF RESIDENCE		
		DE	NJ	PA
1	Corporal of Police		6	3
1	Sergeant of Police		18	5
<u>PROTECTIVE SERVICE WORKERS (Total By State)</u>		3	82	28
<u>TOTAL PROTECTIVE SERVICE WORKERS</u>		113		
1	HVAC Technician		8	1
1	Auto Technician	1	9	3
1	Electrical Technician		17	3
1	Construction & Maintenance Mechanic	1	29	16
1	Maintenance Technician	3	28	10
<u>CRAFT WORKERS (SKILLED) (Total By State)</u>		5	91	33
<u>TOTAL CRAFT WORKERS (SKILLED)</u>		129		
1	Business Analyst		1	
2	Data Base Administrator		1	
3	Network Technician		1	3
4	Programmer/Analyst			1
5	Systems Administrator		9	1
6	User Support Administrator	1	1	1

DRPA EEO CATEGORIES (By State)

JOB TITLE	STATE OF RESIDENCE		
	DE	NJ	PA
7 User Support Group Leader			1
8 SAP Basis Administrator			0
TECHNICIANS (Total By State)			
	1	13	7
TOTAL TECHNICIANS			
	21		
1 Executive Assistant to the CEO		2	
2 Executive Legal Secretary		1	
3 Administrative Coordinator	1	9	9
4 Legal Secretary		1	1
5 Legal Assistant, Claims		0	1
6 Lead Dispatcher			1
7 Reproduction Technician		1	1
8 Accounting Clerk		2	
9 Central Stores Clerk			1
10 Contracts Administration Clerk		0	
11 Data Management Coordinator		1	
12 Building Services Clerk		3	
13 Dispatcher		9	6
14 Media Specialist			1
15 File Clerk		1	1
16 Purchasing Clerk		1	
17 Customer Service Coordinator		2	
Sub-Total NON-REP	1	33	22
1 Toll Collector	1	32	25
2 Revenue Operations Clerk		3	
Sub-Total IUOE	1	35	25
ADMINISTRATIVE SUPPORT (Total By State)			
	2	68	47
TOTAL ADMINISTRATIVE SUPPORT			
	117		
TOTAL EMPLOYEES BY STATE			
	16	359	158

DRPA EEO CATEGORIES (By State)

JOB TITLE	STATE OF RESIDENCE		
	DE	NJ	PA
TOTAL DRPA EMPLOYEES - 533			
SUMMARY (Employee Class)			
NON-REP	6	129	58
	193		
IUOE	6	135	65
	206		
IBEW	1	13	7
	21		
FOP	3	82	28
	113		

DRPA & PATCO EMPLOYEE NUMBERS

DRPA

Employee Class	# of Employees	%
Non-Rep	193	36%
Temporary with Benefits	0	0.00%
IUOE		
IUOE (Toll)	61	11%
IUOE (Non-Toll)	129	24%
IUOE (Dispatchers)	16	3%
IBEW	21	4%
FOP	113	21%
Total Employees	533	100%

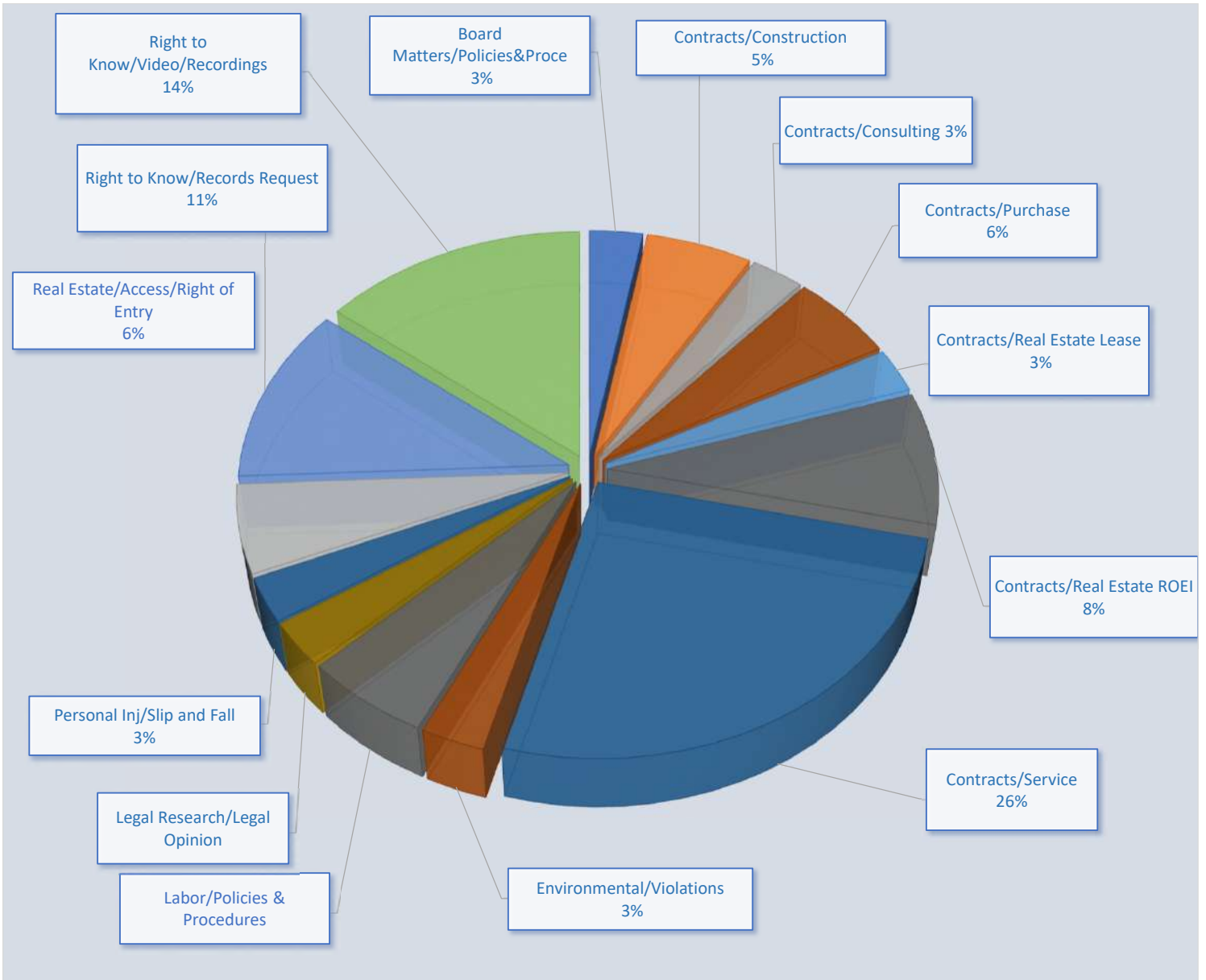
PATCO

Employee Class	# of Employees	%
Non-Rep	99	33%
Temporary with Benefits	0	0%
TEAMSTERS	205	67%
Total Employees	304	100%
Part-Time	0	

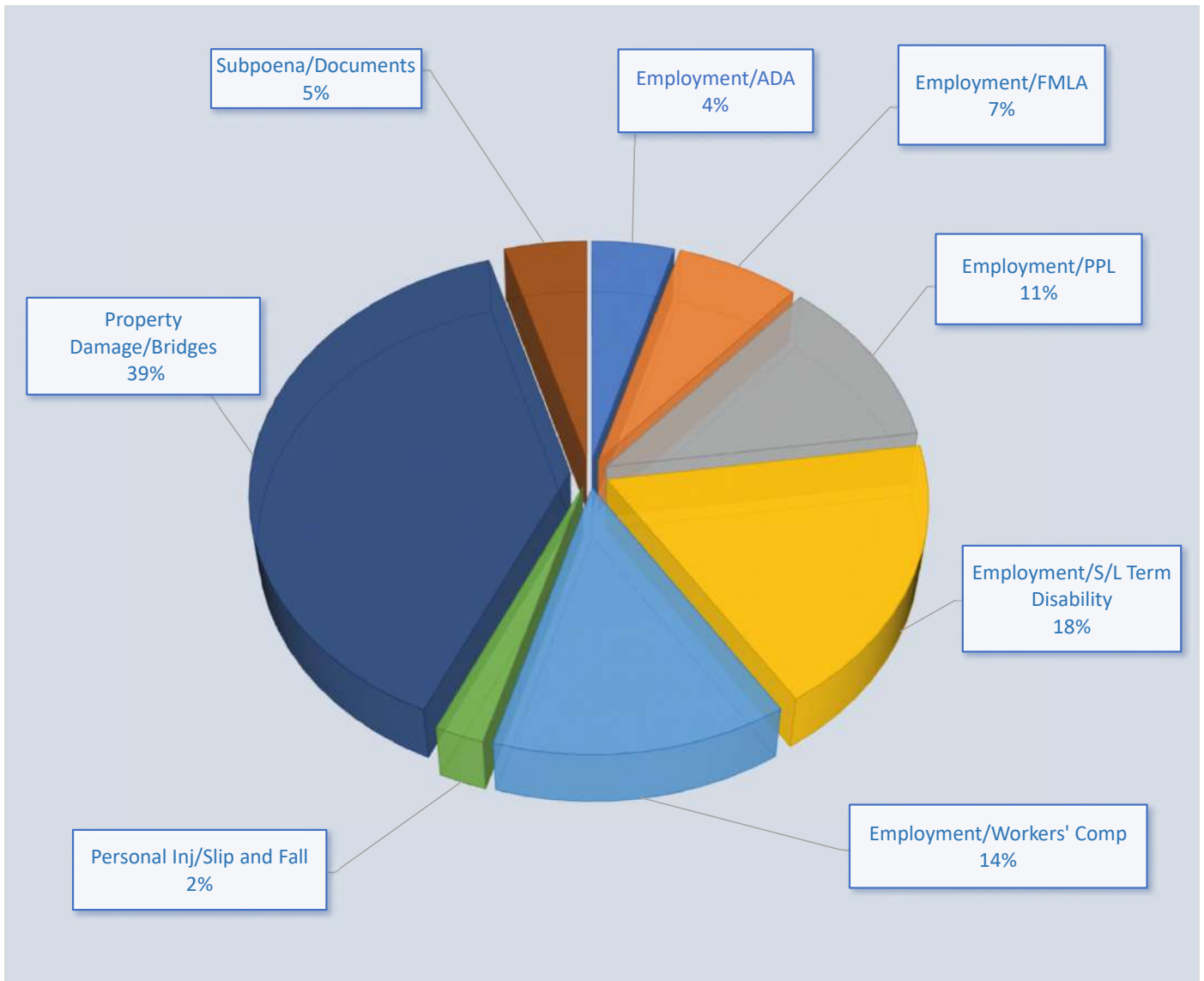
TOTAL EMPLOYEES (DRPA & PATCO)

Employee Class	# of Employees	%
Non-Rep	292	35%
Temporary with Benefits	0	0.00%
Union	545	65%
Total Employees	837	100%

REPORT OF THE CHIEF EXECUTIVE OFFICER
ATTACHMENT 5
LEGAL STATISTICS REPORT



Legal Matters	Opened
Board Matters/Policies&Proce	1
Contracts/Construction	2
Contracts/Consulting	1
Contracts/Purchase	2
Contracts/Real Estate Lease	1
Contracts/Real Estate ROEI	3
Contracts/Service	9
Environmental/Violations	1
Labor/Policies & Procedures	2
Legal Research/Legal Opinion	1
Personal Inj/Slip and Fall	1
Real Estate/Access/Right of Entry	2
Right to Know/Records Request	4
Right to Know/Video/Recordings	5
Grand Total	35



Litigation Matters	Opened
Employment/ADA	2
Employment/FMLA	3
Employment/PPL	5
Employment/S/L Term Disability	8
Employment/Workers' Comp	6
Personal Inj/Slip and Fall	1
Property Damage/Bridges	17
Subpoena/Documents	2
Grand Total	44

**GOVERNMENT RELATIONS/
GRANTS ADMINISTRATION
& COMMUNITY RELATIONS**

GOVERNMENT & COMMUNITY RELATIONS & GRANTS ADMINISTRATION

Community Relations



The DRPA's Youth Exploration Program (YEP) has been on the move. On January 17th & 30th both Community Relations & Engineering visited Washington Township schools. YEP, allows students to explore the transportation industry through the lens of an engineer. For the month of January, students have been studying bridges and some students have expressed an interest in becoming future engineers.

4th graders at Hurffville elementary school were presented with information from Chief Engineer Mike Venuto about the types of bridges the Authority manages and maintains along with information on the PATCO transportation line. Community Relations Manager, Darlene Callands assisted the students in their building of a truss bridge.



Grants Administration

At January's DVRPC meeting, the Board adopted its DVRPC FY24 Work Program which included \$99,930 for DVRPC's modeling staff to develop Knights Crossing station ridership forecasts.

CFO REPORT

Report of the Chief Financial Officer

February 8, 2023

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

Re: **FINANCIAL SUMMARY**

The following descriptive financial summary is primarily based on the unaudited financial summary, dated February 7. The revised report follows this summary.

Current Trends

1. Unaudited traffic figures through January 2023 of 3.7 million vehicles are up 17.5% over January 2022 or an increase of 552,000 vehicles. Traffic was an estimated 95% of pre-COVID 2019 numbers, the highest percentage we've seen since March 2020. At this point though it is too early to determine if a new trend is developing.
2. In January, PATCO's ridership volumes were also above January 2022 figures, which was probably fueled by more sporting events (Eagles) and lack of inclement weather during the month. PATCO's ridership has recovered to the point where the numbers recently had begun to settle into the 49-50% range of pre-COVID levels. Ridership in December averaged 46.7% of pre-COVID activity. (Note: Each increase of 1% in ridership translates to a \$250K - \$270K increase in annual revenues).
3. DRPA and PATCO personnel and non-personnel expenses are still being constrained in the current 2023 environment.
4. Capital expenditures had generally settled into an average of about \$8.4 million per month vs. the average monthly 2021 volume of \$16.5 million in recent months. In December and January 2023, the average was slightly more than \$5 million/month.
5. January 2023 General Fund balances total \$260.7 million, a **decrease of \$9.8 million** during the month, as the monthly capital expenditures and PATCO subsidy payments more than offset any incoming General Fund deposits.

DRPA Traffic and Toll Revenues - 2022 Activity

2021 Summary

Total 2021 traffic of 46.6 million vehicles reflected a 6.3 million vehicle (or a 15.7%) **increase** compared against 2020 traffic volume of 40.3 million vehicles. Traffic during the full year 2021 was approximately 88% of pre-COVID 2019 numbers. Total YTD 2021 toll revenues of \$302.9 million **increased by \$34.8 million** (or by 13.0%) when compared against 2020 toll revenues of \$268.1 million. The average toll was \$6.49/vehicle for the year.

November 2022 YTD Audited Traffic and Revenue

YTD traffic through November 2022 totaled 44.2 million vs. 42.7 million vehicles in November 2021, which represents an **increase** of 1.4 million vehicles or of 3.4%. Toll revenues for the same period were \$285.7 million vs. \$277.7 million, or an **increase** of \$8.1 million or 2.9%. The average toll decreased from \$6.50/per vehicle in 2021 to \$6.47/vehicle through November 2022, due to the increase in non-commercial (i.e., passenger vehicle) traffic during the past year.

November 2022 YTD Audited numbers vs. 2019

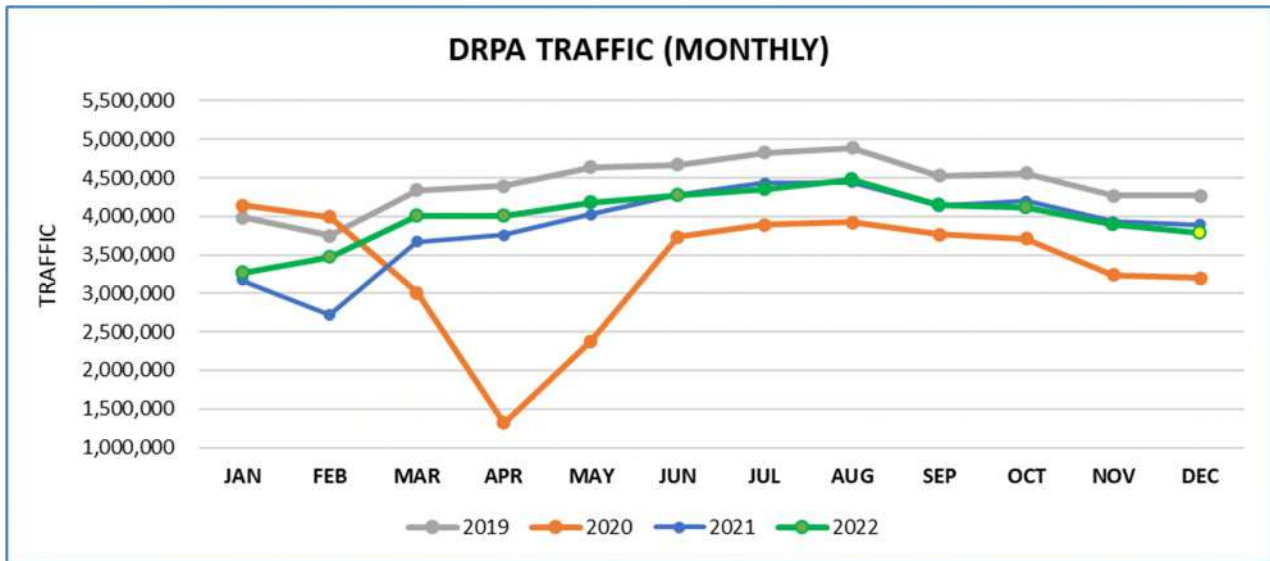
2022 audited traffic, when compared against 2019 figures, reflects **4.7 million fewer** vehicles, and **reduced revenues of \$19.8 million**.

November 2022 YTD vs. Budget

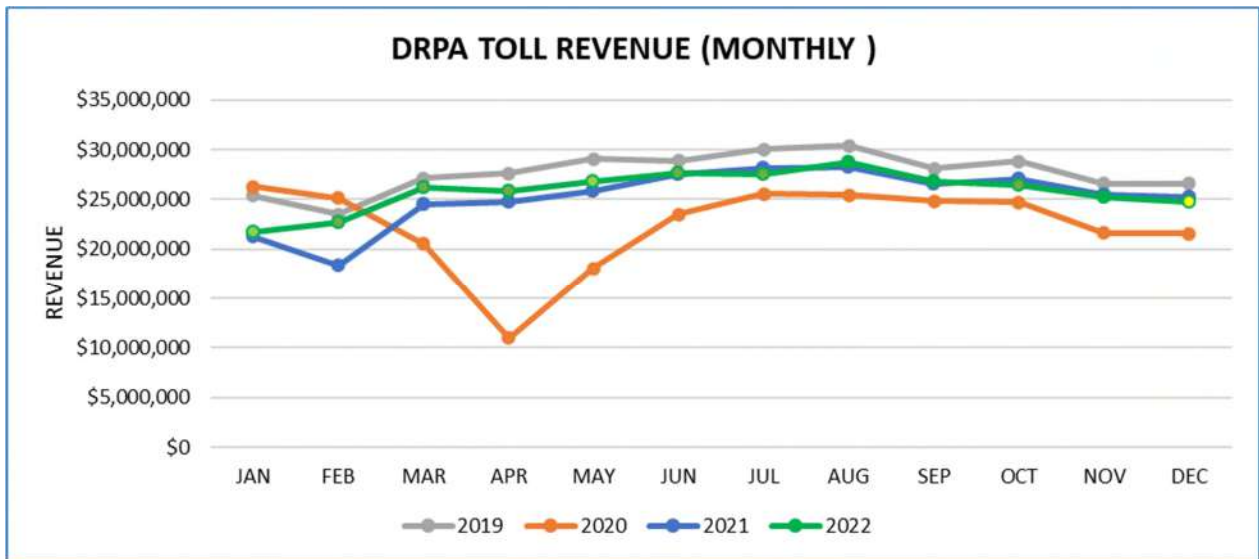
DRPA traffic was approximately **991K vehicles below** budgeted traffic, while toll revenues are **\$1.1 million below** budget. The variance between budgeted and actual toll revenues would be much higher were it not for the average toll of \$6.47/vehicle, which is higher than the \$6.35/vehicle originally budgeted for the year.

Overall Traffic and Revenue Trend since 2019 (through November 2022)

The overall traffic trend since January 2019 is shown in the chart below. (Note: Data from January 2019 thru *December 2022* reflects actual figures through November 2022 and unaudited December figures.)



As noted above, traffic began to recover significantly in May and July 2020, and then trended downwards towards the end of 2020. In 2021, traffic volume showed a continued upward climb since March and reached, and at times exceeded, the 90% level vs. pre-pandemic 2019 volumes. Current 2022 traffic figures hovered around the 88-91% pre-COVID level but increased to 95% of pre-COVID volumes in January 2023.



The Authority’s toll revenue results from January 2019 through December 2022 are captured in the above graph. (Note: December 2022 figures in the above graph are estimated based on unaudited data).

2020/2021 revenues: As bridge traffic volume has increased since the lowest levels of the pandemic, so also have DRPA toll revenues. Actual annual bridge tolls were **down \$64 million in 2020 vs. 2019 toll revenues. 2021 bridge toll revenues increased \$34.8 million vs. 2020, but still were **\$29 million under 2019** toll revenue numbers.**

Actual/Unaudited Monthly Traffic and Revenues vs. Budget *



TRAFFIC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2020 % of 2019 (act.)	103.9%	106.6%	69.4%	30.1%	51.3%	80.0%	80.6%	80.2%	83.1%	81.4%	75.9%	74.9%
2021 % of 2019 (act.)	79.5%	72.7%	84.6%	85.5%	86.9%	91.7%	91.9%	90.8%	91.3%	92.0%	92.1%	91.1%
2022 % of 2019 (act.)	82.0%	92.7%	92.2%	91.2%	90.1%	91.6%	90.1%	91.5%	91.8%	90.0%	91.5%	88.7%*
2022 Budget % of 2019 (act.)	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%	92.5%

* December 2022 is unaudited.

While November YTD 2022 actual traffic and bridge toll revenues are **higher** than 2021 numbers, **actual DRPA traffic and toll revenues are lower than projected in the 2022 budget.** The result is a **deficit of 991K vehicles and \$1.1 million in revenues**, respectively. Traffic and toll revenues were **below budget by 2.2% and 0.4%**, respectively. (November YTD 2022 traffic was budgeted at 92.5% of pre-COVID volumes vs. the YTD actual numbers of approximately 90.5% which explains the deficit in both traffic and revenues).

PATCO Ridership and Net Passenger Revenues

2021 v. 2019 Annual Numbers - When compared against 2019, PATCO ridership was **down 7.4 million** riders and net passenger revenues were **down \$18.7 million**.

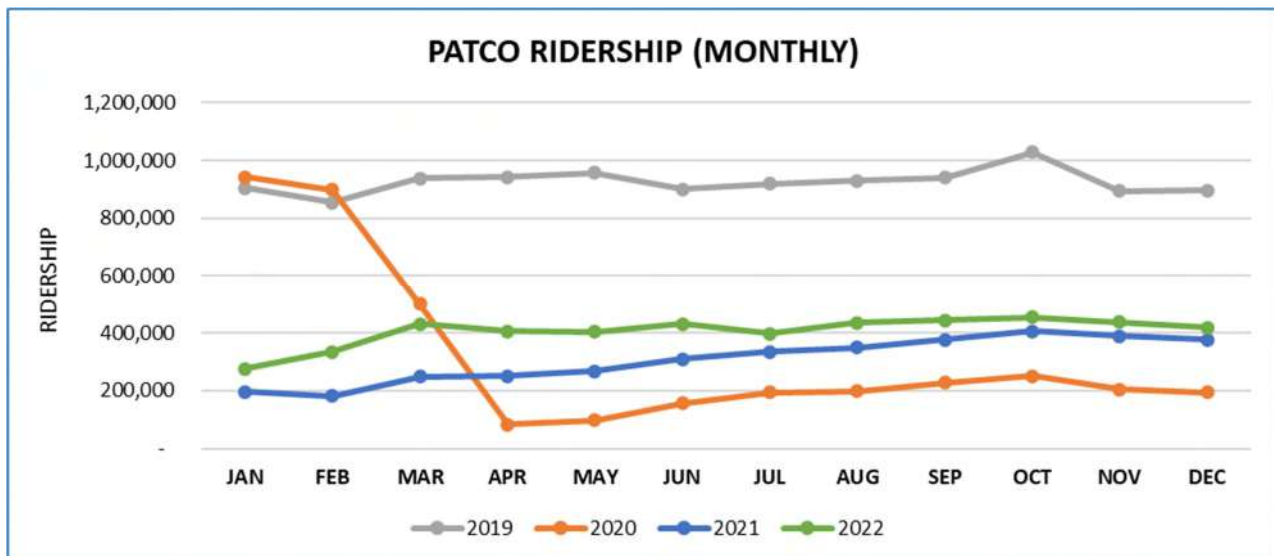
2022 v. 2019 Annual Numbers – PATCO ridership and revenues are **down 6.2 million riders** and **\$15.8 million** vs. 2019 volumes, but noticeably improved vs. 2021 numbers.

December 2022 YTD Ridership/Passenger Revenues: Ridership and net passenger revenues have improved against 2021 numbers.

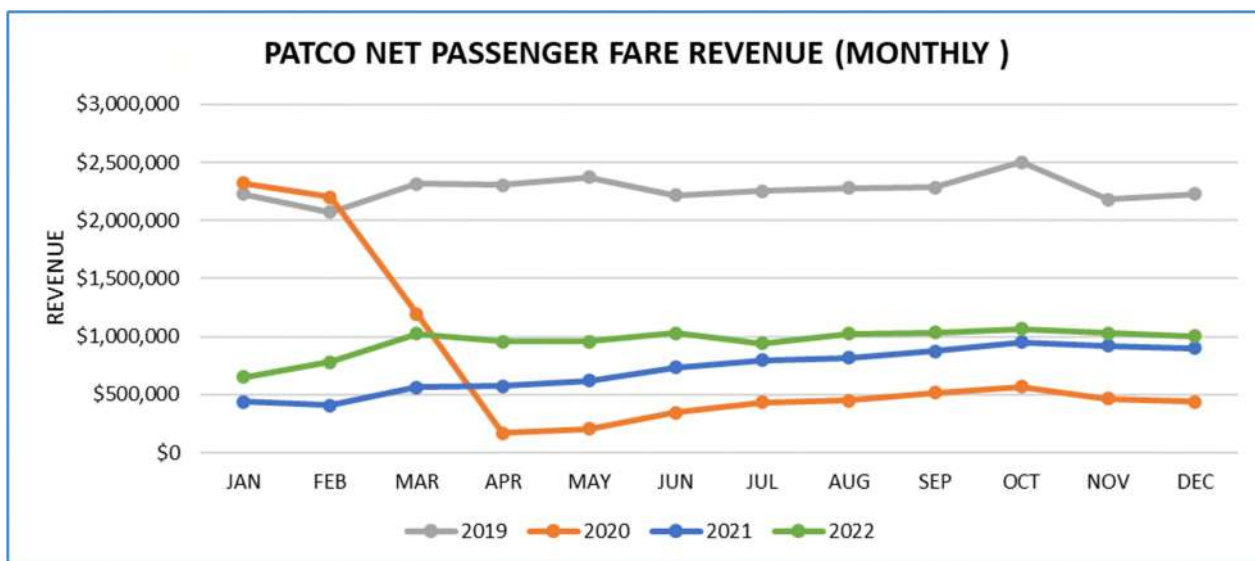
- Ridership – Through December YTD, actual PATCO ridership was **higher** than 2021 ridership, totaling 4.9 million riders, or an **increase of 1.2 million riders (or 32.2%)** over 2021 numbers.
- Net passenger revenues for 2022 YTD totaled \$11.5 million vs. \$8.6 million during the same period in 2021, reflecting a **\$2.9 million increase (or a 33.8% change)** vs. December 2021 YTD figures.

January 2023 – Ridership/Passenger Revenues: January 2023 ridership and net passenger revenues improved vs. January 2022, a result of the improvement in PATCO numbers over the course of 2022. PATCO ridership improved by 168,000 riders, totaling 444,700 riders. Net revenues increased by \$414,000 to \$1.1 million. Both ridership and revenues increased by more than 61% over 2022 figures.

Overall Monthly Ridership Trend since 2019



As shown above, PATCO ridership, like bridge traffic, took a precipitous dive in mid-March 2020. In the fall and winter of 2020, ridership fluctuated between 22-24% of 2019 levels. In 2021, PATCO ridership climbed such that it was exceeding 43% of 2019 activity. Ridership trailed off a bit in early 2022 but has been “settling” at the 47-50% level vs. 2019 numbers, particularly in early 2023. Average ridership reached 46.7% during December 2022.



Net passenger fare revenues in 2021 and 2022 have followed the upward trend experienced in ridership.

Actual Ridership and Passenger Fare Revenue vs. Budget thru December

Total volumes through December reflect the fact that PATCO ridership/net fare revenues have remained **below** the 2022 budget, with ridership **down 1.7 million riders (down 25.4%)** and with net passenger revenues **down \$4.1 million (a decrease of 26.1%)**.

The bottom section of the chart below shows the actual ridership percentage vs. the monthly budgeted percentage projections for 2022. As noted, YTD ridership projections assumed that ridership would average about 58.8% of pre-COVID volumes, whereas ridership has averaged about 43.8% thus far this year.



RIDERSHIP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2020 % of 2019 (act.)	104.2%	105.2%	53.4%	8.8%	10.2%	17.3%	21.0%	21.4%	24.2%	24.3%	23.0%	21.7%
2021 % of 2019 (act.)	21.6%	21.1%	26.4%	26.6%	27.9%	34.4%	36.5%	37.5%	40.1%	39.5%	43.4%	42.0%
2022 % of 2019 (act.)	30.5%	39.1%	46.0%	43.1%	42.2%	47.9%	43.3%	46.8%	47.2%	44.2%	48.8%	46.7%
2022 Budget % of 2019 (act.)	45.4%	44.0%	49.2%	52.5%	60.3%	60.0%	57.6%	60.4%	68.2%	69.5%	66.6%	69.8%

Actual 2022 net passenger fare revenues, while higher than 2021 numbers, are still **below** 2022 projections (see above).

DRPA and PATCO YTD Operating Budget vs. Actual

The combined November 2022 unaudited expenses for DRPA and PATCO totaled \$145.8 million against combined budgets of \$161.2 million, resulting in a **\$15.4 million, or a 9.6% under-budget** situation. The actual expenditures are reflective of lower personnel expenses (salary, benefits, pension, etc.) and delayed spending throughout the year. In addition, the lower operational and administrative expenses resulted from the continued cost-constraints that both DRPA and PATCO have placed on spending.



2022 Capital Plan Funding (General Fund)

2020: As of December 31, 2020, the combined balance of bond project and general funds totaled \$430.7 million, which reflected a **\$124.6 million (or a 22.5%) decrease** during the year. (Audited capital expenditures exceeded \$202 million during 2020).

2021: As of December 31, 2021, the General Fund (GF) balances totaled approx. \$299.8 million. Combined project fund and GF balances decreased by approx. \$130.1 million during the year. No bond project funds remain. (Audited capital expenditures totaled almost \$191 million during 2021)

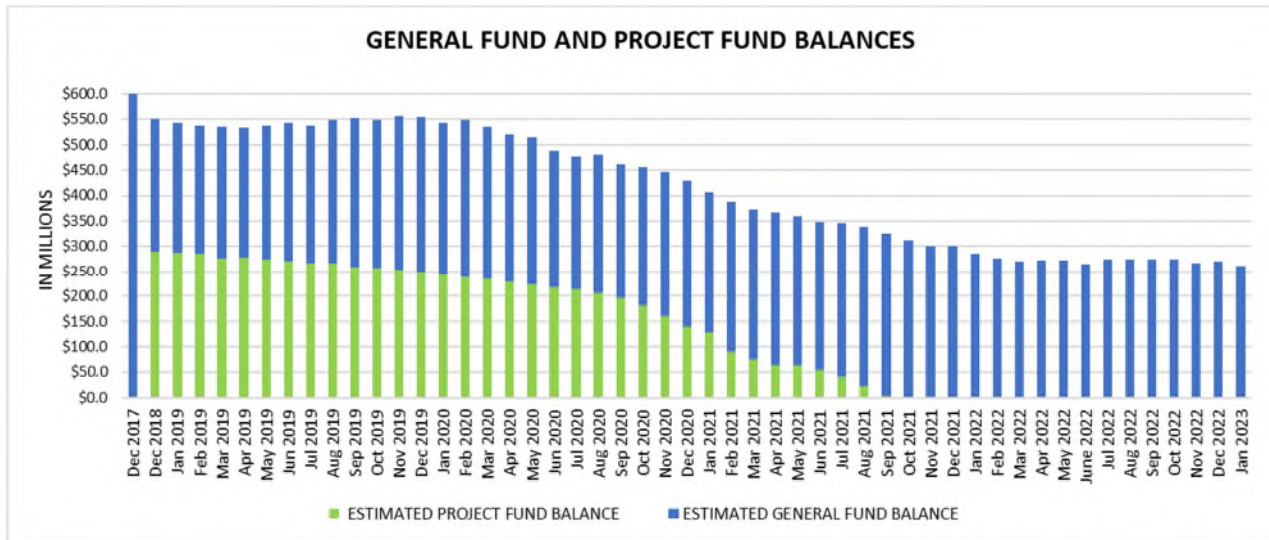
In the past two years robust capital expenditures and funding the PATCO subsidy have contributed to a **\$254 million reduction** in bond project and GF balances.

2022: As of December 31, 2022, the general fund totaled approx. \$270.6 million, which reflected a **\$29.2 million (or a 9.7%) decrease** during the year.

During January 2023, the GF balance **decreased by \$9.8 million** to \$260.7 million, as capital expenditures and PATCO subsidy payments more than offset any GF deposits during the month.

During the period 2020 through 2022, the General Fund was buttressed by the **\$83.9 million in funds drawn against the CARES/CRRSAA/American Rescue Plan FTA transit operating grants**. Going forward these funds will no longer be available to offset PATCO's lost fare revenue and operating losses. This will create a significant draw on the Authority's General Fund throughout 2023.

General Fund/Project Fund Historical View



	DEC 2017	DEC 2018	DEC 2019	DEC 2020	DEC 2021	DEC 2022	JAN 2023	CHANGE FROM PREVIOUS MONTH
EST GF BALANCE	\$600.1	\$260.7	\$305.5	\$289.4	\$299.8	\$270.6	\$260.7	(\$9.8)
EST PF BALANCE	\$0.0	\$290.0	\$249.0	\$140.5	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL FUNDS AVAILABLE	\$600.1	\$550.7	\$554.5	\$429.9	\$299.8	\$270.6	\$260.7	(\$9.8)
CHANGE FROM PRIOR YEAR		(\$49.4)	\$3.9	(\$124.6)	(\$130.1)	(\$29.2)	(\$9.8)	

The chart above shows a **decrease** in the General Fund and bond project fund monies available over time. In 2018, the GF exceeded \$600 million, just prior to the use of \$282 million to defease the 2010 Bonds, and the issuance of \$290 million in new bond project funds. Beginning in 2019, “long-lived” capital projects were primarily funded through our bond project funds, until the funds were exhausted in 2021.

The General Fund balance totaled approx. \$270.6 million, as of December 31, 2022.

Federal Transit Grants – CARES Act, CRRSAA and American Rescue Plan Grants

Since early 2020, the transit operating grants have been important in offsetting lost revenues and operating losses from our PATCO operation. To date, we have drawn down the entire amount of CARES Act and all the CRRSAA transit grant funds. We are now pulling in funds from the American Rescue Plan, as shown below:

- American Rescue Plan Act of 2021 – The Authority drew \$1.3 million in funds during December. The DRPA now still has access to a total of \$555K million for its use in 2023.

The DRPA has drawn a total of approx. \$83.9 million from the three (3) grants, which total \$84.4 million. As of this writing, roughly \$0.6 million remains for the Authority's use in 2023.

Bond Debt

As of January 1, 2023, the Authority has achieved a significant milestone, i.e., reducing its total bond principal amount outstanding below \$1.0 billion, for the first time since 1998!

Over the past decade, one of our most important financial strategies has been to minimize exposures and reduce outstanding bond principal. This strategy has resulted in systematic repayment of debt through refundings and annual maturities in its bond portfolio.

In 2013, the Authority's outstanding debt exceeded \$1.6 billion. Over the past 10 years, the Authority has repaid over \$600 million in outstanding bond debt (including variable rate debt) and settled various interest rate swaps and has reduced the amount outstanding bonds to \$987.2 million as of January 31, 2023.

Respectfully submitted,

James M. White, Jr.

CFO/Treasurer

CONSULTATIVE AND DELIBERATIVE WORKPAPERS
DRPA/PATCO UNAUDITED FINANCIAL SUMMARY
February 7, 2023

DRPA TRAFFIC / PATCO RIDERSHIP AND REVENUE YEAR-TO-YEAR COMPARISON				
2022 vs. 2021 YTD thru 11/30/2022	2022 Actual	2021 Actual	Year-to-Year Change	% Change
DRPA Traffic	44,181,665	42,749,636	1,432,029	3.35%
DRPA Toll Revenues	\$285,729,297	\$277,663,012	\$8,066,285	2.91%
Average Toll	\$6.4671	\$6.4951	(\$0.0280)	(0.43%)
DRPA Traffic Increase (Decrease) from prior month			(24,804)	
DRPA Revenue Increase (Decrease) from prior month			(\$223,524)	
2022 vs. 2019 YTD thru 11/30/2022	2022 Actual	2019 Actual	Year-to-Year Change	% Change
DRPA Traffic	44,181,665	48,835,492	(4,653,827)	(9.53%)
DRPA Toll Revenues	\$285,729,297	\$305,501,456	(\$19,772,159)	(6.47%)
Average Toll	\$6.4671	\$6.2557	\$0.2114	3.38%
2023 vs. 2022 YTD thru 1/31/2023	2023 Actual	2022 Actual	Year-to-Year Change	% Change
PATCO Ridership	444,774	276,324	168,450	60.96%
PATCO Net Passenger Revenues	\$1,063,367	\$649,813	\$413,553	63.64%
Average Fare	\$2.3908	\$2.3516	\$0.0392	1.67%
2023 vs. 2019 YTD thru 1/31/2023	2023 Actual	2019 Actual	Year-to-Year Change	% Change
PATCO Ridership	444,774	904,555	(459,781)	(50.83%)
PATCO Net Passenger Revenues	\$1,063,367	\$2,228,721	(\$1,165,354)	(52.29%)
Average Fare	\$2.3908	\$2.4639	(\$0.0731)	(2.97%)
BUDGET VS. ACTUAL				
2022 YTD thru 11/30/2022	2022 Budget (11 mo)	2022 Actual (11 mo)	(Under) / Over Budget	% (Under) / Over Budget
DRPA Traffic	45,172,830	44,181,665	(991,165)	(2.19%)
DRPA Toll Revenues	\$286,847,471	\$285,729,297	(\$1,118,174)	(0.39%)
DRPA Traffic Increase (Decrease) from prior month			(43,330)	
DRPA Revenue Increase (Decrease) from prior month			\$204,335	
Frequent Bridge Traveler Credit	\$1,609,332	\$1,072,962	(\$536,370)	(33.33%)
Delayed Transaction (Net) Revenue	\$1,839,236	\$4,959,660	\$3,120,424	169.66%
# of Transactions Reviewed: 975,905 YTD 2022				
2023 YTD thru 1/31/2023	2023 Budget (1 mo)	2023 YTD Actual (1 mo)	(Under) / Over Budget	% (Under) / Over Budget
PATCO Ridership	434,186	444,774	10,588	2.44%
PATCO Net Passenger Revenues	\$1,047,785	\$1,063,367	\$15,582	1.49%
OPERATING EXPENSES - YTD NOVEMBER 2022 BUDGET VS. ACTUAL (UNAUDITED) *				
2022 YTD thru 11/30/2022	2022 YTD Budget	2022 YTD Actual	(Under) / Over Budget	% (Under) / Over Budget
DRPA Budget	\$103,102,380	\$92,608,249	(\$10,494,131)	(10.18%)
PATCO Budget	\$58,111,648	\$53,196,260	(\$4,915,388)	(8.46%)
Total	\$161,214,028	\$145,804,509	(\$15,409,519)	(9.56%)
Change in Budget variance			\$160,306	
* DRPA and PATCO actuals are preliminary				
2022 YTD thru 11/30/2022	2022 YTD Budget	2022 YTD Actual	(Under) / Over Budget	% (Under) / Over Budget
PATCO Subsidy	(\$43,302,203)	(\$41,885,303)	(\$1,416,900)	(3.27%)

CONSULTATIVE AND DELIBERATIVE WORKPAPERS
DRPA/PATCO UNAUDITED FINANCIAL SUMMARY
February 7, 2023

ESTIMATED GENERAL FUND BALANCE AVAILABLE TO FUND CAPITAL PROGRAM		
Estimated Balance as of 1/31/2023	\$260.7	million
Estimated change from previous month	(\$9.8)	million
Estimated Balance as of 12/31/2022	\$270.6	million
Estimated Balance as of 12/31/2021 *	\$299.8	million
Estimated Balance as of 12/31/2020 *	\$429.9	million
Estimated Balance as of 12/31/2019 *	\$554.5	million
Estimated Balance as of 12/31/2018 *	\$552.7	million

* Includes Project Funds

TOTAL DRPA BOND DEBT				
As of 1/31/2023 (in thousands of dollars)				
	Principal Outstanding	% of Total	Bond Ratings (Moody's/S&P)	Updates
Revenue Bonds	\$ 933,935	94.6%	A1 / A +	In March 2022, S&P affirmed the Authority's ratings for both its revenue and PDP bonds. Moody's affirmed the ratings on the revenue bonds and upgraded the PDP bonds from Baa1 to A3.
PDP Bonds	53,305	5.4%	A3 / A	
Total Debt	\$ 987,240	100.0%		Both Moody's & S&P affirmed rates in November 2022 prior to the 2012 bond refunding.

Total Debt is at its lowest level since 2012.

Total Debt was reduced by \$71.7 million after 1/1/2022 principal payment. Debt was further reduced by \$12.3 million after the 2022 revenue bond refunding (May) and reduced by another \$28.4 million after the 2022 port district project bond refunding (Dec). Total Debt was reduced again by \$60.1 million after 1/1/2023 principal payment.

RATINGS ACTIONS

In April 2016, S&P upgraded DRPA's PDP Bond ratings from "BBB" to "A-". The Revenue Bonds were affirmed at "A", stable outlook.

In August 2017 S&P reaffirmed the existing bond ratings. On Nov. 16, 2018, S&P upgraded all DRPA Revenue and PDP bonds, taking the revenue bonds to "A+" from "A" and the PDP bonds from "Baa3" to "Baa2". S&P changed outlook to negative in mid-March 2020.

In October 2017, Moody's upgraded DRPA's Revenue Bond ratings from "A3" to "A2" with a stable outlook and upgraded the PDP Bond ratings from "Baa3" to "Baa2" with a stable outlook. Moody's raised the "outlook" on all bonds, from stable to positive. Moody's upgraded the DRPA Revenue and PDP Bonds on Feb. 4, 2020, with a stable outlook. Moody's changed entire toll sector to negative outlook on 3/20/20.

In April 2021, S&P changed outlook from negative to stable.

2018-2019 ACTION PLAN INITIATIVES

1. DRPA extended Barclays LOC for 4 year term at slightly reduced LOC facility costs.
2. DRPA Board has authorized defeasement of all or portion of 2010D bonds based on market conditions
3. DRPA Board has authorized new money issuance subject to market conditions
4. DRPA assessing impact of new tax law on FRN (Floating Rate Notes) procured with 3 banks in 2016. (See principal amounts above)
5. Investment analysis of General Fund and new proposed investment guidelines to be discussed again at Finance Committee meeting in early 2019.
6. Renegotiated FRN rate with Wells Fargo.
7. November 16: 2010D Bonds Defeased in the amount of \$308.4 million using \$281.6 million in General Funds
8. December 12: Terminated the 2000 Swaptions (Inactive)
9. December 18: Issuance of 2018 Revenue Bonds Series A \$273.5 million, Revenue Refunding Bonds Series B \$404.1 million, Revenue Bonds Series C \$22.9 million and Terminated the remainder of the swaps. The DRPA has eliminated ALL variable rate debt, and swaps, as of 12/18/18.
10. New investment policy approved by Finance and Board in Feb. Phase I of implementation: Contacted existing money managers on new policy, after veto period expired.

2021 ACTION PLAN INITIATIVES

1. Termination of Maintenance Reserve Fund Forward Delivery Agreement - Net of \$593K
2. Board Authorization per SS&R to refund, if prudent, the 2012 PDP bonds
3. Expansion of extension of the bond pool to December 31, 2021
4. Underwriter team selected. Full bond team not yet assembled.

2022 ACTION PLAN INITIATIVES

1. Bond Refunding Team Kick-off February 2, 2022
2. Ratings presentations made on March 1 and 2. Moody's upgraded the PDP bonds (Update: bond refunding ratings have been withdrawn due to postponement of the two bond refundings).
3. The Authority closed on its 2022 revenue bond refunding via a bank private placement on May 4, 2022 which will generate average annual savings of approx. \$3-4 million per year. (The higher number is dependent on converting the taxable bonds to tax exempt bonds in early 2024).
4. On November 1, 2022, Moody's and S&P affirmed the ratings, with a stable outlook, to the 2022 PDP Bonds, Series 2022. On November 17, underwriters facilitated the pricing on the 2022 PDP PDP Refunding Bonds. The Authority closed on the issuance of \$53.3 million in 2022 Port District Refunding Bonds on December 6. Expected savings of \$16.7 million over 5 years.

2023 ACTION PLAN INITIATIVES

1. RFP under development to create a new 5-year bond pool of potential underwriters to underwrite future bond transactions.
2. The Authority intends to refund all or a portion of the remaining outstanding 2013 revenue bonds if conditions are favorable later this year.

DRPA BOARD MINUTES

**DELAWARE RIVER PORT AUTHORITY
BOARD MEETING**

61

**One Port Center
Camden, New Jersey
Wednesday, January 18, 2023**

Pennsylvania Commissioners

Cherelle Parker, Chair of the Board (via Zoom)
Hayden Rigo (for Pennsylvania Auditor General Timothy DeFoor) (via Zoom)
Ted Christian (for Pennsylvania Treasurer Stacy Garrity)
Keiwana McKinney (via Zoom)
Gregory Schwab, Esq. (via Zoom)
Donna Powell (via Zoom)
Angelina Perryman (via Zoom)
Robert Ghormoz (via Zoom)

New Jersey Commissioners

Jeffrey Nash, Esq., Vice Chair of the Board
Albert Frattali
Charles Fentress (via Zoom)
Aaron Nelson (via Zoom)
Sara Lipsett (via Zoom)
Richard Sweeney (via Zoom)
Bruce Garganio
Daniel Christy (via Zoom)

DRPA/PATCO Staff

John T. Hanson, Chief Executive Officer (via Zoom)
Jalila Parker, Deputy Chief Executive Officer
Raymond J. Santarelli, General Counsel and Corporate Secretary
James White, Chief Financial Officer (via Zoom)
Toni Brown, Chief Administrative Officer
John Rink, PATCO General Manager
David Aubrey, Inspector General
Stephen Holden, Deputy General Counsel
Michael Venuto, Chief Engineer
Robert Hicks, Chief Operating Officer
Rohan Hepkins, PATCO Assistant General Manager
James Simpson, Production Systems Manager
Tonyelle Cook-Artis, Director, Government Relations & Grants Administration
Kwan Hui, Manager, Grants Administration (via Zoom)
Ricardo DeOliveira, Bridge Director, CBB & WWB (via Zoom)
Joseph McAroy, Bridge Director, BFB & BRB
Amy Ash, Manager, Contract Administration
Kathleen Vandy, Assistant General Counsel
Darlene Callands, Manager, Community Relations
Dawn Whiton, Executive Assistant to the CEO
Mike Williams, Manager, Corporate Communications
Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present

Janice Venables, Associate Counsel, New Jersey Governor's Authorities Unit
 Christopher Gibson, Archer & Greiner, P.C. (via Zoom)
 Alan Kessler, Duane Morris, LLP (via Zoom)
 Jessica Priselac, Duane Morris, LLP (via Zoom)
 Alan Becker, Citizens' Advisory Committee

OPEN SESSION**Moment of Silence and Pledge of Allegiance**

Chairwoman Parker requested everyone to rise and observe a moment of silence and for the Pledge of Allegiance.

Chairwoman Parker called the meeting to order at 9:00 a.m. and asked that the Corporate Secretary call the roll.

Corporate Secretary Raymond Santarelli stated on January 4, 2023, the Authority received a letter from Pennsylvania Governor Tom Wolf advising us that Commissioner Joseph Martz would be stepping back from the Board. Commissioner Ghormoz will be joining the Board in his place. Mr. Santarelli continued that Commissioner Ghormoz is present and will be added to the roll when called.

Roll Call

The following were present, constituting a quorum: Chairwoman Parker, Vice Chair Nash, and Commissioners Frattali, Fentress, Garganio, Christy, Rigo, Christian, McKinney, Lipsett, Perryman, Powell, Nelson, Sweeney, Ghormoz, and Schwab.

Chairwoman Parker welcomed Commissioner Ghormoz to the Board and that it is an honor to have him. She continued to the executive members of the team, Vice Chairman Nash and the Commissioners, that she will be inviting Commissioner Martz to the next Board meeting to acknowledge the role he played in her transitioning to this board and hence being elected Chair. She would like to do this in a formal format at the next board meeting.

Public Comment

Corporate Secretary Santarelli reported that there was no public comment.

Report of the Chief Executive Officer

Chief Executive Officer Hanson stated that the CEO Report stood as previously submitted. He had no other comments. He added that per Chairwoman Parker's request he will start preparations for honoring Commissioner Martz at the next Board meeting. There were no questions or comments. Commissioner Fentress moved to approve the CEO's Report and Commissioner Schwab seconded the motion. All Commissioners in attendance voted to approve the CEO's Report. The motion carried.

Report of the Chief Financial Officer

Chief Financial Officer White stated that his Report stood as previously submitted. He added he had no other comments. There were no questions or comments.

Approval of the December 14, 2022 DRPA Board Meeting Minutes

Chairwoman Parker stated that the December 14, 2022 DRPA Board Meeting Minutes were previously provided to all Commissioners and the Governors of New Jersey and Pennsylvania. There were no comments or corrections to the Minutes. Commissioner Christy moved to approve the Minutes and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Receipt and Filing of the Lists of Previously Approved Payments covering the Month of December 2022

Chairwoman Parker stated that the Lists of Previously Approved Payments covering the month of December 2022 were previously provided to all Commissioners. There were no questions or comments. Commissioner Schwab moved to receive and file the Lists and Commissioner Lipsett seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Receipt and Filing of the Lists of Previously Approved Purchase Orders and Contracts covering the Months of November and December 2022

Chairwoman Parker stated that the Lists of Previously Approved Purchase Orders and Contracts covering the months of November and December 2022 were previously provided to all Commissioners. There were no questions or comments. Commissioner Fentress moved to receive and file the Lists and Commissioner Christy seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Operations & Maintenance Committee Meeting Minutes of January 10, 2023

Chairwoman Parker stated that the Minutes of the January 10, 2023 Operations & Maintenance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Schwab moved to approve the Minutes and Commissioner Christy seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Operations & Maintenance Committee on January 10, 2023

Chairwoman Parker stated that there were nine (9) Resolutions from the January 10, 2023 Operations & Maintenance Committee Meeting for consideration:

DRPA-23-001 Contract No. BR-23-2019, BRB Painting and Steel Repairs Thru Truss and Pennsylvania Approach Spans.

Chief Engineer Venuto presented Summary Statement and Resolution No. DRPA-23-001 seeking Board authorization to negotiate a construction contract with Allied Painting, Inc., to perform blasting, painting, and steel repairs at the Betsy Ross Bridge, in an amount not to exceed \$84,752,657.50. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney moved to adopt the Resolution and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-002 PECO Feeder Design Deposit.

Chief Engineer Venuto presented Summary Statement and Resolution No. DRPA-23-002 seeking Board authorization for staff to negotiate a sole source purchase contract with PECO Energy (New Business Department) to provide the required customer contribution associated with the request for a new electrical service directly from PECO Energy at PATCO's Locust Street Substation, in an amount not to exceed \$100,000.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Garganio moved to adopt the Resolution and Commissioner McKinney seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-003 Capital Project Contract Modifications.

PATCO General Manager Rink presented Summary Statement and Resolution No. DRPA-23-003 seeking Board authorization for execution of contract modifications to certain contract(s) for Authority capital project(s) and for the Board to amend the 2023 Capital Budget to include the changes in contract amount(s) for one contract with Denny Electric Supply, for PATCO Salt Shed Rehabilitation, in an adjusted increased amount of \$24,802.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Schwab moved to adopt the Resolution and Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-004 Veteran's Multi-Service Center, Inc. Parking at the Benjamin Franklin Bridge.

Bridge Director McAroy presented Summary Statement and Resolution No. DRPA-23-004 seeking Board authorization for the renewal of a new five (5) year agreement from 2023 thru 2028 with the Veterans' Multi-Service Center, Inc. for the right to park seventeen (17) vehicles along North Marginal Road adjacent to the Philadelphia abutment of the Benjamin Franklin Bridge, at no cost to the Authority. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-005 Fuel Contract for DRPA and PATCO.

Chief Operating Officer Hicks presented Summary Statement and Resolution No. DRPA-23-005 seeking Board authorization to negotiate a contract for a second-year option with Petroleum Trades Corporation to purchase unleaded gasoline, low-sulfur automotive diesel fuel, diesel 2% biofuel and low sulfur heating fuel oil, in an amount not to exceed \$1,187,000.00, subjected to the market fluctuations in fuel prices. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Garganio move to adopt the Resolution and Commissioner Schwab seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-006 Rental of Miscellaneous Construction Equipment.

Chief Operating Officer Hicks presented Summary Statement and Resolution No. DRPA-23-006 seeking Board authorization for staff to negotiate a purchase contract with Sunbelt Rentals, Inc. for the rental of miscellaneous construction equipment for DRPA and PATCO, in the amount not to exceed \$348,190.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Christy moved to adopt the Resolution and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-007 Two (2) 2023 Ford F-750 Diesel Crew Cabs.

Chief Operating Officer Hicks presented Summary Statement and Resolution No. DRPA-23-007 seeking Board authorization for staff to negotiate a purchase contract with Pacifico Ford, Inc. for the purchase of two (2) 2023 Ford F-750 Diesel Crew Cab, in an amount not to exceed \$170,416.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Schwab moved to adopt the Resolution and Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-008 Two (2) 2023 Ford F-750 Diesel Crew Cabs.

Chief Operating Officer Hicks presented Summary Statement and Resolution No. DRPA-23-008 seeking Board authorization for staff to negotiate a purchase order contract to exercise the fourth-year option with N.E. Bridge Contractors for the rental of three (3) UB 60 Aerial Equipment Trucks for a period of two months each per year, in an amount not to exceed \$216,000.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Perryman moved to adopt the Resolution and Commissioner Garganio seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-009 Eight (8) 2023 Dodge 1500 Crew Cab Pick-up Trucks.

Chief Operating Officer Hicks presented Summary Statement and Resolution No. DRPA-23-009 seeking Board authorization for staff to negotiate a purchase with Hertrich Fleet Services, Inc. for the purchase of eight (8) 2023 Dodge 1500 Crew Cab pick-up trucks to replace vehicles that cannot be efficiently maintained, in an amount not to exceed \$303,454.80. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Schwab moved to adopt the Resolution and Commissioner Garganio seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

Approval of Finance Committee Meeting Minutes of January 11, 2023

Chairwoman Parker stated that the Minutes of the January 11, 2023 Finance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Fentress moved to approve the Minutes and Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Finance Committee on January 11, 2023

Chairwoman Parker stated that there were four (4) Resolutions from the January 11, 2023 Finance Committee Meeting for consideration:

DRPA-23-010 Renewal of the DRPA Pollution Legal Liability Policy.

Chief Administrative Officer Brown presented Summary Statement and Resolution No. DRPA-23-010 seeking Board approval to bind the renewal with the Broker/Consultant, Turner Surety and Insurance Brokerage, Inc. for the Pollution Legal Liability policy, in an amount not to exceed \$129,395.00 (including NJ PLIGA tax and TRIPRA) net of commission. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney moved to adopt the Resolution and Commissioner Powell seconded the motion. Commissioner Christian abstained from the vote. All other Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-011 Extension of the Broker/Consultant Agreement for the Traditional Property & Casualty including Pollution Legal Liability and the Bridge Property Damage and Loss of Toll Revenue Program and the Claims-Made Excess Liability Policy.

Chief Administrative Officer Brown presented Summary Statement and Resolution No. DRPA-23-011 seeking Board approval with Turner Surety & Insurance Brokerage, Inc. for agreements GN-0029-18 – the Bridge Property Damage & Excess Liability Program; and GN-0030-18 – the Traditional Property & Casualty including the Pollution Legal Liability policy to extend the expirations dates from their current dates to the concurrent date of December 31, 2023, in an amounts not to exceed \$40,208.00 for GN-0029-18 and \$66,825.00 for GN-0030-18, for a total amount not to exceed \$107,033.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Nelson seconded the motion. Commissioner All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-012 Data Security Services Renewal (DRPA).

Production Systems Manager Simpson presented Summary Statement and Resolution No. DRPA-23-012 seeking Board approval to negotiate a three-year contract with Carahsoft Technology, Corp. for the renewal of the Authority's cyber and data security services contract, in an amount not to exceed \$570,303.09. The purchase is provided under the NASPO ValuePoint Contract # AR2472. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney moved to adopt the Resolution and Commissioner Schwab seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-013 Replacement of Facility Network Switches (DRPA).

Production Systems Manager Simpson presented Summary Statement and Resolution No. DRPA-23-013 seeking Board approval to negotiate a contract with ePlus Technology, Inc. for the procurement of hardware and software upgrades to the Authority's network infrastructure, in an amount not to exceed \$1,046,078.94. The purchase is provided under the Commonwealth of Pennsylvania's COSTARS 3 Hardware contract and COSTARS 6 Software contract. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

Citizens' Advisory Committee Report

Mr. Alan Becker gave the report of the Citizens' Advisory Committee.

Unfinished Business

Chairwoman Parker stated there were no Unfinished Business items.

New Business

Chairwoman Parker announced there was one (1) New Business item for consideration:

**DRPA-23-014 Consideration of Pending DRPA Contracts
(Between \$25,000 and \$100,000)**

Contract Administration Manager Ash presented Summary Statement and Resolution No. DRPA-23-014 seeking Board authorization for staff to negotiate and enter into the four (4) pending DRPA contracts identified in the attachment to the Resolution. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Perryman seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

Executive Session

Chairwoman Parker stated there were no items for Executive Session.

The DRPA Board Meeting was held in abeyance at 9:44 a.m.

Adjournment

With no further business, Chairwoman Parker proposed an adjournment of the Meeting. Commissioner Fentress moved to adjourn. Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative. The Meeting concluded at 9:56 a.m.

Respectfully submitted,



Raymond J. Santarelli, Esquire
General Counsel and Corporate Secretary

2022 Third Quarter Financial Statement and Footnotes

DELAWARE RIVER PORT AUTHORITY
BALANCE SHEET
September 30, 2022
UNAUDITED

	<u>Capital Fund</u>	<u>Revenue Fund</u>	<u>General Fund</u>	<u>Restricted Funds Maintenance Fund</u>	<u>Restricted Funds Bond Service Funds</u>	<u>Bond Reserve Funds</u>	<u>Restricted Funds Project Funds</u>	<u>09/30/2022 Combined Total</u>	<u>December 31, 2021 Combined Total PY</u>
Assets									
Current Assets									
Cash and Cash Equivalents		\$ 4,891,695	\$ 27,165,317					\$ 32,057,012	\$ 29,290,011
Investments			250,893,874					250,893,874	272,755,089
Accounts Receivable net of Allowance		10,719,378	9,754,825					20,474,202	22,561,309
Accrued Interest Receivable		514	1,019,970					1,020,484	659,542
Transit System and Storeroom Inventories		745,713	6,616,258					7,361,970	7,634,327
Prepaid Expenses		1,511,850	591,715					2,103,565	5,741,211
Economic Development Loans net Current Portion			1,035,155					1,035,155	1,045,456
Restricted Assets									
Cash and Cash Equivalents		14,773,557					532,723	\$ 15,306,281	\$ 14,914,514
Investments		2,585,948		6,243,608	69,855,133	99,637,056		178,321,745	233,389,168
Accrued Interest Receivable				11,771	119,876	407,229		538,876	320,214
Total Current Assets	\$ -	\$ 35,228,655	\$ 297,077,112	\$ 6,255,378	\$ 69,975,009	\$ 100,044,285	\$ 532,723	\$ 509,113,164	\$ 588,310,841
Non Current Assets									
Restricted Investments for Capital Assets									
Derivative instrument - Forward delivery agreements					1,893,000			\$ 1,893,000	\$ 1,893,000
Capital Assets net of Accumulated Depreciation									
Land	74,034,450		25,000					74,059,450	74,059,450
Construction in Progress	760,921,295							760,921,295	822,787,168
Bridges and Related Buildings and Equipment	698,289,904							698,289,904	617,709,762
Transit Property and Equipment	403,459,058							403,459,058	422,730,212
Port Enhancements	183,425							183,425	328,917
Total Non current Assets	\$ 1,936,888,131	\$ -	\$ 25,000	\$ -	\$ 1,893,000	\$ -	\$ -	\$ 1,938,806,131	\$ 1,939,508,509
Other									
Economic Development Loans net Non Current Portion			8,061,821					8,061,821	8,827,885
Total Other Assets	\$ -	\$ -	\$ 8,061,821	\$ -	\$ -	\$ -	\$ -	\$ 8,061,821	\$ 8,827,885
Total Non Current Assets	\$ 1,936,888,131	\$ -	\$ 8,066,821	\$ -	\$ 1,893,000	\$ -	\$ -	\$ 1,946,867,952	\$ 1,948,336,394
Total Assets	\$ 1,936,888,131	\$ 35,228,655	\$ 305,163,933	\$ 6,255,378	\$ 71,868,009	\$ 100,044,285	\$ 532,723	\$ 2,455,981,116	\$ 2,536,647,235
Deferred Outflows of Resources									
Postemployment Benefit Related Amounts									
Pension Related Amounts		26,363,120	11,860,017					38,223,137	38,223,137
Loss on Refunding of Debt	23,265,590		275,635					23,541,224	20,316,225
Total Deferred Outflows of Resources	\$ 23,265,590	\$ 26,363,120	\$ 12,135,652	\$ -	\$ -	\$ -	\$ -	\$ 61,764,362	\$ 58,539,362
Liabilities									
Current Liabilities									
Accounts Payable									
Retained Amounts on Contracts		159,793	18,523,487					18,683,280	30,848,083
Other Accounts Payable		5,762,560	6,871,753					12,634,314	27,215,879
Accrued Liabilities									
Claims and Judgments		27,200	161,873					189,073	455,000
Self Insurance		1,041,964	1,298,977					2,340,941	4,434,000
Pension		166,551	119,851					286,403	261,383
Sick and Vacation Leave Benefits		1,638,585	469,830					2,108,415	3,497,000
Other Accrued Liabilities		538,224	1,083,423					1,621,647	1,517,862
Unearned Revenue		385,918	2,775,618					3,161,536	6,880,351
Liabilities Payable Restricted Assets									
Accrued Interest Payable					12,845,011			12,845,011	28,903,997
Bond Payable - Current	60,105,000		14,785,000					74,890,000	71,730,000
Total Current Liabilities	\$ 60,105,000	\$ 9,720,795	\$ 46,089,813	\$ -	\$ 12,845,011	\$ -	\$ -	\$ 128,760,618	\$ 175,743,555
Non Current Liabilities									
Accrued Liabilities									
Claims and Judgments		40,800	242,810					283,610	290,199
Self Insurance		1,562,946	1,948,465					3,511,411	1,640,333
Sick and Vacation Leave Benefits		2,457,877	704,746					3,162,622	1,883,251
Net Pension Liability		135,820,582	19,964,208					155,784,790	155,784,790
Other Post Employment Liabilities		57,737,619	8,866,380					66,603,999	66,603,999
Unearned Revenue		578,876	4,163,427					4,742,304	965,077
Bonds Payable net of Amortizations	982,687,140		69,965,846					1,052,652,986	1,151,544,228
Total Noncurrent liabilities	\$ 982,687,140	\$ 198,198,699	\$ 105,855,882	\$ -	\$ -	\$ -	\$ -	\$ 1,286,741,721	\$ 1,378,711,877
Total Liabilities	\$ 1,042,792,140	\$ 207,919,494	\$ 151,945,695	\$ -	\$ 12,845,011	\$ -	\$ -	\$ 1,415,502,339	\$ 1,554,455,432
Deferred Inflows of Resources									
OPEB		171,968	39,997					211,965	211,965
Pension Related Amounts		21,876,728	3,371,402					25,248,130	25,248,130
Forward delivery agreement related amounts					1,893,000			1,893,000	1,893,000
Total Deferred Inflows of Resources	\$ -	\$ 22,048,696	\$ 3,411,399	\$ -	\$ 1,893,000	\$ -	\$ -	\$ 27,353,095	\$ 27,353,095
Total Net Position	\$ 917,361,581	\$ (168,376,414)	\$ 161,942,491	\$ 6,255,378	\$ 57,129,998	\$ 100,044,285	\$ 532,723	\$ 1,074,890,043	\$ 1,013,378,070

DELAWARE RIVER PORT AUTHORITY
Combined Statements of Revenues, Expenses and Changes in Net Position
For The Periods Indicated (Unaudited)

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	<i>Period Ended</i>		<i>Third Quarter</i>	
	9/30/2022	9/30/2021	9/30/2022	9/30/2021
Operating Revenues				
Bridges:				
Tolls (Schedule 4)	\$ 234,020,289	\$ 225,200,931	\$ 83,099,157	\$ 82,919,830
Other Operating Revenues	5,683,508	5,966,467	2,207,656	2,161,410
Total Bridge Operating Revenues	\$ 239,703,797	\$ 231,167,398	\$ 85,306,813	\$ 85,081,240
Transit System:				
Passenger Fares	8,337,892	5,774,319	2,977,601	2,462,738
Other Operating Revenues	656,653	504,883	272,045	228,422
Total Transit System Operating Revenues	\$ 8,994,545	\$ 6,279,202	\$ 3,249,646	\$ 2,691,160
Other				
Miscellaneous	155,675	150,135	54,158	52,750
Total Operating Revenues	\$ 248,854,017	\$ 237,596,735	\$ 88,610,617	\$ 87,825,150
Operating Expenses				
Operations	35,002,143	36,184,184	11,541,099	11,966,637
Transit System	34,360,118	32,464,997	12,194,358	10,897,168
Community Impact	375,003	374,994	124,998	124,998
General & Administrative	51,683,603	49,475,028	17,726,045	17,012,167
Depreciation	55,902,440	51,856,409	19,099,140	15,953,787
Total Operating Expenses	\$ 177,323,307	\$ 170,355,612	\$ 60,685,640	\$ 55,954,757
Operating Income	\$ 71,530,710	\$ 67,241,123	\$ 27,924,977	\$ 31,870,393
Non Operating Revenues (Expenses)				
Interest Income	(2,143,596)	1,864,552	485,270	430,267
	\$ (2,143,596)	\$ 1,864,552	\$ 485,270	\$ 430,267
Interest on Funded Debt				
Port District Project Refunding Bonds 2012	(2,192,075)	(2,570,630)	(730,692)	(984,052)
Revenue Bonds, Series A-B 2018	(19,865,063)	(22,026,750)	(6,621,688)	(7,342,250)
Amortization Expense Rev Bonds Series A-B 2018	1,182,801	975,117	394,267	325,039
Revenue Refunding Bonds 2022	(3,521,301)	-	(2,155,898)	-
Revenue Bonds, Series 2013	(8,868,456)	(17,316,131)	(2,993,799)	(5,772,044)
Amort Loss on 2013 Bond Refunding	(258,600)	-	(155,160)	-
Total Interest on Funded Debt	\$ (33,522,694)	\$ (40,938,394)	\$ (12,262,970)	\$ (13,773,307)
Economic Development Activities	(29,457)	(21,476)	(6,207)	(6,207)
Gain (Loss) on Assets	32,302	107,443	32,302	59,766
Other Grant Revenues	16,504,388	18,194,029	909,721	9,393,894
Other Non Operating Income	1,556,746	159,136	1,512,619	(32,847)
Other Non Operating Expenses	(722,129)	(787,667)	(414,899)	(185,571)
Total Non Operating Revenues (Expenses)	\$ (18,324,440)	\$ (21,422,377)	\$ (9,744,164)	\$ (4,114,005)
Income Before Capital Contributions	\$ 53,206,270	\$ 45,818,746	\$ 18,180,813	\$ 27,756,388
Fed & State Capital Improvement Grants	8,305,703	12,527,145	5,196,956	3,168,728
Change in Net Position	\$ 61,511,973	\$ 58,345,891	\$ 23,377,769	\$ 30,925,116
Net Position, January 1 (YTD) and July 1 (3rd qrt)	\$ 1,013,378,070	\$ 933,724,244	\$ 1,051,512,274	\$ 961,145,019
Net Position, September 30	\$ 1,074,890,043	\$ 992,070,135	\$ 1,074,890,043	\$ 992,070,135

CONSOLIDATED STATEMENT OF CASH FLOWS
For the Periods Ended September 30, 2022 and September 30, 2021 (Unaudited)
(amounts expressed in thousands)

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Cash Flow Statement	Period Ending	
	9/30/2022	9/30/2021
Cash Flows From Operating Activities		
Receipts from Customers and Users	\$ 251,000	\$ 237,290
Payment for Other Goods and Services	(57,136)	(47,463)
Payments for Employee Services	(86,046)	(88,851)
Net cash Provided by Operating Activities	<u><u>107,817</u></u>	<u><u>100,976</u></u>
Cash Flows From Non Capital Financing		
Payments for Econ Dev Activity	(29)	(21)
Repayment of Econ Development Loans	776	524
Grants Received	16,504	18,194
Proceeds from Non Operating Income	1,557	159
Payments for Non Operating Expenses	(2,272)	(2,212)
Net Cash Provided by Non Capital Finance	<u><u>\$ 16,536</u></u>	<u><u>\$ 16,644</u></u>
Cash Flows From Capital Financing		
Acquisition & Construction of Capital Asset	(55,208)	(134,336)
Proceeds From Sale of Capital Assets	40	108
Capital Contributions Received	8,306	12,527
Principal Paid on Bonded Debt	(71,730)	(76,218)
Interest Paid on Debt	(76,808)	(54,158)
Net Cash Provided by Capital Finance	<u><u>\$ (195,400)</u></u>	<u><u>\$ (252,077)</u></u>
Cash Flows From Investing Activities		
Purchase of Investments	(774,889)	(673,744)
Proceeds from Sale/Maturity Investments	851,817	832,359
Interest Received	(2,723)	1,767
Net Cash Provided by Investing Activity	<u><u>\$ 74,205</u></u>	<u><u>\$ 160,382</u></u>
Net Increase (Decrease) in Cash and Equivalents	<u><u>\$ 3,159</u></u>	<u><u>\$ 25,925</u></u>
Cash, Beginning of Year	<u><u>\$ 44,205</u></u>	<u><u>\$ 30,725</u></u>
Cash, End of Period	<u><u>\$ 47,363</u></u>	<u><u>\$ 56,650</u></u>
Cash at September 30		
Unrestricted	\$ 47,363	\$ 56,650
Restricted	\$ 32,057	\$ 36,993
	<u><u>\$ 15,306</u></u>	<u><u>\$ 19,657</u></u>

Combined Supplemental Schedule of Changes in Fund Net Position Information by Fund
For the Periods Ended September 30, 2022 and December 31, 2021 (Unaudited)

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(amounts expressed in thousands)

	Capital Fund	Revenue Fund	General Fund	Restricted Maintenance Fund	Restricted Funds Bond Service Funds	Bond Reserve Funds	Restricted Combined Project Funds	September 30, 2022 Total	December 31, 2021 Total
Net Position (Deficiency), January 1	\$ 834,061	\$ (170,983)	\$ 147,414	\$ 6,218	\$ 71,760	\$ 124,376	\$ 533	\$ 1,013,378	\$ 933,724
Revenues & Expenses:									
Operating Revenue		239,808	9,046					248,854	321,074
Operating Expenses	(55,902)	(35,002)	(34,735)					(125,640)	(167,404)
General & Administration Expense		(41,866)	(9,818)					(51,684)	(54,401)
Investment Income		19	(3,545)	38	325	1,020	-	(2,144)	1,573
Interest Expense	1,198		868		(35,589)			(33,523)	(54,584)
Economic Development Activities			(29)					(29)	(28)
Other Non Operating Revenues (Expenses)	58	(390)	1,198					867	(7,266)
Other Grant Revenues			16,504					16,504	33,324
Total Revenue & Expenses	\$ (54,646)	\$ 162,570	\$ (20,510)	\$ 38	\$ (35,264)	\$ 1,020	\$ -	\$ 53,206	\$ 72,289
Gov't Contributions for Cap Improvements			8,306					8,306	7,365
Total Interfund Transfers & Payments	\$ 137,947	\$ (159,963)	\$ 26,733		\$ 20,634	\$ (25,351)	\$ -	\$ 0	
Net Position (Deficiency)	\$ 917,362	\$ (168,376)	\$ 161,942	\$ 6,255	\$ 57,130	\$ 100,044	\$ 533	\$ 1,074,890	\$ 1,013,378

DELAWARE RIVER PORT AUTHORITY
Combined Statements of Fiduciary Position
For the Periods Ended September 30, 2022 and December 31, 2021 (Unaudited)
(amounts expressed in thousands)

	September 30, 2022		December 31, 2021	
	Other Post Employment Benefits	Custodial Funds	Other Post Employment Benefits	Custodial Funds
Assets				
Investments	\$ 31,762		\$ 32,809	
Intergovernmental Receivables		\$ 202		\$ 13
Accrued Interest Receivable	114		161	
Total Assets	<u>31,876</u>		<u>32,970</u>	
Liabilities				
Accrued Expenses				
Other	25		26	
Due to Enterprise Fund Expenses		202		13
Total Liabilities	<u>25</u>		<u>26</u>	
Net Position				
Postemployment Benefits Other Than Pensi	<u>31,851</u>		<u>32,944</u>	
Total Net Position	<u>\$ 31,851</u>	<u>-</u>	<u>\$ 32,944</u>	<u>-</u>

The accompanying notes to combined financial statements are an integral part of this statement.

Combined Statement of Changes in Fiduciary Net Position
For the Periods Ended September 30, 2022 and December 31, 2021 (Unaudited)

(amounts expressed in thousands)

Unaudited

	September 30, 2022		December 31, 2021	
	Other Post Employment Benefits	Custodial Funds	Other Post Employment Benefits	Custodial Funds
Additions				
Employer Contributions			\$ 4,889	
Investment Income (Loss)	\$ (1,021)		(163)	
Collections From Project/Funding Partners		\$ 189		\$ 13
Total additions	<u>(1,021)</u>	<u>189</u>	<u>4,726</u>	<u>13</u>
Deductions				
Benefit Payments			4,889	
Administrative Expenses	72		99	
Project Payments		189		13
Total deductions	<u>72</u>	<u>189</u>	<u>4,988</u>	<u>13</u>
Increase (Decrease) in Net Position	(1,093)	-	(262)	-
Net Position, January 1	32,944	-	33,206	-
Net Position, September 30 2022, & December 31, 2021	<u>\$ 31,851</u>	<u>-</u>	<u>\$ 32,944</u>	<u>-</u>

The accompanying notes to combined financial statements are an integral part of this statement.

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies

Description of Operations: The Delaware River Port Authority (the "Authority") is a public corporate instrumentality of the Commonwealth of Pennsylvania (the "Commonwealth") and the State of New Jersey (the "State"), created with the consent of Congress by compact legislation between the Commonwealth and the State. The Authority has no stockholders or equity holders. The Authority is vested with the ownership, control, operation, and collection of tolls and revenues of certain bridges spanning the Delaware River; namely, the Benjamin Franklin, Walt Whitman, Commodore Barry, and Betsy Ross bridges. The Authority has also constructed, and owns, a high-speed transit system that is operated by the Port Authority Transit Corporation ("PATCO"). The transit system operates between Philadelphia, Pennsylvania and Lindenwold, New Jersey.

The costs of providing facilities and services to the general public on a continuing basis are recovered primarily in the form of tolls and fares. The Authority is a member of the E-ZPass Interagency Group, the largest interoperable electronic toll collection system in the world, comprised of thirty-eight (38) agencies in twenty (20) states. Through September 30, 2022, customer participation in the E-ZPass electronic toll collection process exceeded seventy-nine percent (79.8%) of its toll collection activity during rush hour periods. Toll revenues collected through E-ZPass exceeded seventy-eight percent (78.3%) of total toll revenues.

The Authority owns its One Port Center headquarters building and leases several floors to various tenants. The building is managed by a real estate management firm, which is overseen by Authority senior management.

Basis of Presentation: The combined financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to governmental units. The Governmental Accounting Standards Board ("GASB") is the accepted standard setting body for establishing governmental accounting and financial reporting principles.

As part of the Authority's combined financial statements, two funds are maintained: a proprietary fund (enterprise fund) and a fiduciary fund (consisting of another employee benefit trust fund and a custodial fund). The focus of enterprise funds is the measurement of economic resources, that is, the determination of operating income, changes in net position (or cost recovery), financial position, and cash flows. The focus of fiduciary funds is also the measurement of economic resources.

The enterprise fund is maintained on the accrual basis of accounting. Enterprise funds account for activities (i) that are financed with debt that is secured solely by a pledge of the net revenues from fees and charges of the activity; or (ii) that are required by law or regulations that the activity's cost of providing services, including capital cost (such as depreciation or debt service), be recovered with fees and charges, rather than with taxes or similar revenues; or (iii) that the pricing policies of the activity establish fees and charges designed to recover its costs, including capital costs (such as depreciation or debt service). Under this method, revenues are recorded when earned and expenses are recorded when the related liability is incurred.

The fiduciary fund is also maintained on the accrual basis of accounting. The fiduciary fund accounts for the recording and accumulation of other postemployment benefit resources, which are held in trust for the exclusive benefit of the Authority's retirees. This fund is referred to as the "Other Postemployment Benefits" ("OPEB") Trust. In addition, the fiduciary fund maintains custodial funds that account for the recording and accumulation of resources for the proposed Glassboro-Camden Line (GCL) project, which is an 18-mile passenger rail line between Glassboro and Camden in Southern New Jersey. (Note: The Authority is the project manager for the GCL, on behalf of the NJ Transit, and is provided with the authority to implement various pre-development activities for the project. The Authority has **no** financial responsibility related to the funding of the GCL project).

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

Cash and Cash Equivalents: The Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents for purposes of the combined statements of cash flows. In addition, according to the various Indentures of Trust, which govern the flow and accounting of the Authority's financial resources, certain accounts are required to be maintained in order to comply with the provisions of the Indentures of Trust. For the accounts that are restricted, the Authority has recorded the applicable cash and cash equivalents as restricted on the combined financial statements (Note 11).

Investment in Securities: Investments are stated at fair value, generally based on quoted market prices. Certain investments are maintained in connection with the Authority's bonded debt (Notes 3 and 12) and the OPEB Trust. Likewise, as with cash and cash equivalents, the accounts that are restricted as per the various Indentures of Trust have been recorded as restricted investments on the combined financial statements (Note 11).

Accounts Receivable: The Authority establishes a provision for the estimated number of uncollectible accounts based upon periodic analysis of collection history.

Transit System Inventory: Transit system inventory, consisting principally of spare parts for maintenance of transit system facilities, is stated at the lower of cost (first-in, first-out method) or market.

Debt Insurance Costs, Bond Premiums, Bond Discounts, and Loss on Refunding: Insurance purchased as part of the issuance of debt is amortized by the straight-line method from the issue date to maturity and is recorded as a noncurrent asset on the combined statements of net position. Bond premiums and discounts are amortized by the effective interest method from the issue date to maturity and are presented as an adjustment to the face amount of the bonds. Likewise, a loss on refunding arising from the issuance of the revenue bonds and port district project bonds is amortized by the effective interest method from the issue date to maturity. The loss on refunding of debt, however, is classified as a deferred outflow of resources on the combined statements of net position.

Capital Assets: Capital assets are stated at cost, which generally include expenses for legal expenses incurred during the construction period. Capital assets also include the cost incurred for port-related projects, and improvements, enlargements, and betterments to the original assets. Replacements of existing assets (except for primarily police and certain other vehicles whose estimated useful life is two years or less) are also recorded at cost. The related costs and accumulated depreciation of the property replaced are removed from the respective accounts, and any gain or loss on disposition is credited or charged to non-operating revenues or expenses. Assets capitalizable generally have an original cost of five thousand dollars or more and a useful life in excess of three years. Depreciation and amortization are provided using the straight-line method over the estimated useful lives of the related assets, including those financed by federal and state contributions (Notes 7 and 13).

Asset lives used in the calculation of depreciation are generally as follows:

Bridges, freeways and tunnels	100 years
Buildings, stations and certain bridge components	35 - 50 years
Electrification, signals and communications system	30 - 40 years
Transit cars, machinery and equipment	10 - 25 years
Computer equipment, automobiles and other equipment	3 - 10 years

Maintenance and Repairs: Maintenance and repair costs considered necessary to maintain bridge facilities in good operating condition are charged to operations as incurred.

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Note 1. Summary of Significant Accounting Policies (Continued)

Self-insurance: The Authority provides for the uninsured portion of potential public liability and workers' compensation claims through self-insurance programs and charges current operations for estimated claims to be paid (Note 14).

Pensions: For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pennsylvania State Employees' Retirement System ("SERS") and the State of New Jersey Public Employees' Retirement System ("PERS"), and additions to/deductions from SERS and PERS fiduciary net position, have been determined on the same basis as reported by the plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions ("OPEB"): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Authority's OPEB Trust and additions to/deductions from the OPEB Trust's fiduciary net position have been determined on the same basis as they are reported by the OPEB Trust. For this purpose, the OPEB Trust recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Economic Development Activities: The Authority establishes loan loss provisions for economic development loans receivable, based upon collection history and analysis of creditor's ability to pay. The Authority has established a loss reserve in the amount of \$1,345 as of September 30, 2022, and December 31, 2021, for its economic development loans outstanding.

Net Position: Net position is classified in the following three components:

Net Investment in Capital Assets: This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds, notes or other borrowings, and deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Restricted: This component of net position consists of external constraints imposed by creditors (such as debt covenants), grantors, contributors, laws or regulations of other governments, or constraints imposed by law through constitutional provisions or enabling legislation, that restricts the use of net position.

Unrestricted: This component of net position consists of a net position that does not meet the definition of "restricted" or "net investment in capital assets." This component includes net position that may be allocated for specific purposes by the Board. A deficiency will require future funding.

Operating and Non-Operating Revenues and Expenses: Operating revenues include all revenues derived from facility charges (i.e., toll revenues, which include E-ZPass revenues), PATCO operations (passenger fare, advertising, and parking), and other revenue sources. Non-operating revenues principally consist of interest income earned on various interest-bearing accounts and on investments in debt securities.

Operating expenses include expenses associated with the operation, maintenance, and repair of the bridges, PATCO, and general administrative expenses. Non-operating expenses principally include expenses attributable to the Authority's interest on funded debt and economic development activities.

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Note 1. Summary of Significant Accounting Policies (Continued)

Operating and Non-Operating Revenues and Expenses (Continued): When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Debt Management: Total outstanding bond debt reflected on the combined statements of net position is net of unamortized bond discounts and premiums (Note 12).

Derivative Instruments: The Authority was a party to two (2) forward delivery agreements during 2020, one related to its maintenance reserve and the other related to the debt service reserve for the 2012 Port District Project Bonds (Note 4). These forward delivery agreements allowed the Authority to earn a guaranteed fixed rate of return over the life of the investments in both reserves. In February 2021, the Authority terminated the maintenance reserve forward agreement and now only has one active forward agreement, specifically the one related to the 2012 PDP debt service reserve.

Budget: In accordance with Section 5.15 of the 1998 Revenue Refunding Bonds Indenture of Trust and its Supplemental Indentures and Section 5.07 of the 1999 and 2012 Port District Project ("PDP") Bond Indentures of Trust, the Authority must annually adopt an Annual Budget on or before December 31 for the ensuing year. (Note: An Annual Budget for the 1999 PDP Bonds was not necessary for the year 2021 since all remaining bonds matured on January 1, 2021.) For the Revenue Bonds, Section 5.15 of the 1998 Revenue Refunding Bond Indenture of Trust requires that the Authority, on or before December 31, in each year, adopt a final budget for the ensuing year of (i) operational expenses, (ii) the PATCO Subsidy, (iii) the amount to be deposited to the credit of the Maintenance Reserve Fund, and (iv) the estimated amounts to be deposited into the Debt Service Fund, the Debt Service Reserve Fund, and the Rebate Fund. Each Annual Budget must also contain the Authority's projections of revenues for the ensuing year demonstrating compliance with the covenant as to facility charges as set forth in Section 5.09 of the Indentures of Trust. On or before December 31 in each year, the Authority must file a copy of the Annual Budget for the ensuing year with the Trustee.

The Port District Project Bond Indentures require the following: the adopted budget must set forth, inter alia, the PATCO Subsidiary, the amount of any operating subsidy paid or payable by the Authority to or for the account of any other subsidiary of the Authority (including, without limitation, the Port of Philadelphia and Camden) and all other material operating expenses of the Authority payable from the General Fund (see Note 11 for description of funds established under the Trust Indentures). The Authority must also include the debt service payable on the bonds and any additional subordinated indebtedness during the ensuing year and all amounts required to be paid by the Authority into the Debt Service Reserve Fund or the Rebate Fund or to any Reserve Fund Credit Facility issuer during the ensuing year. On or before December 31, in each year, the Authority must file a copy of the Annual Budget for the ensuing year with the Trustees and Credit Facility Issuer.

The Authority filed the appropriate budgets for 2021 and 2020, as described above, to its bond trustees by December 31, 2021, and 2020, in compliance with the bond indentures. These budgets became effective on January 1 of the subsequent year.

The Authority may at any time adopt an amended or supplemental Annual Budget for the remainder of the then-current year, which shall be treated as the Annual Budget under the provisions of the Indentures of Trust. A copy of any amended or supplemental Annual Budget must be promptly filed with the Trustees.

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Note 1. Summary of Significant Accounting Policies (Continued)

Interfunds: Interfund receivables/payables represent amounts that are owed, other than charges for goods and services rendered, to/from a particular fund. These receivables/payables are eliminated during the aggregation process.

Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the combined financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Income Taxes: The Authority is a public corporate instrumentality of the State of New Jersey and the Commonwealth of Pennsylvania, and is described in its amended governing Compact, has been “deemed to be exercising an essential government function in effectuating such purposes,” and therefore is exempt from income taxes pursuant to the Internal Revenue Code (Section 115).

Note 2. Cash and Cash Equivalents

Custodial Credit Risk Related to Deposits: Custodial credit risk is the risk that, in the event of a bank failure, the Authority’s deposits might not be recovered. The Authority does not have a deposit policy for custodial credit risk; however, the Authority has agreements with various banks where most of the deposits are collateralized or secured by U.S. Treasury notes or through a Federal Home Loan Bank Letter of Credit.

Note 3. Investment in Securities

Excluding the investments of the OPEB Trust, the Authority’s investments in various securities are maintained for specified funds in accordance with the provisions of the Indenture of Trust adopted as of July 1, 1998 (revised in 2018) or the Authority’s General Fund investment policy (for unrestricted investments), which was revised and became effective on March 15, 2019 (see reference below under *Interest Rate Risk*).

Custodial Credit Risk Related to Investments: For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. The Authority’s investments on September 30, 2022, and December 31, 2021, totaled \$429,215 and \$506,145, respectively. These investments consisted of short-term investments, asset backed securities, commercial paper, corporate bonds and notes, U.S. federal agency notes and bonds, and U.S. government treasuries. All the Authority’s investments are maintained in the Authority’s name, by a third-party financial institution acting as the Authority’s agent.

The short-term investments primarily consist of money market funds and certificates of deposits with a maturity of greater than one year. Since these funds are held by a third-party financial institution, and it is the policy of the Authority to re-invest these funds in investments with longer maturities, these amounts have been classified as investments, as opposed to cash and cash equivalents, in the combined statements of net position.

Interest Rate Risk: The Authority’s General Fund investment policy (approved by the Board in February 2019) limits investment maturities (on unrestricted investments) as a means of managing its exposure to fair value losses arising from increasing interest rates and is as follows: the average effective duration of the portfolio is not to exceed thirty-six (36) months, and the maximum effective duration of any individual security is not to exceed seven (7) years, unless otherwise specified.

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Note 3. Investment in Securities (Continued)

Credit Risk: Investments are purchased in accordance with the 1998 Indenture of Trust and its Supplemental Indenture and General Fund investment parameters and generally include U.S. government obligations, money market funds, obligations of U.S. agencies or instrumentalities, and obligations of public agencies or municipalities rated in either of the two highest rating categories by Standard & Poor's Ratings or Moody's Investors Service. In accordance with the 1998 Indenture of Trust and its Supplemental Indentures and its General Fund investment guidelines, the Authority invests in corporate bonds and commercial paper rated A-1 by Standard & Poor's Corporation. Guaranteed income contracts are collateralized by U.S. government and agency securities, and debt obligations having a rating in the highest rating category from Moody's investors Service or Standard & Poor's Rating Services.

Concentration of Credit Risk: The Authority's investment policy on the concentration of credit risk for its General Fund investments states that no limitations exist on the purchase of investments in obligations of the U.S. government and U.S. federal agencies since they are fully guaranteed or backed by the U.S. government.

For the purchase of investments in obligations of all other issuers, total investments held from any one issuer shall not exceed ten percent (10%) of the aggregate market value of the entire portfolio, except for repurchase agreements, which, from any one issuer, shall not exceed twenty-five percent (25%) of the aggregate market value of the portfolio.

OPEB Trust

As previously stated, the OPEB Trust accounts for the recording and accumulation of other postemployment benefit resources (Authority contributions), which are held in trust for the exclusive benefit of the Authority's retirees. These contributions are invested by the Authority.

Custodial Credit Risk Related to Investments: The Authority's investments on September 30, 2022, and December 31, 2021, totaled \$31,762 and \$32,809, respectively. These investments consisted of money market funds, corporate bonds and notes, U.S. federal agency notes and bonds, and U.S. government treasuries. All of the Authority's investments are maintained in the Authority's name, by a third-party financial institution acting as the Authority's agent.

As of September 30, 2022, and December 31, 2021, the Authority had the following investments in the OPEB Trust:

Investment	Fair Value Hierarchy Level	9/30/2022	12/31/2021
Mutual Funds	Level 1	\$ 2,859	\$ 580
Corporate bonds and notes	Level 1	4,056	4,750
U.S. federal agency notes and bonds	Level 1	556	840
U.S. government treasuries	Level 1	24,292	26,693
Total		<u>\$ 31,762</u>	<u>\$ 32,809</u>

Interest Rate Risk: The Authority's investment policy for the OPEB Trust calls for investments predominately in fixed income assets (corporate bonds, US treasury and agency paper, totaling approximately 90.0% of the portfolio), with the remainder held in high quality money market securities.

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Note 3. Investment in Securities (Continued)

OPEB Trust (Continued)

Credit Risk: As of September 30, 2022, the actual ratings by Moody's for the OPEB Trust investments were as follows:

Actual Rating	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
Aaa	\$ 246	\$ 556	\$ 24,292
Aa2	285		
A1	1,253		
A2	1,199		
Unrated	1,072		
	<u>\$ 4,056</u>	<u>\$ -</u>	<u>\$ 24,292</u>

Note 4. Derivative Instruments

Forward Delivery Agreements

As of September 30, 2022, the Authority is party to one active (1) forward delivery agreement. The effective forward delivery agreement requires one counterparty financial institution, the Bank of America, to deposit securities in the bond service fund, for the Port District Project Bonds, Series 2012. The effective forward delivery agreement provides the Authority with a guaranteed rate of return of 5.92% for those funds. The securities that are deposited into this account are timed to meet scheduled debt service requirements, as mandated by its Indenture of Trust (Note 11).

"Eligible Securities" under the forward delivery agreement means "direct, full faith and credit-non-callable obligations of the United States of America; REFCORP Interest Strips, senior debt obligations issued by Fannie Mae or the Federal Home Loan Mortgage Corporation; and commercial paper which is rated "P-1" by Moody's and "A-1+" by S&P, and which matures not more than 270 days after the date of delivery."

Objective and Terms of the Forward Delivery Agreements: The forward delivery agreements allow the Authority to earn a guaranteed fixed rate of return over the life of the investments. These agreements are utilized by the Authority to earn a rate of return in excess of a rate that would otherwise be feasible by investing in securities with a shorter term.

The general terms of each agreement are set forth in the table below:

	Effective Date of Agreement	Termination Date	Scheduled Amount	Guaranteed Rate	Fair Value *	
					9/30/2022	12/31/2021
Series 2012 port district project bonds	12/22/99	01/01/26	\$ 10,436	5.92%	<u>\$ 1,893</u>	<u>\$ 1,893</u>

* Level 3 inputs are unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities.

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Note 4. Derivative Instruments (Continued)

Forward Delivery Agreements (Continued)

Fair Value: The fair value of each forward delivery agreement is based on the value of the future discounted cash flows expected to be received over the life of the agreement relative to an estimate of discounted cash flows that could be received over the same term based on current market conditions. The fair values of the forward delivery agreements are classified as a noncurrent asset. As the forward delivery agreements are effective hedging instruments, the offsetting balances are reflected as deferred inflows of resources. The fair values of the agreements are assessed at the end of each year.

Credit Risk: Credit risk is the risk that the counterparty will not fulfill its obligations. Under the terms of the forward delivery agreements, the Authority is either holding cash or an approved security within certain bond service funds. None of the principal amount of an investment under the forward delivery agreement is at risk to the credit of the counterparty. Should the counterparty default, the Authority's maximum exposure is the positive termination value, if any, related to this agreement.

Interest Rate Risk: Interest rate risk is the risk that changes in interest rates will adversely affect the fair values of the Authority's financial instruments or cash flows. The fair values of the forward delivery agreement are expected to fluctuate over the life of the agreement in response to changes in interest rates. The Authority does not have a formally adopted policy related for interest rate risk on the forward delivery agreement.

Termination Risk: The Authority or the counterparty may terminate the forward delivery agreement if the other party fails to perform under the terms of the contract. If the forward delivery agreement has a negative fair value at the time of termination, the Authority would be liable to the counterparty for a payment equivalent to the fair value of the instrument at the time of termination (See Note 19).

Note 5. Accounts Receivable

Accounts receivable for September 30, 2022, and December 31, 2021, are as follows:

	<u>9/30/2022</u>	<u>12/31/2021</u>
Reimbursements from governmental agencies -		
Federal Transit Administration	\$ 8,306	\$ 11,985
Reimbursements from other governmental agencies	712	657
Development projects	3,500	3,500
E-ZPass bridge tolls from other agencies	10,517	8,548
Due from fiduciary funds	202	13
Other	738	1,358
	<hr/>	<hr/>
Gross receivables	23,974	26,061
Less: allowance for uncollectibles	(3,500)	(3,500)
	<hr/>	<hr/>
Net total receivables	\$ 20,474	\$ 22,561

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Note 6. Changes in Long-Term Liabilities

Long-term liability activity for the period ended September 30, 2022, is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
2012 Port District Project Refunding Bonds	95,780		(14,085)	\$ 81,695	\$ 14,785
2013 Revenue Bonds	476,585		(232,640)	243,945	
2018 Revenue Bonds	587,380		(57,645)	529,735	60,105
2022 Revenue Refunding Bonds		\$ 220,360		220,360	
Issuance discounts/premiums	63,529		(11,721)	51,808	
Total bonds payable	1,223,274	220,360	(316,091)	1,127,543	74,890
Other liabilities					
Claims and judgments	745	\$ 103	(376)	473	189
Self-insurance	6,074	2,257	(2,479)	5,852	2,341
Sick and vacation leave	5,380	0	(109)	5,271	2,108
Net pension liability	155,785			155,785	
Unearned revenue	7,845	6,600	(6,541)	7,904	3,162
Other postemployment benefits	66,604			66,604	
Total other liabilities	242,433	8,961	(9,505)	241,889	7,800
Total long-term liabilities	\$ 1,465,707	\$ 229,321	\$ (325,596)	\$ 1,369,432	\$ 82,690

Long-term liability activity for the year ended December 31, 2021, is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
1999 Port District Project Bonds	\$ 1,035		\$ (1,035)		
2012 Port District Project Refunding Bonds	108,130		(12,350)	\$ 95,780	\$ 14,085
2013 Revenue Bonds	476,585			476,585	
2018 Revenue Bonds	644,780		(57,400)	587,380	57,645
Issuance discounts/premiums	76,489		(12,960)	63,529	
Total bonds payable	1,307,019	-	(83,745)	1,223,274	71,730
Other liabilities					
Claims and judgments	871	\$ 328	(454)	745	455
Self-insurance	4,536	4,732	(3,194)	6,074	4,434
Sick and vacation leave	5,541	6,707	(6,868)	5,380	3,497
Net pension liability	157,711	59,957	(61,883)	155,785	
Unearned revenue	7,800	6,374	(6,329)	7,845	6,880
Other postemployment benefits	69,404	2,553	(5,353)	66,604	
Total other liabilities	245,863	80,651	(84,081)	242,433	15,266
Total long-term liabilities	\$ 1,552,882	\$ 80,651	\$ (167,826)	\$ 1,465,707	\$ 86,996

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Note 7. Capital Assets

Capital assets for the period ended September 30, 2022, were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 74,059			\$ 74,059
Construction in progress	822,787	\$ 55,211	\$ (117,076)	760,921
Total capital assets not being depreciated	896,846	55,211	(117,076)	834,980
Capital assets being depreciated				
Bridges and related building and equipment	1,416,516	117,076	(10)	1,533,582
Transit property and equipment	804,056			804,056
Port enhancements	6,703		(0)	6,703
Total capital assets being depreciated	2,227,275	117,076	(10)	2,344,341
Less: accumulated depreciation for:				
Bridges and related building and equipment	(798,806)	(36,486)		(835,292)
Transit property and equipment	(381,326)	(19,271)		(400,597)
Port enhancements	(6,374)	(145)		(6,519)
Total accumulated depreciation	(1,186,506)	(55,902)		(1,242,408)
Total capital assets being depreciated, net	1,040,769	61,174	(10)	1,101,932
Total capital assets, net	\$ 1,937,615	\$ 116,384	\$ (117,087)	\$ 1,936,913

Capital assets for the year ended December 31, 2021, were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 74,059			\$ 74,059
Construction in progress	684,280	\$ 180,290	\$ (41,783)	822,787
Total capital assets not being depreciated	758,339	180,290	(41,783)	896,846
Capital assets being depreciated				
Bridges and related building and equipment	1,387,548	37,358	(8,390)	1,416,516
Transit property and equipment	789,434	14,954	(332)	804,056
Port enhancements	6,703			6,703
Total capital assets being depreciated	2,183,685	52,312	(8,722)	2,227,275
Less: accumulated depreciation for:				
Bridges and related building and equipment	(753,175)	(46,509)	878	(798,806)
Transit property and equipment	(355,657)	(26,000)	331	(381,326)
Port enhancements	(6,120)	(254)		(6,374)
Total accumulated depreciation	(1,114,952)	(72,763)	1,209	(1,186,506)
Total capital assets being depreciated, net	1,068,733	(20,451)	(7,513)	1,040,769
Total capital assets, net	\$ 1,827,072	\$ 159,839	\$ (49,296)	\$ 1,937,615

Total depreciation expense for the periods ended September 30, 2022, and December 31, 2021, was \$55,902 and \$72,763, respectively.

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Note 8. Deferred Compensation Plan

The Authority offers its employees a deferred compensation plan in accordance with Internal Revenue Code Section 457. The plan, available to all full-time employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. The Authority does not make any contributions to the plan. To comply with changes in federal regulations and GASBS 32, *Accounting and Financial Reporting for Internal Revenue Code 457 Deferred Compensation Plans*, the Authority amended the plan in 1998 so that all amounts of compensation deferred under the plan, all property and rights purchased with those amounts, and all income attributable to those amounts, property, or rights are solely the property of the employees.

Note 9. Pension Plans

Employees of the Authority participate in the Pennsylvania State Employees' Retirement System ("SERS"), the State of New Jersey Public Employees' Retirement System ("PERS"), or the Teamsters Pension Plan of Philadelphia and Vicinity.

General Information about the Plans

Plan Descriptions

Pennsylvania State Employees' Retirement System: The Pennsylvania State Employees' Retirement System is the administrator of a cost-sharing multiple-employer defined benefit pension plan established by the Commonwealth of Pennsylvania ("Commonwealth") to provide pension benefits for employees of state government and certain independent agencies. SERS is a component unit of the Commonwealth and is included in the Commonwealth's financial report as a pension trust fund. Membership in SERS is mandatory for most state employees. Members and employees of the General Assembly, certain elected or appointed officials in the executive branch, department heads, and certain employees in the field of education are not required but are given the option to participate.

SERS provides retirement, death, and disability benefits. Article II of the Commonwealth's constitution assigns the authority to establish and amend the benefit provision of the plan to the General Assembly. Member retirement benefits are determined by taking years of credited service, multiplied by final average salary, multiplied by 2%, multiplied by class of service multiplier. According to the State Employees' Retirement Code, all obligations of SERS will be assumed by the Commonwealth should SERS terminate.

The Pennsylvania State Employees' Retirement System issues a publicly available annual financial report, including financial statements, which may be obtained by writing to Pennsylvania State Employees' Retirement System, 30 North 3rd Street, Suite 150, Harrisburg, Pennsylvania 17101.

State of New Jersey Public Employees' Retirement System: The Public Employees' Retirement System ("PERS") is the administrator of a cost-sharing multiple-employer defined benefit pension plan established by the State of New Jersey ("State") which was established as of January 1, 1955 under the provisions of N.J.S.A. 43:15A. The PERS' designated purpose is to provide retirement, death, disability, and medical benefits to certain qualified members. Membership in the PERS is mandatory for some full-time employees of the Authority, provided the employee is not required to be a member of another state-administered retirement system or other state pensions fund or local jurisdiction's pension fund. The PERS' Board of Trustees is primarily responsible for the administration of the PERS.

The State of New Jersey Public Employees' Retirement System issues a publicly available annual financial report, including financial statements, which may be obtained by writing to State of New Jersey, Division of Pensions and Benefits, P.O. Box 295, Trenton, New Jersey 08625-0295.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Plan Descriptions (Continued)

Teamsters Pension Plan of Philadelphia and Vicinity: The Teamsters Health and Welfare Fund of Philadelphia and Vicinity (the "Fund") covers all eligible employees working for employers who have a collective bargaining agreement with a Teamsters local union which is party to the Fund and under which the employers have agreed to make contributions to the Fund on the employees' behalf in accordance with negotiated hourly rates. The Fund is a cost-sharing multiple-employer defined benefit that was established under the terms of collective bargaining agreements between the employers and Teamsters local unions (the local unions), located in central and northeast portions of Pennsylvania, along the eastern shore of Maryland, Maine, New York, and Ohio, and is not a state or local governmental pension plan. The Fund is generally non-contributory but does provide for participant contributions under the Consolidated Omnibus Budget Reconciliation Act (COBRA). The Fund provides health and other benefits to eligible participants who are covered under collective bargaining agreements, or other written agreements, with the local unions. The Fund is administered by a Board of Trustees (Trustees) with equal representation by the employers and the local unions and is subject to the provisions of the Employee Retirement Income Security Act of 1974, as amended (ERISA). Benefit terms are established, and amended, by the Trustees. The Authority is not subject to any provisions regarding withdrawal from the Fund. The Teamsters Pension Plan of Philadelphia and Vicinity issues a publicly available annual financial report, including financial statements, which may be obtained by writing to Teamsters Pension Plan of Philadelphia and Vicinity, Fourth and Cherry Streets, Philadelphia, Pennsylvania 19106.

Vesting and Benefit Provisions

Pennsylvania State Employees' Retirement System: A member may retire after completing three years of service and after reaching normal retirement age (the age of 60, except police officers at age 50, or the age at which 35 years of service has been completed, whichever occurs first). Benefits vest after five years of service, or after 10 years of service for those hired on or after January 1, 2011. If an employee terminates his or her employment after at least five years of service (10 years if hired on or after January 1, 2011) but before the normal retirement age, he or she may receive pension benefits immediately or defer pension benefits until reaching retirement age. Employees who retire after reaching the normal retirement age with at least three years of credited service who started on or prior to December 31, 2010 are entitled to receive pension benefits equal to 2.5% (2.0% for employees starting on or after January 1, 2011, unless they opt to pay more to be eligible for the 2.5%) of their final average compensation (average of the three highest years in earnings) times the number of years for which they were a participant in the plan. The pension benefits received by an employee who retires after five years of credited service but before normal retirement age are reduced for the number of years that person is under normal retirement age.

Pension provisions include death benefits, under which the surviving beneficiary may be entitled to receive the employee's accumulated contributions less the amount of pension payments that the employee received, the present value of the employees' account at retirement less the amount of pension benefits received by the employee, the same pension benefits formerly received by the employee, or one-half of the monthly pension payment formerly received by the employee. The maximum pension benefit to the employee previously described may be reduced depending on the benefits elected for the surviving beneficiary.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Vesting and Benefit Provisions (Continued)

State of New Jersey Public Employees' Retirement System: The vesting and benefit provisions are set by N.J.S.A. 43:15A. PERS provides retirement, death, and disability benefits. All benefits vest after ten years of service, except for medical benefits, which vest after 25 years of service or under the disability provisions of the PERS.

The following represents the membership tiers for PERS:

<u>Tier</u>	<u>Definition</u>
1	Members who were enrolled prior to July 1, 2007
2	Members who were eligible to enroll on or after July 1, 2007 and prior to November 2, 2008
3	Members who were eligible to enroll on or after November 2, 2008 and prior to May 21, 2010
4	Members who were eligible to enroll after May 21, 2010 and prior to June 28, 2011
5	Members who were eligible to enroll on or after June 28, 2011

Service retirement benefits of 1/55th of final average salary for each year of service credit is available to tiers 1 and 2 members upon reaching age 60 and to tier 3 members upon reaching age 62. Service retirement benefits of 1/60th of final average salary for each year of service credit is available to tier 4 members upon reaching age 62 and tier 5 members upon reaching age 65. Early retirement benefits are available to tiers 1 and 2 members before reaching age 60, tiers 3 and 4 with 25 years or more of service credit before age 62, and tier 5 with 30 or more years of service credit before age 65. Benefits are reduced by a fraction of a percent for each month that a member retires prior to the age at which a member can receive full early retirement benefits in accordance with their respective tier. Tier 1 members can receive an unreduced benefit from age 55 to age 60 if they have at least 25 years of service. Deferred retirement is available to members who have at least 10 years of service credit and have not reached the service retirement age for the respective tier.

Teamsters Pension Plan of Philadelphia and Vicinity: A member may retire at the later of (a) the date the employee reaches 65 or (b) the tenth anniversary of the employee's commencement of participation in the plan. Additionally, employees are eligible for early retirement after 10 years of participation in the plan and (a) completion of 30 years of vested service or (b) attainment of age 50 and completion of 10 years of vested service. Benefits vest after 10 years of service. An employee who retires on or after his or her normal retirement age is entitled to receive benefits based on his or her credited years of service multiplied by a monthly benefit rate, which is determined based on the employer's daily contributions. The benefits are subject to maximum rates that vary according to employer daily contribution rates. Members may also receive benefits after early retirement at reduced rates, depending on age at retirement.

An employee who qualifies for disability retirement benefits (total and permanent disability with 10 years of vested service and 5 years of continuous service with at least 300 covered days of contributions) is entitled to receive two hundred dollars per month until retirement age, when retirement benefits would commence. Provisions include surviving spouse death benefits, under which the surviving spouse is entitled to a 50% survivor annuity in certain cases. On December 31, 2021, 2020, and 2019, the Authority had 212, 220, and 203 employees, respectively, covered by the Fund.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Contributions

Pennsylvania State Employees' Retirement System: The contribution requirements of plan members and the Authority are established and amended by the Pennsylvania State Employees' Retirement System Board. As of January 1, 2011, employee's contribution rates range from 5% to 9.3% of their gross earnings depending on their plan selection.

Employer contribution rates are certified by the SERS Board annually, typically in April of each year to become effective the following fiscal year beginning in June. It is customary for rates to result from an independent actuarial valuation of the pension fund. The employer contribution rate is set so that it can fund all retirement benefits earned by employees working during the year and pay toward any unfunded liability that may exist. In some cases, however, the actuarially calculated employer contribution rate has been set or adjusted by Pennsylvania law. The Authority's contractually required contribution rate for the years ended December 31, 2021, and 2020 was 34.67% and 34.37%, respectively, of the Authority's covered payroll, and the Authority's contractually required quarterly contributions to the pension plan for 2021 and 2020 totaled \$16,567 (includes \$54 of accrued pension liability) and \$17,006 (includes \$940 of accrued pension liability), respectively. Employee contributions to the plan during 2021 and 2020 were \$2,974 and \$3,599, respectively.

State of New Jersey Public Employees' Retirement System: The contribution policy is set by N.J.S.A. 43:15A and requires contributions by active members and contributing employers. Pursuant to the provisions of Chapter 78, P.L. 2011, the active member contribution rate increased from 5.5% of annual compensation to 6.5% plus an additional 1% phased-in over 7 years beginning in July 2012. The member contribution rate was 7.34% in State fiscal year 2018. The phase-in of the additional incremental member contribution rate takes place in July of each subsequent State fiscal year. Employers' contributions are based on an actuarially determined amount, which includes the normal cost and unfunded accrued liability.

The Authority's contractually required contribution rate for the years ended December 31, 2021, and 2020 was 15.97% and 15.77%, respectively, of the Authority's covered payroll. This amount was actuarially determined as the amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year, including an additional amount to finance any unfunded accrued liability. The Authority's contractually required contributions to the pension plan for the years ended December 31, 2021, and 2020 were \$126 and \$132, which is and was due on April 1, 2022 and April 1, 2021, respectively. Employee contributions to the plan during 2021 and 2020 were \$59 and \$63, respectively.

Teamsters Pension Plan of Philadelphia and Vicinity: The employer's contribution requirements are determined under the terms of one Collective Bargaining Agreement ("CBA") in force. The CBA between Port Authority Transit Corporation ("PATCO") and Teamsters Local 676 ("Teamsters") expired December 31, 2017. PATCO and Teamsters subsequently entered into an Agreement executed by PATCO on July 23, 2018. That Agreement extended the CBA without change and provided that PATCO will continue to make contributions to the Teamsters Health and Welfare Fund of Philadelphia and Vicinity and the Teamsters Pension Trust Fund of Philadelphia and Vicinity in the same manner and method as set forth in the CBA at the contribution rates established by the Trustees of the respective Funds, increasing effective June 1, 2018 and August 1, 2018, respectively, subject to increases on a yearly basis, until such time as a new CBA is reached or either party terminates the Agreement.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Contributions (Continued)

Teamsters Pension Plan of Philadelphia and Vicinity (Continued): During 2021, the Authority was required to and did contribute thirty-two dollars and twenty-four cents (\$32.24) per day from January 1 through July 31, and thirty-three dollars and eighty-six cents (\$33.86) per day from August 1 through December 31 for each PATCO participating employee. For the 2020 year, the Authority was required to and did contribute thirty dollars and seventy cents (\$30.70) per day from January 1 through June 30, and thirty-two dollars and twenty-four cents (\$32.24) per day, from July 1 through December 31 for each PATCO participating employee. The Authority's contributions totaled 4.71%, 4.72%, and 9.27% of covered payroll in 2021, 2020 and 2019, respectively.

The employees of the Authority do not contribute to the Fund. The Authority contributed \$1,491, \$1,608, and \$1,474 in 2021, 2020 and 2019, respectively, which represented 100% of the required contributions.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

Pennsylvania State Employees' Retirement System: On December 31, 2021, the Authority's proportionate share of the SERS net pension liability was \$154,513. The net pension liability was measured as of December 31, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2020. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the December 31, 2020, measurement date, the Authority's proportion was .84449557%, which was a decrease of .01230369% from its proportion measured as of December 31, 2019.

On December 31, 2020, the Authority's proportionate share of the SERS net pension liability was \$155,749. The net pension liability was measured as of December 31, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2019. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the December 31, 2019, measurement date, the Authority's proportion was .85679926%, which was a decrease of .01162913% from its proportion measured as of December 31, 2018. At December 31, 2021 and 2020, the Authority's proportionate share of the SERS pension expense, calculated by the Plan as of the December 31, 2020 and 2019 measurement dates, was \$17,938 and \$24,216, respectively.

State of New Jersey Public Employees' Retirement System: At December 31, 2021, the Authority's proportionate share of the PERS net pension liability was \$1,272. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2021. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the June 30, 2021, measurement date, the Authority's proportion was .0107379607%, which was a decrease of .0012932155% from its proportion measured as of June 30, 2020.

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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

State of New Jersey Public Employees' Retirement System (Continued): On December 31, 2020, the Authority's proportionate share of the PERS net pension liability was \$1,962. The net pension liability was measured as of June 30, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2019. The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2020. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the June 30, 2020, measurement date, the Authority's proportion was .0120311762%, which was an increase of .0011909983% from its proportion measured as of June 30, 2019.

At December 31, 2021 and 2020, the Authority's proportionate share of the PERS pension expense, calculated by the Plan as of the June 30, 2021 and 2020 measurement dates, was \$62 and \$224, respectively.

Deferred Outflows of Resources and Deferred Inflows of Resources

Certain changes in the net pension liability are to be recognized as deferred outflows of resources or deferred inflows of resources and are amortized as either an increase or decrease to future year's pension expense, using a systematic and rational method over a closed period.

At December 31, 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources			Deferred Inflows of Resources		
	SERS	PERS	Total	SERS	PERS	Total
Differences between expected and actual experience	\$ 1,451	\$ 20	\$ 1,471	\$ 173	\$ 9	\$ 182
Changes of assumptions	17,181	7	17,188		453	453
Net difference between projected and actual earnings on pension plan investments				19,769	335	20,104
Differences between employer contributions and proportionate share of contributions	1,682		1,682	1,033		1,033
Changes in proportion	4,685	475	5,160	3,248	228	3,476
Employer contributions subsequent to the measurement date	12,659	63	12,722			
	<u>\$ 37,658</u>	<u>\$ 565</u>	<u>\$ 38,223</u>	<u>\$ 24,223</u>	<u>\$ 1,025</u>	<u>\$ 25,248</u>

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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

On December 31, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources			Deferred Inflows of Resources		
	SERS	PERS	Total	SERS	PERS	Total
Differences between expected and actual experience	\$ 1,942	\$ 36	\$ 1,978	\$ 1,055	\$ 7	\$ 1,062
Changes of assumptions	6,002	64	6,066		821	821
Net difference between projected and actual earnings on pension plan investments		67	67	11,108		11,108
Differences between employer contributions and proportionate share of contributions	6		6	1,469		1,469
Changes in proportion	7,463	766	8,229	2,007		2,007
Employer contributions subsequent to the measurement date	16,266	66	16,332			
	<u>\$ 31,679</u>	<u>\$ 999</u>	<u>\$ 32,678</u>	<u>\$ 15,639</u>	<u>\$ 828</u>	<u>\$ 16,467</u>

At December 31, 2021, \$12,659 and \$63 for SERS and PERS, respectively, included in deferred outflows of resources, will be included as a reduction of the net pension liability in the year ending December 31, 2022. These contributions were made by the Authority to the respective pension plans after the measurement date to satisfy the pension plans' net pension liability, but before the end of the financial statement period for the Authority. For SERS, this amount was based on actual contributions made during 2021, which was after the measurement date of December 31, 2020. For PERS, the amount was based on an estimated April 1, 2023, contractually required contribution, prorated from the pension plan's measurement date of June 30, 2021, to the Authority's year-end of December 31, 2021.

At December 31, 2020, \$16,266 and \$66 for SERS and PERS, respectively, included in deferred outflows of resources, will be included as a reduction of the net pension liability in the year ending December 31, 2021. These contributions were made by the Authority to the respective pension plans after the measurement date to satisfy the pension plan's net pension liability, but before the end of the financial statement period for the Authority. For SERS, this amount was based on actual contributions made during 2020, which was after the measurement date of December 31, 2019. For PERS, the amount was based on an estimated April 1, 2022, contractually required contribution, prorated from the pension plans measurement date of June 30, 2020, to the Authority's year-end of December 31, 2020.

The components of deferred outflows of resources and deferred inflows of resources for SERS and PERS are amortized into pension expense over the number of years in the table that follows. The years of amortization are based on a closed period for the December 31, 2020, and June 30, 2021 measurement periods, respectively, which reflect the weighted average remaining service life of all SERS and PERS members, beginning the year in which the deferred amount occurs.

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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Deferred Outflows of Resources and Deferred Inflows of Resources (Continued)

	SERS		PERS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments				
2021				5.00
2020		5.00		5.00
2019		5.00		5.00
2018		5.00		5.00
2017		5.00		5.00
2016		5.00		5.00
Differences between expected and actual experience				
2021				5.13
2020	5.20		5.16	
2019	5.30		5.21	
2018	5.30			5.63
2017	5.20		5.48	
2016		5.20	5.57	
2015	5.20			
Changes of assumptions				
2021			5.13	
2020	5.20			5.16
2019	5.30			5.21
2018				5.63
2017				5.48
2016	5.20		5.57	
2015	5.20			

The amounts of deferred outflows of resources and deferred inflows of resources related to the respective net pension liabilities measured on December 31, 2020, for SERS and June 30, 2021, for PERS that will be recognized in pension expense in future periods are as follows:

Year Ending Dec. 31	SERS	PERS	Total
2022	\$ 497	\$ (108)	\$ 389
2023	3,151	(107)	3,044
2024	(4,130)	(143)	(4,273)
2025	590	(157)	433
2026	668	(8)	660
Totals	\$ 776	\$ (523)	\$ 253

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Note 9. Pension Plans (Continued)

Actuarial Assumptions

Since the measurement of the net pension liability of SERS is the same date as the actuarial valuation of the net pension liability, no roll forward procedures are required for the net pension liability. For PERS, however, the net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The total PERS pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2021.

The actuarial valuations for the year ended December 31, 2021, used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2020, for SERS and June 30, 2021 for PERS:

	SERS	PERS
Inflation	2.50%	2.75%
Projected salary increases	average of 4.60% with range of 3.30% - 6.95% including inflation	2.00% - 6.00% based on years of service (through 2026); 3.00% - 7.00% based on years of service (thereafter)
Investment rate of return	7.00%	7.00%
Mortality rate table	projected PubG-2010 and PubNS-2010 mortality tables adjusted for actual plan experience and future improvement	Pub-2010 mortality tables adjusted for actual plan experience and future improvements
Period of actuarial experience study upon which actuarial assumptions were based	2015 - 2019	July 1, 2014 - June 30, 2018

The actuarial valuations for the year ended December 31, 2020, used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2019, for SERS and June 30, 2020, for PERS:

	SERS	PERS
Inflation	2.60%	2.75%
Projected salary increases	average of 5.60% with range of 3.70% - 8.90% including inflation	2.00% - 6.00% based on years of service (through 2026); 3.00% - 7.00% based on years of service (thereafter)
Investment rate of return	7.125%	7.00%
Mortality rate table	projected RP-2000 mortality tables adjusted for actual plan experience and future improvement	Pub-2010 mortality tables adjusted for actual plan experience and future improvements
Period of actuarial experience study upon which actuarial assumptions were based	2011 - 2015	July 1, 2014 - June 30, 2018

The long-term expected real rate of return on pension plan investments is determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

Best estimates of arithmetic real rates of return for each major asset class included in current and target asset allocation as of the measurement dates of December 31, 2020, for SERS and June 30, 2021, for PERS, are summarized in the following table:

Asset Class	SERS		PERS	
	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Cash / cash equivalents	2.00%	0.25%	4.00%	0.50%
Emerging markets equity	4.00%	5.00%	5.50%	10.96%
Fixed income - core	22.00%	1.50%		
Fixed income - opportunistic	4.00%	3.00%		
High yield			2.00%	3.75%
Inflation protection (TIPS)	4.00%	1.50%		
International developed markets equity	13.00%	4.75%		
Investment grade credit			8.00%	1.68%
Non-U.S. developed markets equity			13.50%	8.71%
Private credit	4.00%	4.25%	8.00%	7.60%
Private equity	14.00%	6.25%	13.00%	11.30%
Real assets	8.00%	5.60%	3.00%	7.40%
Real estate (property)			8.00%	9.15%
Risk mitigation strategies			3.00%	3.35%
U.S. equity	25.00%	4.90%	27.00%	8.09%
U.S. treasuries			5.00%	0.95%
Total	<u>100.00%</u>		<u>100.00%</u>	

Best estimates of arithmetic real rates of return for each major asset class included in current and target asset allocation as of the measurement dates of December 31, 2019, for SERS and June 30, 2020, for PERS, are summarized in the following table:

Asset Class	SERS		PERS	
	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Cash / cash equivalents	3.00%	0.00%	4.00%	0.50%
Emerging markets equity			5.50%	10.23%
Fixed income	11.00%	1.26%		
Global public equity	48.00%	5.15%		
High yield			2.00%	5.95%
Investment grade credit			8.00%	2.67%
Multi-Strategy	10.00%	4.44%		
Non-U.S. developed markets equity			13.50%	8.57%
Private credit			8.00%	7.59%
Private equity	16.00%	7.25%	13.00%	11.42%
Real assets			3.00%	9.73%
Real estate (property)	12.00%	5.26%	8.00%	9.56%
Risk mitigation strategies			3.00%	3.40%
U.S. equity			27.00%	7.71%
U.S. treasuries			5.00%	1.94%
Total	<u>100.00%</u>		<u>100.00%</u>	

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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

Discount Rate: The discount rate used to measure the total pension liability at December 31, 2020 and 2019 for SERS was 7.000% and 7.125%, respectively. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the rates applicable for each member and that employer contributions will be made based on rates determined by the actuary. Based on those assumptions, SERS fiduciary net position was projected to be available to make all projected future benefit payments of current active and non-active SERS members; therefore, the long-term expected rate of return on SERS investments was applied to all periods of projected benefit payments to determine the total pension liability.

The discount rate used to measure the total pension liability at June 30, 2021 and 2020 for PERS was 7.00% and 7.00%, respectively. These single blended discount rates were based on the long-term expected rate of return on pension plan investments of 7.00%, and a municipal bond rate of 2.16% and 2.21%, as of June 30, 2021, and 2020, respectively, based on the Bond Buyer GO 20-Bond Municipal Bond Index, which includes tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher. The projection of cash flows used to determine the discount rate assumed that contributions from Plan members will be made at the current member contribution rates and that contributions from employers will be based on 100% of the actuarially determined contributions for the State and 100% of actuarially determined contributions for the local employers. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on Plan investments was applied to all projected benefit payments to determine the total pension liability.

Sensitivity of Authority's Proportionate Share of Net Pension Liability to Changes in the Discount Rate

Pennsylvania State Employees' Retirement System: The following presents the Authority's proportionate share of the net pension liability at the Plan's measurement date of December 31, 2020, and December 31, 2019, calculated using a discount rate of 7.000% and 7.125%, respectively, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rates used:

	December 31, 2021		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date December 31, 2020	\$ 193,164	\$ 154,513	\$ 105,157
	December 31, 2020		
	1% Decrease 6.125%	Current Discount Rate 7.125%	1% Increase 8.125%
Authority's proportionate share of the net pension liability - measurement date December 31, 2019	\$ 197,905	\$ 155,749	\$ 119,659

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Note 9. Pension Plans (Continued)

Sensitivity of Authority's Proportionate Share of Net Pension Liability to Changes in the Discount Rate (Continued)

State of New Jersey Public Employees' Retirement System: The following presents the Authority's proportionate share of the net pension liability at the Plan's measurement date of June 30, 2021 and June 30, 2020, calculated using a discount rate of 7.00% for June 30, 2021 and 7.00% for June 30, 2020, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rates used:

	December 31, 2021		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date June 30, 2021	\$ 1,732	\$ 1,272	\$ 882
	December 31, 2020		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date June 30, 2020	\$ 2,470	\$ 1,962	\$ 1,531

Note 10. Postemployment Healthcare Plan ("OPEB")

General Information about the OPEB Plan

Plan Description: The Authority's defined benefit OPEB plan ("Plan") provides OPEB for all permanent full-time employees of the Authority hired prior to January 1, 2007. The Plan is a single employer defined benefit OPEB plan administered by the Authority through a trust that meets the criteria of paragraph 4 of GASBS No. 75. The trust is fiscally dependent upon funding contributions from the Authority. The Authority's Board of Commissioners ("Commissioners") establish and amend the benefit terms of the Plan. As such, the Plan is considered a fiduciary component unit of the Authority. The Plan does not issue a stand-alone financial report.

Benefits Provided: The Plan provides medical, including prescription drug coverage, and life insurance benefits for retirees and their dependents. Benefits are provided through a third-party insurer, and the full cost of the benefits is covered by the Plan, along with retiree contributions.

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

General Information about the OPEB Plan (Continued)

Employees Covered by Benefit Terms: Based on the December 31, 2020, actuarial valuation, the following employees were covered by the benefit terms:

Inactive plan members or beneficiaries currently receiving benefit payments	781
Inactive plan members entitled to but not yet receiving benefit payments	2
Active plan members	362
	1,145

The Plan is closed to new entrants. Employees hired after January 1, 2007, are not eligible for retirement benefits.

Contributions: The contribution requirements of plan members and the Authority are established, and amended, by the Commissioners. For the years ended December 31, 2021, and 2020, the Authority’s average contribution rate was 17.17% and 19.02%, respectively, of covered-employee payroll. Total contributions to the Plan by the Authority during 2021 and 2020 were \$4,889 and \$5,416, respectively. Contributions for 2021 and 2020 by plan members receiving benefits for medical and prescription ranged from \$10.00 to \$2,936.25 per month depending on the plan type and coverage selected.

Net OPEB Liability

The Authority’s net OPEB liability measurement date of December 31, 2021, was rolled forward from the total OPEB liability used to calculate the net OPEB liability determined by the actuarial valuation as of January 1, 2020.

Actuarial Assumptions: The total OPEB liability as of December 31, 2021, was determined by the actuarial valuation as of January 1, 2020, using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Salary increase	3.5 percent
Healthcare cost trend rates	The following assumptions are used for annual healthcare cost inflation (trend):

	Year	Pre-65	Post 65
Year 1 Trend	January 1, 2022	7.0%	7.0%
Ultimate Trend	January 1, 2032 & Later	4.5%	4.5%
Grading Per Year		0.25%	0.25%

Mortality rates were based on the RP 2014 Healthy Male and Female Tables that are based on the Employee and Healthy Annuitant Tables for both pre & post retirement projected with mortality improvement using the most current Society of Actuaries Mortality Improvement Scale MP-2019.

The OPEB Plan fiduciary net position was projected with an investment return of 2.05% and 2.02% for the years ended December 31, 2021, and 2020, respectively.

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

Discount Rate: The discount rate used to measure the total OPEB liability as of December 31, 2021, was 2.05%. This discount rate was based on the prescribed discount interest rate methodology under GASBS No. 75 using an average of three 20-year bond indices (e.g., Bond Buyer-20 Bond GO - 2.06%, S&P Municipal Bond 20 Year High Grade Rate Index - 2.25%, Fidelity GA AA 20 Years - 1.84%).

The discount rate used to measure the total OPEB liability as of December 31, 2020, was 2.02%. This discount rate was based on the prescribed discount interest rate methodology under GASBS No. 75 using an average of three 20-year bond indices (e.g., Bond Buyer-20 Bond GO - 2.12%, S&P Municipal Bond 20 Year High Grade Rate Index - 1.93%, and Fidelity GA AA 20 Years - 2.00%).

The projection of cash flows used to determine the discount rates assumed that Authority contributions would be made at rates equal to the actuarial determined contribution rates. Based on those assumptions, the OPEB Plan’s fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees assuming that such payments are paid separate from the OPEB Plan fiduciary fund. Therefore, the long-term expected rate of return on OPEB Plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Changes in the Net OPEB Liability

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances at January 1, 2021	\$ 102,610	\$ 33,206	\$ 69,404
Changes for the year:			
Service cost	237		237
Interest	2,054		2,054
Change in assumptions	(464)		(464)
Contributions - employer:			
Pay-as-you-go costs		4,889	(4,889)
Net investment income		(163)	163
Benefit payments	(4,889)	(4,889)	
Administrative expense		(99)	99
Net changes	(3,062)	(262)	(2,800)
Balances at December 31, 2021	\$ 99,548	\$ 32,944	\$ 66,604
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances at January 1, 2020	\$ 127,389	\$ 32,285	\$ 95,104
Changes for the year:			
Service cost	229		229
Interest	2,519		2,519
Differences between expected and actual experience	(22,111)		(22,111)
Contributions - employer:			
Pay-as-you-go costs		5,416	(5,416)
Net investment income		1,022	(1,022)
Benefit payments	(5,416)	(5,416)	
Administrative expense		(101)	101
Net changes	(24,779)	921	(25,700)
Balances at December 31, 2020	\$ 102,610	\$ 33,206	\$ 69,404

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The following presents the net OPEB liability of the Authority as well as what the Authority’s net OPEB liability would be if it were calculated using a discount rate of 2.05% and 2.02% for December 31, 2021, and 2020, respectively, that is 1-percentage-point lower or 1-percentage-point higher than the aforementioned discount rates used:

	December 31, 2021		
	1% Decrease (1.05%)	Discount Rate (2.05%)	1% Increase (3.05%)
Net OPEB liability	\$ 82,816	\$ 66,604	\$ 52,891

	December 31, 2020		
	1% Decrease (1.02%)	Discount Rate (2.02%)	1% Increase (3.02%)
Net OPEB liability	\$ 86,758	\$ 69,404	\$ 55,907

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the net OPEB liability of the Authority as well as what the Authority’s net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	December 31, 2021		
	Trend Rates Less 1%	Healthcare Cost Trend Rates	Trend Rates Plus 1%
Net OPEB liability	\$ 53,774	\$ 66,604	\$ 81,590

	December 31, 2020		
	Trend Rates Less 1%	Healthcare Cost Trend Rates	Trend Rates Plus 1%
Net OPEB liability	\$ 57,317	\$ 69,404	\$ 84,692

OPEB Expense (Benefit) and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2021, and 2020, the Authority recognized OPEB expense (benefit) of \$(7,794) and \$2,115, respectively. At December 31, 2021, the Authority reported deferred inflows of resources related to OPEB from the changes in assumptions of \$212. No deferred outflows of resources were reported.

At December 31, 2020, the Authority reported deferred outflows of resources related to OPEB from the changes in assumptions of \$10,094. No deferred inflows of resources were reported.

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

OPEB Expense (Benefit) and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB (Continued)

Amounts reported as deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows: \$212 during the year ending December 31, 2022.

Payable to the OPEB Plan

At December 31, 2021 and 2020, there were no payables reported to the OPEB Plan.

Note 11. Indentures of Trust

The Authority’s outstanding Revenue Bonds are subject to the provisions of the following Indentures of Trust: Revenue Refunding Bonds of 1998, dated July 1, 1998; the 2013 Revenue Bonds, dated December 1, 2013, and the 2018 Revenue and Revenue Refunding Bonds, dated December 18, 2018 (collectively the “Bond Resolution”).

In addition, the Authority’s 2012 Port District Project Refunding Bonds, dated December 1, 2012, are governed by a separate, individual indenture. The 1999 PDP Bonds fully matured on January 1, 2021.

The Bond Resolution requires the maintenance of the following accounts:

Project Fund: This *restricted* account was established in accordance with Section 6.02 of the Bond Resolution. The Project Fund is held by the Trustee and is applied to pay the cost of the Projects and is pledged, pending application to such payment of costs for the security of the payment of principal and interest on the Revenue, Revenue Refunding, and Project Bonds (the “Bonds”).

Debt Service Fund: This *restricted* account was established in accordance with Section 6.04 of the Bond Resolution for the payment of maturing interest and principal on the Bonds. The balance on deposit must be sufficient to enable the Trustee to withdraw amounts equal to interest due on the Bonds, principal amounts maturing on Bonds, accrued interest included in the purchase price of the bonds purchased for retirement, and sinking fund installments when payments are required.

Debt Service Reserve Fund: This *restricted* account was established in accordance with Section 6.05 of the Bond Resolution. The amount of funds on deposit must be maintained at a level equal to the Maximum Debt Service to ensure funds are available for payment of Debt Service.

Bond Redemption Fund: This *restricted* account was established in accordance with section 6.06 of the Bond Resolution to account for amounts received from any source for the redemption of Bonds, other than mandatory sinking fund payments.

Rebate Fund: This *restricted* account was established in accordance with Section 6.07 of the bond Resolution account for amounts deposited from time to time in order to comply with the arbitrage rebate requirements of Section 148 of the Code as applicable to any Series of Tax-Exempt Bonds issued.

Revenue Fund: This *unrestricted* account was established in accordance with Section 6.03 of the Bond Resolution for the Authority to deposit all Revenues. On or before the 20th day of each calendar month, the Trustee shall, to the extent money is available, after deduction of cash and investment balances for the 15% working capital reserve, transfer to or credit funds needed in the following order: (1) the Debt Service Fund, (2) the Debt Service Reserve Fund, (3) any Reserve Fund Credit Facility Issuer, (4) the Trustee’s Rebate Fund, (5) the Maintenance Reserve Fund, (6) the General Fund.

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Note 11. Indentures of Trust (Continued)

The Bond Resolution requires the maintenance of the following accounts (continued):

Maintenance Reserve Fund: This *restricted* account was established in accordance with Section 6.08 of the Bond Resolution. These funds are maintained for reasonable and necessary expenses with respect to the system for major repairs, renewals, replacements, additions, betterments, enlargements, improvements, and extraordinary expenses, all to the extent not provided for in the then current Annual Budget. Money in this account is pledged for the security of payment of principal and interest on the bonds. Whenever the amount in this account exceeds the "Maintenance Reserve Fund Requirement," the excess shall be deposited in the General Fund. The "Maintenance Reserve Fund Requirement" on any date is at least \$3,000.

General Fund: This *unrestricted* account was established in accordance with Section 6.09 of the Bond Resolution. All excess funds of the Authority are recorded in the General Account. If the Authority is not in default in the payment of bond principal or interest and all fund requirements are satisfied, the excess funds may be used by the Authority for any lawful purpose.

Note 12. Funded and Long-Term Debt

Total Outstanding Funded Debt: On September 30, 2022, the Authority had \$1,127,543 in Revenue Bonds and Port District Project Refunding Bonds outstanding (including unamortized premiums), consisting of bonds issued in 2012, 2013, 2018, and 2022. The 2012 Port District Project Refunding Bonds were issued pursuant to an Indenture of Trust dated December 1, 2012. The 2013 Revenue Bonds were issued pursuant to an Indenture of Trust, a Ninth Supplemental Indenture, dated as of December 1, 2013. The 2018 Revenue Bonds were issued pursuant to a Fourteenth Supplemental Indenture dated December 18, 2018. The 2022A Revenue Refunding Bonds were issued pursuant to a Fifteenth Supplemental Indenture, dated May 1, 2022.

1999 Port District Project Bonds (fully matured January 1, 2021): On December 22, 1999, the Authority issued \$272,095 to provide funds to finance (a) all or a portion of the cost of certain port improvement and economic development projects within the Port District, (b) a deposit of cash or a Reserve Fund Credit Facility to the credit of the Debt Service Reserve Fund established under the 1999 Port District Project Bond Indenture and (c) all or a portion of the costs and expenses of the Authority relating to the issuance and sale of the 1999 Port District Project Bonds (Series A and B).

1999 Port District Project Bonds (fully matured January 1, 2021) (Continued): The 1999 Port District Project Bonds are general corporate obligations of the Authority. The 1999 Port District Project Bonds are not secured by a lien or charge on, or pledge of, any revenues or other assets of the Authority other than the monies, if any, on deposit from time to time in the Funds established under the 1999 Port District Project Bond Indenture. No tolls, rents, rates or other such charges are pledged for the benefit of the 1999 Port District Project Bonds. The 1999 Port District Project Bonds are equally and ratably secured by the funds on deposit in the Funds established under the 1999 Port District Project Bond Indenture, except for the Rebate Fund. The 1999 Port District Project Bonds are payable from such Funds and from other monies of the Authority legally available.

The 1999 Port District Project Bonds were subject to optional redemption and mandatory sinking fund redemption prior to maturity. The scheduled payment of principal and interest on the 1999 Port District Project Bonds when due were guaranteed under an insurance policy issued concurrently with the delivery of the 1999 Port District Project Bonds by Financial Security Assurance Inc. The Authority paid off the balance of the 1999 Port District Project bonds, in full, on January 1, 2021.

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Note 12. Funded and Long-Term Debt (Continued)

2012 Port District Project Refunding Bonds: On December 20, 2012, the Authority issued \$153,030 in Port District Project Refunding Bonds, Series 2012. The Port District Project Refunding Bonds, Series 2012 (the "2012 Bonds") were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act (as such terms are defined herein) and an Indenture of Trust (the "Indenture") dated as of December 1, 2012, between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as trustee (the "Trustee").

The 2012 Bonds were issued to (i) refund and redeem all the outstanding principal balance of, and interest accrued on the Authority's outstanding Port District Project Bonds, Series B of 1998, Port District Project Bonds, Series B of 1999, and Port District Project Bonds, Series A of 2001.

The refunding resulted in a loss (difference between the reacquisition price and the net carrying amount of the old debt) of \$7,000. This difference, reported in the accompanying combined financial statements as a deferred outflow of resources, is being charged to operations through the year 2025 using the effective interest method.

The 2012 Bonds are general corporate obligations of the Authority. The 2012 Bonds are not secured by a lien or charge on, or pledge of, any revenues or other assets of the Authority other than the moneys, if any, on deposit from time to time in the Funds established under the Indenture, except for the Rebate Fund. No tolls, rents, rates, or other charges are pledged for the benefit of the 2012 Bonds. The 2012 Bonds are equally and ratably secured by the monies, if any, on deposit in the Funds established under Indenture, except for the Rebate Fund. The 2012 Bonds are payable from such Funds and from other monies of the Authority legally available.

Redemption Provisions:

Optional Redemption: The 2012 Bonds maturing on or after January 1, 2024 are subject to redemption prior to maturity at the option of the Authority on or after January 1, 2023, in whole at any time, or in part at any time and from time to time, in any order of maturity specified by the Authority and within a maturity as selected by the Trustee as provided in the Indenture and as summarized below under the subheading "Redemption Provisions - Selection of 2012 Bonds to be Redeemed." Any such redemption shall be made at a redemption price equal to the principal amount of the Bonds to be redeemed, plus interest accrued to the date fixed for redemption.

Payment of Redemption Price: Notice of redemption having been given in the manner provided in the Indenture, or written waivers of notice having been filed with the Trustee prior to the date set for redemption, the 2012 Bonds (or portions thereof) so called for redemption shall become due and payable on the redemption date so designated and interest on such 2012 Bonds (or portions thereof) shall cease to accrue from the redemption date whether or not such Bonds shall be presented for payment. The principal amount of all 2012 Bonds so called for redemption, together with the redemption premium, if any, payable with respect thereto and accrued and unpaid interest thereon to the date of redemption, shall be paid (upon presentation and surrender of such 2012 Bonds) by the Paying Agent out of the appropriate Fund or other funds deposited for the purpose.

Selection of 2012 Bonds to be Redeemed: If less than all the 2012 Bonds are to be redeemed and paid prior to maturity, 2012 Bonds registered in the name of the Authority shall be redeemed before other 2012 Bonds are redeemed. Thereafter, the portion of 2012 Bonds to be redeemed shall be selected by the Authority, or if no such selection is made, by lot by the Trustee from among all outstanding 2012 Bonds eligible for redemption.

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Note 12. Funded and Long-Term Debt (Continued)

2012 Port District Project Refunding Bonds (Continued):

Redemption Provisions (Continued):

Selection of 2012 Bonds to be Redeemed (Continued): In the case of a partial redemption of 2012 Bonds when 2012 Bonds of denominations greater than the minimum Authorized Denomination are outstanding, then for all purposes in connection with such redemption, each principal amount equal to the minimum authorized denomination shall be treated as though it were a separate 2012 Bond for purposes of selecting the 2012 Bonds to be redeemed, provided that no 2012 Bonds shall be redeemed in part if the principal amount to be outstanding following such partial redemption is not an authorized denomination (Note 19).

The 2012 Port District Project Refunding Bonds outstanding on September 30, 2022, are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2023	3.00%	\$ 240	2025	5.00%	\$ 16,300
2023	5.00%	14,545	2026	5.00%	17,115
2024	5.00%	15,520	2027	5.00%	17,975
Total par value of 2012 Port District Project Refunding Bonds					81,695
Add: unamortized bond premium					3,056
Total 2012 Port District Project Refunding Bonds, net					<u>\$ 84,751</u>

2013 Revenue Bonds: On December 18, 2013, the Delaware River Port Authority issued its Revenue Bonds, Series of 2013 in the aggregate principal amount of \$476,585. The 2013 Revenue Bonds were issued by means of a book-entry-only system evidencing ownership and transfer of 2013 Revenue Bonds on the records of The Depository Trust Company, New York, New York, and its participants. Interest on the 2013 Revenue Bonds will be payable semi-annually on January 1 and July 1 of each year commencing July 1, 2014. The 2013 Revenue Bonds were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act and an Indenture of Trust, dated as of July 1, 1998, by and between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as successor to Commerce Bank, N.A., as trustee, as heretofore supplemented from time to time, including as supplemented by a Ninth Supplemental Indenture, dated as of December 1, 2013 (collectively, the "1998 Revenue Bond Indenture"). The 2013 Revenue Bonds are being issued for the purpose of: (i) financing a portion of the costs of the Authority's approved capital improvement program; (ii) funding a deposit to the 1998 Debt Service Reserve Fund established under and as specifically defined in the 1998 Revenue Bond Indenture; and (iii) paying the costs of issuance.

The 2013 Revenue Bonds are limited obligations of the Authority and are payable solely from the sources referred to in the 2013 Revenue Bonds and the 1998 Revenue Bond Indenture. Neither the credit nor the taxing power of the Commonwealth of Pennsylvania (the "Commonwealth") or the State of New Jersey (the "State") or of any county, city, borough, village, township or other municipality of the Commonwealth or the State is or shall be pledged for the payment of the principal, redemption premium, if any, or interest on the 2013 Revenue Bonds. The 2013 Revenue Bonds are not and shall not be deemed to be a debt or liability of the Commonwealth or the State or of any such county, city, borough, village, township or other municipality, and neither the Commonwealth nor the State nor any such county, city, borough, village, township or other municipality is or shall be liable for the payment of such principal, redemption premium, or interest. The Authority has no taxing power. On May 4, 2022, the Authority refunded a portion of the 2013 Revenue Bonds, in the amount of \$220,360 through a taxable private placement loan agreement with Bank of America. (See 2022A Revenue Refunding Bond section)

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Note 12. Funded and Long-Term Debt (Continued)

2013 Revenue Bonds (Continued):

The 2013 Revenue Bonds outstanding on September 30, 2022, are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2035	5.000%	34,870	2037	5.000%	38,540
2035	4.750%	1,000	2037	4.750%	1,000
2036	5.000%	36,660	2038	5.000%	41,515
2036	4.750%	1,000	2039	5.000%	43,590
			2040	5.000%	45,770
Total par value of 2013 Revenue Bonds					243,945
Add: unamortized bond premium					3,533
Total 2013 Revenue Bonds, net					<u>\$ 247,478</u>

Optional Redemption: The remaining 2013 Revenue Bonds are subject to redemption at the option of the Authority, prior to maturity, in whole or in part (and if in part, in such order of maturity or within a maturity as the Authority shall specify, or if the Authority shall fail to specify, by lot or by such other method as the Paying Agent determines to be fair and reasonable and in any principal amount in Authorized Denominations), at any time on or after January 1, 2024. Any such redemption shall be made at a redemption price equal to 100% of the principal amount of the 2013 Revenue Bonds to be redeemed, plus accrued interest to the Redemption Date (Note 19).

2018 Revenue Bonds: On December 18, 2018, the Delaware River Port Authority issued its Revenue Bonds, Series of 2018, totaling \$700,505, consisting of: its Revenue Bonds, Series A of 2018 in the aggregate principal amount of \$273,475, its Revenue Refunding Bonds, Series B of 2018 (the "2018B Revenue Refunding Bonds") in the aggregate principal amount of \$404,060, and its Revenue Bonds, Series C of 2018 (Federally Taxable) (the "2018C Revenue Bonds") in the aggregate principal amount of \$22,970, and together with the 2018A Revenue Bonds, the 2018B Revenue Refunding Bonds, and the 2018C Revenue Bonds collectively called the "2018 Revenue Bonds". The 2018 Revenue Bonds were issued by means of a book-entry-only system evidencing ownership and transfer of 2018 Revenue Bonds on the records of The Depository Trust Company, New York, New York, and its participants. Interest on the 2018 Revenue Bonds is payable semi-annually on January 1 and July 1 of each year commencing July 1, 2019.

The 2018 Revenue Bonds were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act and an Indenture of Trust, dated as of July 1, 1998, by and between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as successor to Commerce Bank, National Association, as trustee, as heretofore amended and supplemented from time to time, including as amended and supplemented by a Fourteenth Supplemental Indenture, dated as of December 18, 2018 (collectively, the "1998 Revenue Bond Indenture").

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Note 12. Funded and Long-Term Debt (Continued)

2018 Revenue Bonds (Continued):

The 2018 Revenue Bonds, Series A, B and C, as more particularly specified within, were issued for the purpose of: (i) financing a portion of the costs of the Authority's approved capital improvement program; (ii) current refunding all of (1) \$100,120 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A of 2008, (2) \$111,240 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series B of 2008, (3) \$51,305 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A-1 of 2010, (4) \$55,330 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A-2 of 2010, (5) \$106,635 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series B of 2010, and (6) \$35,535 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series C of 2010; (iii) financing a portion of the cash settlement cost to terminate all of the Authority's 1995 Revenue Bond Swaption and 1999 Revenue Bond Swaption; (iv) funding a deposit to the 1998 Debt Service Reserve Fund established under and as specifically defined in the 1998 Revenue Bond Indenture; and (v) paying the costs of issuance of the 2018 Revenue Bonds.

The 2018 Revenue Bonds are limited obligations of the Authority and are payable solely from the sources referred to in the 2018 Revenue Bonds and the 1998 Revenue Bond Indenture. Neither the credit nor the taxing power of the Commonwealth of Pennsylvania (the "Commonwealth") or the State of New Jersey (the "State") or of any county, city, borough, village, township or other municipality of the Commonwealth or the State is or shall be pledged for the payment of the principal, redemption premium, if any, or interest on the 2018 Revenue Bonds. The 2018 Revenue Bonds are not and shall not be deemed to be a debt or liability of the Commonwealth or the State or of any such county, city, borough, village, township or other municipality, and neither the Commonwealth nor the State nor any such county, city, borough, village, township or other municipality is or shall be liable for the payment of such principal, redemption premium, or interest. The Authority has no taxing power.

2018A Revenue Bonds: On December 18, 2018, the Authority issued new fixed rate bonds, in the amount of \$273,475, at a premium of \$43,893. As a result of this transaction (including payment of debt service reserve and cost of issuance requirements), \$290,000 was deposited into the 2018 new bond project fund account, to support the 2019 5-year Capital Plan.

The 2018A Revenue Bonds outstanding on September 30, 2022, are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2027	5.000%	\$ 1,690	2034	5.000%	\$ 20,565
2028	5.000%	15,345	2035	5.000%	21,590
2029	5.000%	16,110	2036	5.000%	22,670
2030	5.000%	16,920	2037	5.000%	23,805
2031	5.000%	17,760	2038	5.000%	24,995
2032	5.000%	18,650	2039	5.000%	26,240
2033	5.000%	19,580	2040	5.000%	27,555
Total par value of 2018A Revenue Bonds					273,475
Add: unamortized bond premium					33,363
Total 2018A Revenue Bonds, net					<u>\$ 306,838</u>

Optional Redemption: The 2018A Revenue Bonds are subject to redemption at the option of the Authority, prior to maturity, in whole or in part (and if in part, in such order of maturity or within a maturity as the Authority shall specify, or if the Authority shall fail to specify, by lot or by such other method as the Paying Agent determines to be fair and reasonable and in any principal amount in Authorized Denominations), at any time on or after January 1, 2029. Any such redemption shall be made at a redemption price equal to 100% of the principal amount of the 2018A Revenue Bonds to be redeemed, plus accrued interest to the Redemption Date.

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Note 12. Funded and Long-Term Debt (Continued)

2018 Revenue Bonds (Continued):

2018B Revenue Refunding Bonds: On December 18, 2018, the Authority issued \$404,060 in fixed rate bonds, and used these funds, along with “other available funding sources”, to refund \$460,165 in variable rate debt (specifically, the 2008 Series A&B and 2010 Series A, B and C Revenue Refunding Bonds). As a result, the Authority eliminated all of its variable debt. This transaction also resulted in the termination of two LOCs, which supported the 2008B and 2010B Revenue Bonds (principal amount totaling \$217,875). Four (4) LIBOR Index Rate-based bank purchase loans (a.k.a., “Floating Rate Notes”), with three banks totaling \$242,290, which supported the 2008A, 2010A and 2010C Revenue Refunding Bonds (principal amount were also terminated. In addition, as a result of this transaction the 1999 Revenue Bond Swaption was terminated and cash-settled in the amount of \$35,721.

The 2018B Revenue Refunding Bonds outstanding on September 30, 2022, are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2023	5.000%	\$ 60,105	2025	5.000%	\$ 65,350
2024	5.000%	62,680	2026	5.000%	68,125
Total par value of 2018B Revenue Refunding Bonds					256,260
Add: unamortized bond premium					11,856
Total 2018B Revenue Refunding Bonds, net					\$ 268,116

Optional Redemption: The 2018B Revenue Refunding Bonds are not subject to redemption at the option of the Authority, prior to maturity.

The total collective 2018 Revenue Bonds outstanding on September 30, 2022, are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2023	5.000%	\$ 60,105	2032	5.000%	\$ 18,650
2024	5.000%	62,680	2033	5.000%	19,580
2025	5.000%	65,350	2034	5.000%	20,565
2026	5.000%	68,125	2035	5.000%	21,590
2027	5.000%	1,690	2036	5.000%	22,670
2028	5.000%	15,345	2037	5.000%	23,805
2029	5.000%	16,110	2038	5.000%	24,995
2030	5.000%	16,920	2039	5.000%	26,240
2031	5.000%	17,760	2040	5.000%	27,555
Total par value of 2018 Revenue Bonds					529,735
Add: unamortized bond premium					45,219
Total 2018 Revenue Bonds, net					\$ 574,954

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Note 12. Funded and Long-Term Debt (Continued)

2022A Revenue Refunding Bonds: On May 4, 2022, the Authority entered into a "Loan Agreement" (Loan) with the Bank of America, N.A. pursuant to which the bank has provided a credit facility to the Authority in the amount of \$220,360 to provide funds to refund a portion of the Authority's outstanding Revenue Bonds, Series 2013 and pay certain financing costs.

The Authority's obligations under the "Loan Agreement" are secured by its \$220,360 aggregate principal amount of Revenue Refunding Bonds, Series A of 2022 (Taxable Convertible to Tax-Exempt) ("2022A Revenue Bonds"), which have been issued pursuant to a Fifteenth Supplemental Indenture dated as of May 1, 2022 ("Fifteenth Supplemental Indenture"), supplementing its Indenture of Trust dated as of July 1, 1998" (as supplemented to date, the "Indenture"). The 2022A Revenue Bonds were issued on a taxable basis (inclusive of the interest rates set forth in the chart below); however, interest rate on the "Loan" and the 2022A Revenue Bonds may be convertible to tax-exempt interest rates on or after January 1, 2024.

The 2022A Revenue Bonds mature on January 1 in the years 2027 through 2034 in the respective principal amounts set forth in the chart below. The 2022A Revenue Bonds are secured by a pledge of revenues of the Authority and are on parity with all other bonds outstanding under the Indenture, except to the extent provided therein, as more fully described in the Fifteenth Supplemental Indenture.

The 2022A Revenue Refunding Bonds outstanding on September 30, 2022, are as follows (taxable):

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2027	3.360%	24,160	2031	4.030%	27,880
2028	3.580%	24,965	2032	4.110%	29,005
2029	3.770%	25,860	2033	4.170%	30,195
2030	3.890%	26,835	2034	4.210%	31,460
Total 2022 Revenue Bonds, net					<u>\$ 220,360</u>

Maturities of Principal and Interest on Bonds: The following presents the principal and interest due on all bonds outstanding as of September 30, 2022:

Years Ending December 31,	Principal	Interest	Total
2023	74,890	50,646	125,536
2024	78,200	46,864	125,064
2025	81,650	42,915	124,565
2026	85,240	38,792	124,032
2027-2031	215,500	153,569	369,069
2032-2036	267,245	101,004	368,249
2037-2040	273,010	26,437	299,447
	<u>1,075,735</u>	<u>\$ 460,227</u>	<u>\$ 1,535,962</u>
Net unamortized bond premiums	<u>51,808</u>		
	<u>\$ 1,127,543</u>		

Maturities of Principal and Interest on Bonds (Continued): Interest on all of the Authority's fixed rate debt (revenue bonds and port district project bonds issued in 2012, 2013, 2018 and 2022) is payable semi-annually on January 1 and July 1 in each year. The Authority is current on all its monthly debt service payments on all obligations.

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Note 12. Funded and Long-Term Debt (Continued)

Debt Authorized but not Issued: At its August 2013 meeting, the Authority's Board authorized the issuance, sale and delivery of up to \$550,000 in taxable or tax-exempt fixed rate bonds, to fund the 5-year 2013 Capital Plan (DRPA-13-094). This resolution rescinded and repealed all prior resolutions (DRPA-09-064 and DRPA-13-030) and any prior inconsistent resolutions. In December 2013, the Authority issued \$476,585 in fixed rate bonds (the 2013 Revenue Bonds) based on this resolution, and \$73,415 remains authorized but not issued under this Board resolution.

Resolution DRPA-16-098: At its September 21, 2016 meeting, the Authority's Board authorized the Authority to issue Revenue Refunding Bonds "in an aggregate principal amount not to exceed \$960,000," "to advance refund and redeem all or a portion of the outstanding" 2013D Revenue Bonds, "to effect interest cost savings for the Authority, and, to the extent deemed economically advantageous and fiscally prudent, amend, replace or terminate any or all of the Authority's outstanding Interest Rate Swap Agreements." Based on this resolution, \$960,000 remains authorized but not issued.

Resolution DRPA #18-008: This resolution authorized the issuance of up to \$350,000 in new revenue bonds, subject to market conditions. On December 18, 2018, the Authority issued \$273,475 in new revenue bonds (2018A Revenue Bonds), as per the resolution leaving \$76,525 in authorized but not issued bonds.

Resolution DRPA-21-033: In May 2021, the Authority's Board passed Resolution DRPA 21-033, "Authorization for Issuance of Port District Project Refunding Bonds, Series 2012." As a result of the resolution's passage, the "total debt authorized not issued" increased by \$75,000 to total \$1.2 billion as of December 31, 2021.

The Authority issued \$220.4 million in 2022 Revenue Refunding bonds in May 2022 thereby reducing the total balance of unissued debt to \$964,580 as of September 30, 2022.

These authorizations provide flexibility for the Authority to engage in the aforementioned transactions, under the right conditions, but do not obligate the Authority to execute any of the transactions.

Bond Ratings:

Significant changes to the Authority's bond ratings, over the past five (5) years, are described below:

Moody's Investors Service Bond Ratings ("Moody's"): In its report dated October 31, 2017, Moody's upgraded its bond ratings on all Authority outstanding bonds. The revenue bonds were upgraded from 'A3' to 'A2', and the port district project bonds were upgraded from 'Baa3' to 'Baa2,' all bonds being assigned a "stable outlook." This was the first Moody's upgrade of the Authority's bonds in over a decade. In its report, Moody's cited several core strengths of the Authority including: "positive traffic momentum," "a strong liquidity profile," "a manageable capital program and, "no-near term debt needs until 2021", all key factors supporting the ratings increases.

On November 16, 2018, just prior to the issuance of the 2018 Revenue Bonds (Series A, B and C), Moody's assigned a "A2" rating to the new bonds and affirmed the rating on the Authority's existing revenue bonds at "A2". The Port District Project bonds were also affirmed at "Baa2". The ratings outlook was changed, for all bond issues, to "positive" from "stable."

In its report, Moody's cited the "expected elimination of DRPA's variable rate debt exposure and the termination of all of the outstanding swaps", along with stable future traffic volumes, continued strong liquidity with a "manageable capital plan", as key factors in the upward change in the outlook.

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Note 12. Funded and Long-Term Debt (Continued)

Bond Ratings (Continued):

Moody's Investors Service Bond Ratings ("Moody's") (Continued): In February 2020, Moody's increased the Authority's bond ratings on all its bonds, raising the revenue bond rating to "A1" (from "A2") and the port district project bonds from "Baa2" to "Baa1." (The "outlook" on all bonds was changed from "positive" to "stable" due to the upgrade).

In March 2022, Moody's assigned "A1" to the Revenue Refunding Bonds, Series A of 2022 (federally taxable) and upgraded the 2012 Port District Project bonds to "A3" from "Baa1." Moody's affirmed the "A1" rating on the outstanding revenue bonds from 2013 and 2018 (Note 19).

Standard & Poor's Ratings Services Bond Ratings ("S&P"): On April 21, 2016, S&P issued a bond ratings report on the Authority's debt, using its new joint ratings criteria, wherein the Authority's Port District Project Bonds were upgraded from "BBB" to "A-" (with stable outlook) and the Revenue Bonds were affirmed at "A", with a stable outlook. S&P cited the Authority's historical performance against budget, its strong financial stability and liquidity (including its capital "pay-go" fund), and its affordable 5-year capital plan of \$662,400, as underlying strengths supporting its ratings actions.

In its report dated August 1, 2017, S&P reaffirmed the Authority's ratings on both its Revenue and Port District Project Bonds. The report cited "historically strong liquidity levels," "DRPA's long history of stable transaction and revenue growth," "the maintenance of good debt service coverage, and "conservative" capital and operating budgets.

On November 16, 2018, just prior to the issuance of \$700,505 in 2018 Revenue Bonds (Series A, B and C), S&P assigned a rating of "A+" to the new bonds and upgraded its underlying rating on the existing revenue bonds to "A+" from "A", with a stable outlook. The Authority Port District Project Bonds were also upgraded to "A" from "A-", with a stable outlook. The upgrades reflected the application of S&P's new updated ratings criteria, published on March 12, 2018. S&P cited the Authority's "very strong enterprise risk profile and strong financial risk profile", along with the "long history of favorable net revenue growth and strategic capital funding leading to strong sustainable debt service coverage" and the Authority's strong liquidity and financial flexibility, which supported the upgrade decision.

In March 2022, S&P assigned "A+" to the Revenue Refunding Bonds, Series A of 2022 (federally taxable). S&P affirmed its "A+" rating on the outstanding revenue bonds from 2013 and 2018. The rating was withdrawn once the Authority opted to issue refunding bonds via a private placement loan with the Bank of America (Note 19).

Impact of COVID-19 on Ratings Outlook: As mentioned above, the Authority's bonds were upgraded by Moody's in February 2020, prior to the explosion of the COVID-19 pandemic. As a result of the pandemic's impact on traffic and toll revenues, in March 2020, both Moody's and S&P changed the outlook for the entire toll sector to "negative". S&P also changed the Authority's outlook from "stable" to "negative"; however, Moody's did not change the Authority's "stable" outlook.

In March 2021, S&P restored the "stable" outlook for the toll road sector and also on the Authority's bonds, from "negative", after its review of the on-going recovery in the toll road sector since the beginning of 2021.

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Note 13. Government Contributions for Capital Improvements, Additions, and Other Projects

The Authority receives contributions in aid for financing capital improvements to the rapid transit system from the Federal Transit Administration and other government agencies. Capital improvement grant funds of \$8,306 and \$12,527 were received thru September 30, 2022, and in year 2021, respectively. The Authority receives federal and state grants for specific purposes that are subject to review and audit by the grantor agencies. Although such audits could result in disallowances under terms of the grants, it is the opinion of management that any required reimbursements will not be material to the Authority's net position.

Note 14. Contingencies

Public liability claim exposures are self-insured by the Authority within its self-insured retention limit of \$5 million for each occurrence, after which, exists a claims-made excess liability policy with a limit of \$25 million per occurrence, and in the aggregate, to respond to any large losses exceeding the self-retention.

The claims and judgments liability of 473 and \$745 reported at September 30, 2022, and December 31, 2021, respectively, is based on the requirements of GASBS No. 10, as amended, which requires that a liability for claims and judgments be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount of the loss can be reasonably estimated. The amount of the loss liability, which includes incremental costs, is estimated based on known facts, circumstances, and prior experience of the Authority.

The following is a summary of the claims and judgments liability of the Authority for the periods ended September 30, 2022, and December 31, 2021:

	9/30/2022	12/31/2021
Beginning balance	\$ 745	\$ 871
Incurred claims	103	573
Payment of claims	(376)	(699)
Ending balance	<u>\$ 473</u>	<u>\$ 745</u>

There have been no settlements that exceeded the Authority's insurance policies in any of the past three years.

In addition, the Authority self-insures the initial \$1 million limit as a self-insured retention, per accident, for workers' compensation claims, after which a \$25 million limit of excess Workers' Compensation insurance is provided by the policy to respond to significant worker compensation injuries. PATCO self-insures the initial \$1 million limit, per accident, for workers' compensation claims, after which a \$25 million limit of excess Workers' Compensation insurance is retained to respond to significant worker compensation claims.

The self-insurance (workers' compensation) liability of \$5,852 and \$6,074 reported at September 30, 2022, and December 31, 2021, respectively, is based on the requirements of GASBS No. 10, as amended, which requires that a liability for claims and judgments be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount of the loss can be reasonably estimated. The amount of the loss liability, which includes incremental costs, is estimated based on known facts, circumstances, and prior experience of the Authority.

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Note 14. Contingencies (Continued)

The following is a summary of the self-insurance liability of the Authority for Workers' Compensation claims for the periods ended September 30, 2022, and December 31, 2021:

Self-Insurance (Workers' Compensation)	9/30/2022	12/31/2021
Beginning balance	\$ 6,074	\$ 4,536
Incurred claims	2,257	5,189
Payment of claims	(2,479)	(3,650)
Ending balance	<u>\$ 5,852</u>	<u>\$ 6,074</u>

There have been no settlements that exceeded the Authority's insurance policies in any of the past three years. The Authority is involved in various actions arising in the ordinary course of business and from workers' compensation claims. In the opinion of management, the ultimate outcome of these actions will not have a material adverse effect on the Authority's combined net position and results of operations.

The Authority purchases commercial insurance for all other risks of loss, e.g. bridge and non-bridge property, crime, terrorism, etc. The Authority reviews annually, and where appropriate, adjusts policy loss limits and deductibles as recommended by its insurance consultants in response to prevailing market conditions, loss experience, and revenues. Policy loss limits are established with the professional assistance of independent insurance broker consultants to ensure that sufficient coverage exists to accommodate the maximum probable loss that may result in the ordinary course of business.

Article 5.11 Certification: Per Article 5.11 of the 1998 Bond Indenture, "...the Authority must maintain with responsible insurers all insurance required...to provide against loss of or damage to the Facilities and loss of Revenues...to protect the interests of the Authority and the Bondholders."

The Authority must submit in writing certifications, by "the Insurance Consultant" to the bond trustee, by April 30 of each year, stating that it has sufficient coverage with regards to "multi-risk insurance" (on DRPA and PATCO facilities), "use and occupancy insurance" (i.e., business interruption), etc., in compliance with the Indenture of Trust. The certifications must provide "in reasonable detail the insurance then in effect pursuant to" Section 5.11 and also must state whether, during the calendar year, any facility has been "materially damaged or destroyed, and if so, the amount of insurance proceeds covering such loss or damage..." The Authority filed its annual insurance certification for 2021 and 2020 prior to the April 30, 2022, and April 30, 2021, deadlines, asserting that "no material damage occurred at any facility" during the year.

Note 15. Commitments

Community Impact: The Authority has an agreement with the City of Philadelphia ("City") for Community Impact regarding the PATCO high-speed transit system ("Locust Street Subway Lease"). The agreement expires on December 31, 2050. For the years 2019 through 2050, the annual base payment shall equal one dollar. The Authority made its annual payment to the City in January 2022.

In addition, for the duration of the lease, the Authority is required to annually create a PATCO Community Impact Fund in the amount of \$500, with payment of such fund to be divided annually between communities within the Commonwealth and the State, based on PATCO track miles in the respective states.

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Note 15. Commitments (Continued)

Community Impact (Continued): The estimated minimum commitment on September 30, 2022, is as follows:

Year	Amount
2022	\$ 125
2023	500
2024	500
2025	500
2026	500
Thereafter	12,000
	\$ 14,125

Redevelopment Fee: The Authority, pursuant to a January 2016 amendment to an original agreement dated December 31, 1991, is obligated to pay a net redevelopment fee to the City of Camden Redevelopment Agency in the net amount of \$363 annually, as an “ongoing yearly obligation”. This fee is paid annually on or about July 1. The Authority made its annual payment for this obligation in both 2022 and 2021.

OCIP Letters of Credit: In May 2008, the Authority entered into two new separate irrevocable (evergreen) standby Letters of Credit (“LOC”) with TD Bank, N.A. (formerly Commerce Bank) and Wachovia Bank, in support of the Authority’s “Owner Controlled Insurance Program (“OCIP”).” Under this insurance program, the Authority purchased various insurance policies and eligible contractors working on major capital construction projects enrolled into the OCIP. The original LOC with Wells Fargo Bank (formerly Wachovia Bank) was for a four-year term in the amount of \$5,000 with an expiration date of May 7, 2012. The LOC with TD Bank, N.A. was in an initial amount of \$3,015 and automatically increased annually each May, in the amount of \$816, until it expired on May 7, 2012.

The OCIP program was subsequently renewed in 2010, 2013 and 2014, and finally expired on December 31, 2014. During this period, the LOCs were reduced after consultation and approval by the insurance carrier. Although the OCIP program ended in 2015 (the Railroad Protective Liability policy was extended to March of 2015 to meet the completion date of the project), the insurance carrier, AIG required the Authority to maintain the required LOC coverage to cover anticipated workers’ compensation and general liability claims.

Statutes of Limitations (“SOL”) for filing workers’ compensation claims, whether based on an occupational disability or a physical injury, vary from state-to-state. In New Jersey, there is a two-year SOL. Pennsylvania has a three-year SOL.

Pursuant to DRPA-15-064, the Board approved the renewal of the LOC in 2015, with TD Bank, N.A. with an expiration date of December 31, 2016, in the amount of \$5,462. Based on its annual reviews since 2016, AIG agreed to lower the LOC from \$5,462 to \$216, as of December 10, 2018. The Authority renewed the LOC in the amount of \$216, on December 31, 2018, for one year, to expire December 31, 2019. The LOC was subsequently renewed with the bank, in the amount of \$216, on December 31, 2019, to expire on December 31, 2020. In March 2020, the LOC was reduced to \$128. On December 31, 2020, the LOC was renewed for one year at \$128 to expire on December 31, 2021. On February 4, 2021, after a review of outstanding claims, AIG advised the Authority and its LOC bank that it was reducing the LOC requirement from \$128 to \$94. The LOC was subsequently renewed with the bank, in the amount of \$80, on December 31, 2021, to expire on December 31, 2022 (Note 19).

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Note 15. Commitments (Continued)

Contractual Commitments: As of September 30, 2022, the Authority had board-approved contracts with remaining balances as follows:

	Total
enjamin Franklin Bridge:	
Bridge, building and pavement repairs and inspection	\$ 3,224
Deck Rehabilitation	6,124
4th Street Garage Repairs	1,335
Suspension Span Rehabilitation	91,011
Temporary toll, clerical, administration and custodial workers	963
Toll revenue, transportation, processing and systems upgrade	3,624
ERP consulting services	7,819
Engineering services - program management and task orders	30,453
Pedestrian bike ramp	285
Other	3,325
Walt Whitman Bridge:	
Design services for New Jersey approach	216
Corridor Rehabilitation	6,326
Cable Investigation Dehumidification	4,653
Painting spans and towers	619
Emergency generator replacement	80
Commodore Barry Bridge:	
Bridge painting phase I & II and inspection	1,267
Structural repairs & other	10,320
Wesley Ross Bridge:	
Bridge Painting Phase I & II and Inspection	2,268
Bridge Resurfacing and Other	8,147
ATCO System:	
Car overhaul program	1,796
Elevators installation	4,863
Station enhancements	29,089
Westmont & Lindenwold viaduct and track rehabilitation	7,349
Subway structure, center tower & other rehabilitation	12,383
Other	
Other equipment and system upgrades and professional services and maintenance	6,412
	\$ 243,950

NJ Customer Service Center Contract: In 2015, the Authority signed a contract to participate in the NJ Customer Service Center Contract, related to the implementation of a new software system for the NJ E-ZPass group, of which the Authority is a member. The system went live in October 2017. The implementation of the software is in phase two.

In 2016, the Authority signed a memorandum of agreement (MOA) related to this implementation, which also sets forth how "certain non-toll revenues and expenses of the NJ E-ZPass Group" incurred will be shared among the Agencies...." (DRPA-16-125), including the resolution of prior "negative customer balances", which have accumulated under the old contract. Under this MOA, the Authority was assigned a "Revenue Allocation share" which resulted in an initial one-time cash payment of approximately \$2,400 in 2017, representing the Authority's pro-rata share of the past negative balances. Since then, the Authority has received a bill annually for their pro-rata share of the negative balances.

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Note 16. Bridge and PATCO Fare Schedules

Bridge Fares: On July 1, 2011, the approved new bridge toll schedule was implemented as follows:

Class 1 - Motorcycle	\$ 5.00
Class 2 - Automobile	5.00
Class 3 - Two Axle Trucks	15.00
Class 4 - Three Axle Trucks	22.50
Class 5 - Four Axle Trucks	30.00
Class 6 - Five Axle Trucks	37.50
Class 7 - Six Axle Trucks	45.00
Class 8 - Bus	7.50
Class 9 - Bus	11.25
Class 10 - Senior Citizen	2.50
Class 13 - Auto with Trailer (1 axle)	8.75

PATCO Passenger Fares: On July 1, 2011, a new fare schedule was implemented as follows:

Lindenwold/Ashland Woodcrest	\$ 3.00
Haddonfield/Westmont/Collingswood	2.60
Ferry Avenue	2.25
New Jersey	1.60
City Hall/Broadway/Philadelphia	1.40
Off-Peak Reduced Fare Program	0.70

As noted above, PATCO has a federally mandated reduced off-peak fare program for “elderly persons and persons with disabilities.” This off-peak rate is \$0.70/trip.

Frequent Bridge Traveler Credit: At its July 2015 meeting, the Authority’s Board approved a resolution, DRPA-15-090, to re-implement an \$18 credit/18 trips per month for commuter passenger vehicles in the NJ E-ZPass system (the Authority is a member of this consortium). Programming to implement this initiative was finalized and the new “frequent bridge traveler credit” program became effective on December 1, 2015. In January 2016, frequent users received their first credit since reintroduction of the program.

Approximately, \$\$877K in toll credits were paid to frequent travelers through September 30, 2022 vs. \$844K paid out through September 2021.

Deferral of CPI Based Toll Increase: In January 2017, the Authority’s Board approved resolution DRPA-17-002, which authorized the deferral of the CPI index based biennial toll increase. The toll increase was deferred from January 1, 2017, to January 1, 2019.

The Authority performed a calculation to determine if a CPI-indexed toll rate change would be enacted for January 1, 2019, using CPI data for September 2018. Based on increases in the CPI for the calculation period, a toll rate increase would have become effective on January 1, 2019. However, the Authority’s Board determined that “sufficient revenues and bond project funds and General Fund “pay go” capital funds were available to fund the next four to five years of its capital plan. Therefore, on December 5, 2018, the Authority’s Board approved resolution DRPA#18-131, which authorized the deferral of the CPI-based biennial toll increase from January 1, 2019, to January 1, 2021.

On December 9, 2020, the Authority’s Board approved resolution DRPA#20-133 that authorized the deferral of the CPI-based biennial toll increase again, this time for one year only, from January 1, 2021, to January 1, 2022. On December 8, 2021, the Authority’s Board approved resolution DRPA #21-120 that authorized the deferral of the CPI-based biennial toll increase again, for one year only, from January 1, 2022, to January 1, 2023 (Note 19).

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Note 17. New Governmental Accounting Pronouncements

The Governmental Accounting Standards Board (GASB) has issued the following statements that have effective dates that may affect future financial presentations:

Statement No. 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The Statement will become effective for the Authority's at the end of 2022. Management does not believe this this Statement will have a material impact on the basic financial statements of the Authority.

Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset, an intangible asset, and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended. The Statement will become effective for the Authority's year ending December 31, 2023. Management is currently evaluating whether or not this Statement will have an impact on the basic financial statements of the Authority.

Note 18. Blended Component Unit

Port Authority Transit Corporation (PATCO) is a wholly owned subsidiary of the Delaware River Port Authority (DRPA) established to operate and maintain the rapid transit system owned and constructed by DRPA. PATCO and DRPA share the same Board of Commissioners.

A financial benefit or burden relationship exists between DRPA and PATCO as DRPA subsidizes the losses of PATCO and intends to continue to do so. The financial results of PATCO have been blended with those of DRPA in the financial statements.

Rent of Transit System Facilities: All rapid transit system facilities used by PATCO are leased from the Authority, under terms of an agreement dated April 18, 1969, and amended June 3, 1974. The lease requires PATCO to operate and maintain the Locust-Lindenwold line. The terms of the amended agreement, which was made retroactive to January 1, 1974, and which is to continue from year to year, provide that PATCO pay a minimum annual rental of \$6,122, which approximates the sum of the annual interest expense to the Authority for that portion of its indebtedness attributable to the construction and equipping of the leased facilities plus the provision for depreciation of the rapid transit facilities as recorded by the Authority. In addition, the lease requires PATCO to pay to the Authority any net earnings from operations for the Locust-Lindenwold line less a reasonable amount to be retained for working capital and operating reserves.

PATCO's outstanding liability to the DRPA for the period January 1, 1974, to September 30, 2022, related to this agreement totals \$298,297.

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Note 18. Blended Component Unit (Continued)

Net Position: The net position totaling (\$949,291) and (\$913,775) as of September 30, 2022, and December 31, 2021, respectively, represents the total losses for PATCO since inception.

Condensed combining financial information applicable to DRPA and PATCO as of and for the period ended September 30, 2022, is as follows:

	September 30, 2022		
	DRPA	PATCO	Total
Current assets	\$ 496,162	\$ 12,951	509,113
Receivable from primary government	(2,292)	2,292	-
Capital assets	1,936,913		1,936,913
Other noncurrent assets	9,955		9,955
Total assets	2,440,738	15,243	2,455,981
Deferred outflows of resources	49,904	11,860	61,764
Total assets and deferred outflows of resources	2,490,642	27,103	2,517,745
Current liabilities	120,498	8,263	128,761
Payables to primary government:			
Lease agreement	(298,297)	298,297	-
Advances from DRPA	(632,969)	632,969	-
Noncurrent liabilities	1,253,288	33,453	1,286,742
Total liabilities	442,520	972,982	1,415,502
Deferred inflows of resources	23,942	3,411	27,353
Total net position (deficiency)	\$ 2,024,181	\$ (949,291)	1,074,890
	September 30, 2022		
	DRPA	PATCO	Total
Operating revenues			
Bridge revenues	\$ 239,704		\$ 239,704
Transit systems		8,995	8,995
Other	156		156
Total operating revenues	239,859	8,995	248,854
Operating expenses			
Operating - other	81,478	39,943	121,421
Depreciation	55,902		55,902
Total operating expenses	137,380	39,943	177,323
Operating income (loss)	102,479	(30,949)	71,531
Nonoperating revenues (expenses)			
Interest expense	(35,651)	(15)	(35,666)
Economic development activities	(29)		(29)
Lease rental	4,592	(4,592)	
Other	17,332	39	17,371
Total nonoperating revenues (expenses)	(13,757)	(4,567)	(18,324.44)
Capital contributions	8,306	-	8,306
Change in net position	97,028	(35,516)	61,512
Net position (deficiency), January 1	1,927,153	(913,775)	1,013,378
Net position (deficiency), September 30, 2022	\$ 2,024,181	\$ (949,291)	\$ 1,074,890

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the period ended September 30, 2022, is as follows:

	September 30, 2022		
	DRPA	PATCO	Total
Net cash provided by (used in) operating activities	\$ 136,244	\$ (28,426)	\$ 107,817
Net cash provided by (used in) noncapital financing activities	(12,112)	28,648	16,536
Net cash provided by (used in) capital and related financing activities	(195,400)		(195,400)
Net cash provided by (used in) investing activities	74,205	0	74,205
Net increase (decrease) in cash and cash equivalents	2,938	221	3,159
Cash and cash equivalents, January 1	42,628	1,576	44,205
Cash and cash equivalents, September 30, 2022	\$ 45,566	\$ 1,797	\$ 47,363

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2021, is as follows:

	December 31, 2021		
	DRPA	PATCO	Total
Current assets	\$ 575,578	\$ 12,733	\$ 588,311
Receivable from primary government	(3,971)	3,971	
Capital assets	1,937,616		1,937,616
Other noncurrent assets	10,721		10,721
Total assets	2,519,944	16,704	2,536,647
Deferred outflows of resources	46,679	11,860	58,539
Total assets and deferred outflows of resources	2,566,623	28,564	2,595,187
Current liabilities	160,517	15,228	175,744
Payables to primary government:			
Lease agreement	(6,122)	6,122	
Advances from DRPA	(599,770)	599,770	0
Noncurrent liabilities	1,060,904	317,808	1,378,712
Total liabilities	615,528	938,927	1,554,455
Deferred inflows of resources	23,942	3,411	27,353
Total net position (deficiency)	\$ 1,927,153	\$ (913,775)	\$ 1,013,378

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2021, is as follows (continued):

	December 31, 2021		
	DRPA	PATCO	Total
Operating revenues			
Bridge revenues	\$ 311,679		\$ 311,679
Transit systems		\$ 9,178	9,178
Other	217		217
Total operating revenues	311,896	9,178	321,074
Operating expenses			
Operating - Other	97,536	51,507	149,043
Depreciation	72,763		72,763
Total operating expenses	170,298	51,507	221,805
Operating income (loss)	141,598	(42,329)	99,269
Nonoperating revenues (expenses)			
Interest expense	(54,584)		(54,584)
Economic development activities	(28)		(28)
Lease rental	6,122	(6,122)	0
Other	27,611	20	27,631
Total nonoperating revenues (expenses)	(20,877)	(6,103)	(26,980)
Capital contributions	7,365	-	7,365
Change in net position	128,086	(48,432)	79,654
Net position (deficiency), January 1	1,799,067	(865,343)	933,724
Net position (deficiency), December 31	\$ 1,927,153	\$ (913,775)	\$ 1,013,378
	December 31, 2021		
	DRPA	PATCO	Total
Net cash provided by (used in) operating activities	\$ 182,319	\$ (44,864)	\$ 137,455
Net cash provided by (used in) noncapital financing activities	(13,304)	45,404	32,100
Net cash provided by (used in) capital and related financing activities	(302,124)		(302,124)
Net cash provided by (used in) investing activities	146,048		146,048
Net increase (decrease) in cash and cash equivalents	12,939	540	13,479
Cash and cash equivalents, January 1	29,690	1,036	30,726
Cash and cash equivalents, December 31	\$ 42,628	\$ 1,576	\$ 44,205

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 19. Subsequent Events

COVID-19 Impact: The COVID-19 pandemic has, in general, impacted the Authority's operations during the period March 2020 through September 30, 2022 and resulted in reduced traffic and corresponding reduced revenues for the Authority as described below.

Traffic / Revenue: While traffic and bridge toll revenues are still below 2019 levels, there has been a continual improvement in these numbers since the lows experienced in March and April of 2020. Traffic and bridge toll revenues have rebounded nicely in 2021 and 2022 as described below:

Audited traffic data through December 31, 2021, showed a 15.7% increase in overall traffic, as compared to December 2020 year-to-date figures. Toll revenues YTD were \$34.8 million, or 13.0% above 2020 figures. For 2021, DRPA traffic and toll revenues were 4.2 million (or 9.8%) and \$24.6 million (or 8.9%) ahead of the 2021 budget, respectively. 2021 overall traffic numbers were approximately 88% of 2019 (i.e., pre-COVID) traffic levels. (Note: Each 1.0% increase, or decrease, in traffic translates to a gain, or loss, of about \$250 thousand in toll revenues).

Thus far in 2022, bridge traffic has hovered near 90% of 2019 pre-COVID traffic volumes. YTD traffic through November 2022 totaled 44.2 million vs. 42.7 million vehicles in November 2021, which represents an increase of 1.4 million vehicles or of 3.4%. Toll revenues for the same period were \$285.7 million vs. \$277.7 million, or an increase of \$8.1 million or 2.9%.

Ridership/Fare Revenues: During the early part of 2022, PATCO's revenues and ridership have shown a more gradual incremental increase vs. bridge traffic. PATCO YTD ridership numbers for 2021, were about 6.7% (or 266K riders) below December 2020 figures, with revenues down approximately \$732K (or 7.9%). (Average 2021 PATCO ridership was still approximately 33% of 2019 figures). The drop in ridership and net passenger revenues since March 2020 has widened the overall subsidy provided by the Authority to PATCO and, therefore, has required increased funding by the Authority. PATCO ridership and net passenger revenue figures are approximately 23% under budget for 2022.

Through December YTD, actual PATCO ridership was higher than 2021 ridership, totaling 4.9 million riders, or an increase of 1.2 million riders (or 32.2%) over 2021 numbers. Net passenger revenues for December 2022 YTD totaled \$11.5 million vs. \$8.6 million during the same period in 2021, reflecting a \$2.9 million increase (or a 33.8% change) vs. December 2021 YTD figures.

Operating Budgets: The Authority has constrained spending throughout the pandemic. Operating expenses are roughly 9.6% under budget through November 2022.

Federal Transit Operating Grants: The Authority received three (3) federal transit operating grants, specifically the CARES Act, CRRSAA and American Rescue Plan, totaling over \$84 million, which can be used to offset PATCO lost revenues and operating expenses. Through November of 2022, the Authority drew down \$24.3 million, which when combined with draws in 2020 and 2021, has equaled draws of \$83.8 million, or over 97.7% of the \$84.4 million in total grants. These transit operating grants have reduced the overall PATCO subsidy substantially.

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 19. Subsequent Events (Continued)

Labor Relations: The DRPA Board approved two (2) resolutions authorizing staff to negotiate one-year extensions of its Collective Bargaining Agreements (“CBA”) with the International Union of Operating Engineers Local 542 (“IUOE”) and International Brotherhood of Electrical Workers Local 351 (“IBEW”), both of which expired on December 31, 2020. The PATCO Board approved a resolution authorizing staff to negotiate a one-year extension for the CBA with the International Brotherhood of Teamsters Local 676 (“Teamsters”) that expired effective December 31, 2020. The IUOE and Teamsters extension agreements were fully executed, and each CBA expired December 31, 2021; the IBEW declined to execute an extension agreement, and IBEW represented employees continued to work under the terms of their expired CBA. DRPA’s 2017 CBA with FOP Lodge 30 of Pennsylvania and New Jersey (“FOP”) expired on December 31, 2021. All represented employees continued to work under the terms of their CBAs until the negotiations completed at towards the end of 2022.

At its October 19, 2022, meeting, the Authority’s Board approved three (3) resolutions authorizing settlement of Collective Bargaining Agreements (“CBA”) with the IUOE, FOP and IBEW and the parties have executed agreements memorializing the agreed-upon terms. The IUOE and IBEW CBAs will expire on December 31, 2024; the FOP CBA will expire on December 31, 2025. The PATCO Board recently approved a resolution authorizing settlement of a CBA with the Teamsters and the parties have executed an agreement memorializing the agreed-upon terms. The Teamsters CBA will expire on December 31, 2024.

2023 Operating and Capital Budgets:

DRPA/PATCO Operating Budgets – The proposed operating budgets for DRPA and PATCO were presented to the Finance Committee on November 30 and were subsequently approved by the Board at its December meeting. The total overall budget, inclusive of the operations budgets and the “indenture budget” reflect total estimated revenues of \$344.0 million against \$307.5 million in projected expenses.

Capital Budget: The 2023 Capital Budget was approved by the Authority’s Board at its meeting on November 16. The 2023 Capital Budget projects net expenditures (net of federal/state grants) of \$145.5 million, such net expenditures to be funded entirely by funds available in the General Fund. The 2023 budget becomes effective on January 1, 2023. The 2023 Capital Plan calls for expenditures of \$729.6 million during the five-year period from 2023 through 2027.

Forward Agreement: The Reserve Fund Forward Delivery agreement; related to the 2012 Port District Project Refunding Bonds, was terminated on November 17, 2022. As consideration for termination of the agreement, the Authority received a sum of \$500,000 (thousand).

Bond Compliance

Section 5.09 of 1998 Bond Indenture – Net Revenues Equal or Exceed Net Revenue Requirement - In compliance with the 1998 Bond Indenture, the Authority filed its Section 5.09 *Net Revenue Requirement* certification with the Authority’s bond trustee, prior to the December 1, 2022, deadline. The certificate attests to the fact that the Authority’s *Net Revenues* exceeded the *Net Revenue Requirement* by \$72.9 million.

DELAWARE RIVER PORT AUTHORITY
Unaudited Notes to the Combined Financial Statements
For the Periods Ended September 30, 2022, and December 31, 2021, Except Where Otherwise
Noted
(dollars expressed in thousands)

Note 19. Subsequent Events (Continued)

Bond Rating Actions – In anticipation of the refunding of the 2012 Port District Project Bonds, the Authority made ratings presentations to both Moody's and S&P. On November 1, 2022, Moody's assigned "A3" to the proposed Port District Project Refunding Bonds, Series 2022 and affirmed the ratings on all Revenue Bonds at "A1", all with a "stable outlook".

On November 2, 2022, S&P assigned an "A" rating to the proposed Port District Project Refunding Bonds, Series 2022A and affirmed its "A+" rating on the Authority's outstanding revenue bonds, all with a stable outlook.

2012 Port District Bond Refunding - The Authority finalized issuance of \$53,305 in new 2022 Port District Project Bonds in a tax-exempt total refunding of \$81,695 in existing 2012 PDP Bonds in December. Bond principal payments on the refunded bonds will be made on January 1, 2024, through January 2027. Interest is payable semi-annually on July 1 and January 1 of each year, commencing July 1, 2023. The closing on this transaction occurred on December 6, 2022. The Authority anticipates debt service savings over the next four (4) years of approximately \$16.7 million because of this bond refunding.

The 2022 Port District Project Refunding Bonds Outstanding are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2024	2.97%	\$ 12,370	2026	3.07%	\$ 13,990
2025	3.01%	13,325	2027	3.12%	13,620
Total par value of 2022 Port District Project Refunding Bonds					53,305
Add: unamortized bond premium					2,546
Total 2022 Port District Project Refunding Bonds, net					<u>\$ 55,851</u>

Schedule 1

DELAWARE RIVER PORT AUTHORITY
CASH & CASH EQUIVALENTS
September 30, 2022 (Unaudited)

REVENUE FUND:

Cash on hand:

Undeposited Tolls and Ticket Sales	\$ 584,655	
Santander Bank, N.A.	175,923	
TD Bank N.A.	4,240,397	
Bank of America, N.A.	7,753,894	
Bank Of New York Mellon, N.A.	2,749,249	
Wells Fargo Bank, N.A.	4,161,133	<u>\$ 19,665,252</u>

1999 PORT DISTRICT PROJECT FUND:

Wells Fargo Bank, N.A.	\$ 473,158
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1999 PROJECT FUND:

Santander Bank, N.A.	\$ 59,566
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GENERAL FUND:

Cash on Hand - Change and Working Funds for PATCO Transit

System Stations	236,129	
Wells Fargo Bank, N.A.	665,319	
Santander Bank, N.A.	4,817,188	
Bank Of New York Mellon, N.A.	0	
TD Bank N.A.	21,446,682	<u>\$ 27,165,317</u>

Total**\$ 47,363,293**

DELAWARE RIVER PORT AUTHORITY
INVESTMENTS
9/30/2022

	<i>Par Value</i>	<i>Fair Value</i>
REVENUE FUND:		
Wells Fargo Securities Revenue Fund Money Market	\$ 2,313,147	2,313,147
TD Bank - 2022 Settlement Account	<u>272,801</u>	<u>272,801</u>
	\$ <u>2,585,948</u>	<u>2,585,948</u>
MAINTENANCE RESERVE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>6,243,608</u>	<u>6,243,608</u>
2012 PDP DEBT SERVICE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>12,300,236</u>	<u>12,300,236</u>
2013 DEBT SERVICE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>3,263,688</u>	<u>3,263,688</u>
2022A DEBT SERVICE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>2,187,643</u>	<u>2,187,643</u>
1998B BOND RESERVE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>81,738,134</u>	<u>81,738,134</u>
2012 PORT DISTRICT DEBT SERVICE RESERVE FUND (Restricted):		
Credit Suisse AG 01/03/2023 (includes accrued interest)	\$ 10,745,000	10,435,942
Goldman Sachs Treasury Obligation Money Market	<u>7,462,981</u>	<u>7,462,981</u>
	\$ <u>18,207,981</u>	<u>17,898,923</u>
2018A DEBT SERVICE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>3,554,588</u>	<u>3,554,588</u>
2018B DEBT SERVICE FUND (Restricted):		
Goldman Sachs Treasury Obligation Money Market	\$ <u>48,548,978</u>	<u>48,548,978</u>
GENERAL FUND:		
Wells Fargo Securities Money Market	\$ 39,899,755	39,899,755
UBS Investments	34,875,754	32,509,877
First State	17,904,783	17,007,646
Swarthmore Group Investments	58,910,227	57,157,504
Haverford Trust Investments	5,927,094	5,700,012
Haverford Trust C/D	6,811,467	6,811,467
TD Bank Investment Account	74,494,627	74,494,627
Wells Fargo Capital Reserve Pay-as-You-Go Money Market	14,187,899	14,187,899
Victor Lofts Custody (Goldman Sachs Gov't Fund Institutional Shares)	304,263	304,263
UBS Investments PATCO	<u>2,820,823</u>	<u>2,820,823</u>
	\$ <u>256,136,693</u>	<u>250,893,874</u>
Total investments	\$ <u>434,767,496</u>	<u>429,215,619</u>

DELAWARE RIVER PORT AUTHORITY
INTEREST INCOME BY FUND (Unaudited)

		<i>Years Ended</i>	
		<u>9/30/2022</u>	<u>9/30/2021</u>
Revenue Fund	\$	19,102	\$ 4,893
Maintenance Reserve Fund		37,706	630,693
2018 Revenue Bonds Project Fund		-	33,950
2012 Port District Debt Service Fund		58,069	1,376
1998 Bond Reserve Fund		509,760	46,693
2012 Port Debt Service Reserve Fund		510,044	461,994
2013 Debt Service Fund		16,608	1,184
2018 Debt Service Fund		243,470	5,935
2022 Debt Service Fund		6,354	-
General Fund		(3,544,709)	677,834
	\$	<u>(2,143,596)</u>	<u>\$ 1,864,552</u>

DELAWARE RIVER PORT AUTHORITY
BRIDGE REVENUES AND OPERATING EXPENSES*
FOR THE PERIODS INDICATED (Unaudited)

	<i>Period Ended</i>		<i>Third quarter</i>	
	<u>9/30/2022</u>	<u>9/30/2021</u>	<u>9/30/2022</u>	<u>9/30/2021</u>
BENJAMIN FRANKLIN BRIDGE				
Operating Revenues				
Bridge Tolls	\$ 79,229,359	\$ 79,723,407	\$ 28,007,233	\$ 28,664,873
Other Operating Revenues	2,221,292	2,245,403	874,722	834,130.00
Total Operating Revenues	81,450,651	81,968,810	28,881,955	29,499,003
Operating Expenses	11,112,351	11,809,866	\$ 3,648,662	3,879,440
Net Operating Income	70,338,300	70,158,944	25,233,293	25,619,563
WALT WHITMAN BRIDGE				
Operating Revenues				
Bridge Tolls	93,915,494	83,959,396	34,050,786	31,927,262
Other Operating Revenues	2,308,279	2,452,799	903,314	876,179
Total Operating Revenues	96,223,773	86,412,195	34,954,100	32,803,441
Operating Expenses	12,887,870	13,490,715	4,127,897	4,352,448
Net Operating Income	83,335,903	72,921,480	30,826,203	28,450,993
COMMODORE BARRY BRIDGE				
Operating Revenues				
Bridge Tolls	43,042,974	41,380,939	15,577,473	15,346,656
Other Operating Revenues	281	454	75	190
Total Operating Revenues	43,043,255	41,381,393	15,577,548	15,346,846
Operating Expenses	5,074,130	4,950,380	\$ 1,790,524	1,684,188
Net Operating Income	37,969,125	36,431,013	13,787,024	13,662,658
BETSY ROSS BRIDGE				
Operating Revenues				
Bridge Tolls	17,832,462	20,137,190	5,463,665	6,981,039
Other Operating Revenues	172	412	(3)	190
Total Operating Revenues	17,832,634	20,137,602	5,463,662	6,981,229
Operating Expenses	5,927,792	5,933,223	1,974,017	2,050,561
Net Operating Income	11,904,842	14,204,379	3,489,645	4,930,668
COMBINED TOTALS				
Operating Revenues:				
Bridge Tolls	\$ 234,020,289	\$ 225,200,931	\$ 83,099,157	\$ 82,919,830
Other	4,530,024	4,699,068	1,778,108	1,710,689
Total Operating Revenues	238,550,314	229,899,999	84,877,265	84,630,519
Operating Expenses	35,002,143	36,184,184	11,541,099	11,966,637
Net Operating Income	\$ 203,548,171	\$ 193,715,815	\$ 73,336,166	\$ 72,663,882

* This report is strictly for DRPA bridge related revenues and expenditures.

DELAWARE RIVER PORT AUTHORITY
ECONOMIC DEVELOPMENT ACTIVITY
FOR THE PERIODS ENDED September 30, 2022 & DECEMBER 31, 2021 (Unaudited)

	<i>Year Ended</i>		<i>2022 YTD Activity</i>
	<u>09/30/22</u>	<u>12/31/21</u>	<u>(Loans and Principal Payments)</u>
ECONOMIC DEVELOPMENT LOANS:			
Cooper River Boathouse	\$ 315,856	\$ 356,304	\$ (40,448)
Camden Aquarium	10,125,670	10,861,588	(735,918)
Total Loans	\$ 10,441,526	\$ 11,217,892	\$ (776,366)
 Provision for loan losses	 \$ (1,344,551)	 \$ (1,344,551)	 \$ -
 Total Loans per Balance Sheet - Net	 \$ 9,096,975	 \$ 9,873,341	 \$ (776,366)

**DRPA MONTHLY LIST OF
PREVIOUSLY APPROVED PAYMENTS**

DELAWARE RIVER PORT AUTHORITY
MONTHLY LIST OF PAYMENTS 1/01/23 THRU 1/31/23
MEETING DATE 2/15/2023

<u>VENDOR NAME</u>	<u>ITEM DESCRIPTION</u>	<u>RESOLUTION #/ AUTHORIZATION</u>	<u>AMOUNT</u>
HOUGH PETROLEUM CORP	AUTO-MATERIALS, OIL AND REPAIRS	25KTHRES	\$5,959.05
	AUTO-MATERIALS, OIL AND REPAIRS TOTAL		\$5,959.05
JACOBS ENGINEERING GROUP INC.	BAIRD PIER REHABILITATION	D-17-093	\$11,150.89 **
	BAIRD PIER REHABILITATION TOTAL		\$11,150.89
REDY BATTERY	BATTERIES	25KTHRES	\$320.45
	BATTERIES TOTAL		\$320.45
HNTB CORPORATION	BIENNIAL INSPECTION	D-22-018	\$34,271.70
REMINGTON & VERNICK ENGINEERS	BIENNIAL INSPECTION	D-22-019	\$66,145.85
WSP USA INC.	BIENNIAL INSPECTION	D-22-015	\$15,590.85
	BIENNIAL INSPECTION TOTAL		\$116,008.40
TD BANK, N.A.	BOND SERVICE	BOND RESOLUTIONS	\$10,115,000.00
	BOND SERVICE TOTAL		\$10,115,000.00
AECOM TECHNICAL SERVICES, INC	BRB MAINTENANCE PAINTING AND STEEL REPAIR	D-18-031	\$786.42 **
	BRB MAINTENANCE PAINTING AND STEEL REPAIR TOTAL		\$786.42
SOUTH STATE, INC.	BRIDGE DECK REHABILITATION - 2021	D-22-062	\$1,782,448.92 **
	BRIDGE DECK REHABILITATION - 2021 TOTAL		\$1,782,448.92
WSP USA INC.	CABLE INVESTIGATION	D-19-134	\$207,062.85 **
	CABLE INVESTIGATION TOTAL		\$207,062.85
MICHAEL ANTHONY SIGN DESIGN INC	CBB AWNING - NORTH & SOUTH TOLL HOUSES	D-20-129	\$28,175.00 **
	CBB AWNING - NORTH & SOUTH TOLL HOUSES TOTAL		\$28,175.00
DANIEL P. STEWART	CDL LICENSE FEES	25KTHRES	\$11.38
DAVID H. MCCABE	CDL LICENSE FEES	25KTHRES	\$102.50
FRANCI MUHAMETAJ	CDL LICENSE FEES	25KTHRES	\$102.50
	CDL LICENSE FEES TOTAL		\$216.38
WEST PUBLISHING CORPORATION	COMPUTER SOFTWARE	25KTHRES	\$342.96
	COMPUTER SOFTWARE TOTAL		\$342.96
AECOM TECHNICAL SERVICES, INC	CONTRACT SERVICE EXPENSE	25KTHRES	\$250.00
CONDUENT STATE & LOCAL SOLUTIONS	CONTRACT SERVICE EXPENSE	D-16-125	\$720.83
FRITZ H. SIMS, JR.	CONTRACT SERVICE EXPENSE	25KTHRES	\$1,794.50
NEW JERSEY TURNPIKE AUTHORITY	CONTRACT SERVICE EXPENSE	D-16-125	\$13,942.56
TRI-COUNTY TERMITE & PEST CONTROL	CONTRACT SERVICE EXPENSE	25KTHRES	\$260.00
	CONTRACT SERVICE EXPENSE TOTAL		\$16,967.89
LAZ KARP ASSOCIATES, LLC	CONTRACTED P/T TOLL COLLECTORS	D-20-112	\$101,036.03
	CONTRACTED P/T TOLL COLLECTORS TOTAL		\$101,036.03
LAZ KARP ASSOCIATES, LLC	CONTRACTED TEMP HELP - TOLL COLLECTORS	D-20-112	\$4,155.08
	CONTRACTED TEMP HELP - TOLL COLLECTORS TOTAL		\$4,155.08
CONDUENT STATE & LOCAL SOLUTIONS	CONTRACTORS - EZP VPC	D-16-125	\$61,681.32
	CONTRACTORS - EZP VPC TOTAL		\$61,681.32
CONDUENT STATE & LOCAL SOLUTIONS	CONTRACTORS - EZP WALK IN CSC	D-16-125	\$47,322.72
	CONTRACTORS - EZP WALK IN CSC TOTAL		\$47,322.72
CJ MAINTENANCE INC	CUSTODIAL SERVICES	D-20-068	\$28,364.47
	CUSTODIAL SERVICES TOTAL		\$28,364.47
SHI INTERNATIONAL CORP.	DATA PROCESSING EXPENSE	25KTHRES	\$11,891.02
	DATA PROCESSING EXPENSE TOTAL		\$11,891.02
MOUNT CONSTRUCTION CO., INC.	DECK CONDITION ASSESSMENT AND FEASIBILITY	D-20-065	\$416,945.85 **
URBAN ENGINEERS, INC.	DECK CONDITION ASSESSMENT AND FEASIBILITY	D-19-086	\$23,674.42 **
	DECK CONDITION ASSESSMENT AND FEASIBILITY TOTAL		\$440,620.27
AECOM TECHNICAL SERVICES, INC	DELEADING AND REPAINTING	D-16-002	\$16,778.11 **
	DELEADING AND REPAINTING TOTAL		\$16,778.11
EPLUS TECHNOLOGY, INC.	DHCP SERVERS	D-22-129C	\$5,686.88 **
	DHCP SERVERS TOTAL		\$5,686.88
Y-PERS, INC.	DISPOSAL SERVICES	25KTHRES	\$4,498.00
	DISPOSAL SERVICES TOTAL		\$4,498.00
TURNER SURETY AND INSURANCE	DRPA INSURANCE	D-22-111	\$324,237.00
	DRPA INSURANCE TOTAL		\$324,237.00
HNTB CORPORATION	DRPA PATCO INTERLOCKING AND TRACK REHAB	D-20-029	\$14,355.68 **
	DRPA PATCO INTERLOCKING AND TRACK REHAB TOTAL		\$14,355.68
ATLANTIC CITY ELECTRIC	ELECTRICITY EXPENSE	UTILITY	\$13,096.13
PECO - PAYMENT PROCESSING	ELECTRICITY EXPENSE	UTILITY	\$25,421.77
PSE&G CO.	ELECTRICITY EXPENSE	UTILITY	\$38,206.22
TOTAL STRONG, LLC	ELECTRICITY EXPENSE	UTILITY	\$14,443.07
	ELECTRICITY EXPENSE TOTAL		\$91,167.19
JACOBS ENGINEERING GROUP INC.	ELECTRONIC SURVEILLANCE & INTEGRATION	D-18-084	\$4,552.63 **
UNITED ELECTRIC SUPPLY CO., INC.	ELECTRONIC SURVEILLANCE & INTEGRATION	25KTHRES	\$4,055.48 **
	ELECTRONIC SURVEILLANCE & INTEGRATION TOTAL		\$8,608.11
ELITE ELEVATOR SERVICES LLC	ELEVATORS & ESCALATORS	D-18-114	\$3,565.60
	ELEVATORS & ESCALATORS TOTAL		\$3,565.60
CAREBRIDGE CORPORATION	EMPLOYEE ASSISTANCE PROGRAM	D-21-070	\$2,471.04
	EMPLOYEE ASSISTANCE PROGRAM TOTAL		\$2,471.04
DELTA DENTAL OF NEW JERSEY, INC.	EMPLOYEE DENTAL INSURANCE	D-21-082	\$25,938.15
	EMPLOYEE DENTAL INSURANCE TOTAL		\$25,938.15
AMERIHEALTH INSURANCE COMPANY	EMPLOYEE MEDICAL INSURANCE	D-21-082	\$602,858.53
	EMPLOYEE MEDICAL INSURANCE TOTAL		\$602,858.53
GANNETT FLEMING, INC.	ENGINEERING SERVICES	D-21-014	\$4,958.53

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HNTB CORPORATION	ENGINEERING SERVICES	D-21-014	\$1,912.99
MCLAREN TECHNICAL SERVICES, INC.	ENGINEERING SERVICES	D-21-014	\$32,926.98
PENNONI ASSOCIATES INC.	ENGINEERING SERVICES	D-21-014	\$4,545.59
REMINGTON & VERNICK ENGINEERS	ENGINEERING SERVICES	D-22-014	\$87.36
STV INCORPORATED	ENGINEERING SERVICES	D-21-014	\$44,923.77
WSP USA INC.	ENGINEERING SERVICES	D-21-014	\$2,211.83
	ENGINEERING SERVICES TOTAL		\$91,567.05
DELL MARKETING LP	EQUIPMENT	25KTHRES	\$391.77
EPLUS TECHNOLOGY, INC.	EQUIPMENT	25KTHRES	\$7,598.94
GRAYBAR ELECTRIC CO INC	EQUIPMENT	25KTHRES	\$2,087.37
	EQUIPMENT TOTAL		\$10,078.08
ANA SOURCING LLC	EQUIPMENT & TOOLS	25KTHRES	\$841.50
BUCKS COUNTY INTERNATIONAL INC	EQUIPMENT & TOOLS	25KTHRES	\$3,032.75
CARR'S HARDWARE	EQUIPMENT & TOOLS	25KTHRES	\$2,728.50
COLLINGS CONTRACTING TECHNOLOGIES	EQUIPMENT & TOOLS	25KTHRES	\$2,410.41
ELMER DOOR CO., INC.	EQUIPMENT & TOOLS	25KTHRES	\$4,100.00
FELTON L. WALKER	EQUIPMENT & TOOLS	25KTHRES	\$1,432.32
GLOBAL EQUIPMENT COMPANY INC.	EQUIPMENT & TOOLS	25KTHRES	\$195.34
LOU BO CORP	EQUIPMENT & TOOLS	25KTHRES	\$1,591.92
MARTEK INDUSTRIES, INC.	EQUIPMENT & TOOLS	25KTHRES	\$3,615.00
MICHAEL FIESTA	EQUIPMENT & TOOLS	25KTHRES	\$4,681.70
PREMIUM POWER SERVICES LLC	EQUIPMENT & TOOLS	D-21-062	\$2,748.00
SCHNEIDER ELECTRIC BUILDINGS	EQUIPMENT & TOOLS	D-21-055	\$1,360.80
SUPREME SAFETY, INC	EQUIPMENT & TOOLS	25KTHRES	\$1,100.00
T. FRANK MCCALL'S, INC.	EQUIPMENT & TOOLS	25KTHRES	\$20.00
TURTLE & HUGHES, INC.	EQUIPMENT & TOOLS	25KTHRES	\$1,770.00
W.B. MASON CO. INC	EQUIPMENT & TOOLS	25KTHRES	\$264.96
Y-PERS, INC.	EQUIPMENT & TOOLS	25KTHRES	\$8,964.10
	EQUIPMENT & TOOLS TOTAL		\$40,857.30
CONDUENT STATE & LOCAL SOLUTIONS	E-Z PASS TRANSPONDERS - MARK IV - 2022	D-16-125	\$26,070.53 **
NEW JERSEY TURNPIKE AUTHORITY	E-Z PASS TRANSPONDERS - MARK IV - 2022	D-16-125	\$36,772.16 **
	E-Z PASS TRANSPONDERS - MARK IV - 2022 TOTAL		\$62,842.69
AMERICAN EXPRESS	E-ZPASS CREDIT CARD FEES	D-04-031	\$22.49
CONDUENT STATE & LOCAL SOLUTIONS	E-ZPASS CREDIT CARD FEES	D-16-125	\$21,582.01
PAYMENTECH	E-ZPASS CREDIT CARD FEES	D-04-031	\$801.79
	E-ZPASS CREDIT CARD FEES TOTAL		\$22,406.29
CHI CONSULTING ENGINEERS LLC	FINGER JOINT REHABILITATION	D-21-014	\$2,120.10 **
	FINGER JOINT REHABILITATION TOTAL		\$2,120.10
PETROLEUM TRADERS CORPORATION	GASOLINE - UNLEADED	D-22-007	\$6,026.13
PETROLEUM TRADERS CORPORATION	GASOLINE - UNLEADED	D-22-077	\$7,273.28
	GASOLINE - UNLEADED TOTAL		\$13,299.41
NICOLE C. OCHROCH	GLASSBORO-CAMDEN LINE	25KTHRES	\$12.50 **
PARKER MCCAY PA	GLASSBORO-CAMDEN LINE	D-22-001	\$6,592.86 **
	GLASSBORO-CAMDEN LINE TOTAL		\$6,605.36
PSE&G CO.	HEATING EXPENSE	UTILITY	\$17,878.16
SOUTH JERSEY GAS COMPANY	HEATING EXPENSE	UTILITY	\$15,933.40
	HEATING EXPENSE TOTAL		\$33,811.56
BARTON SUPPLY INC.	HVAC	25KTHRES	\$3,829.95
MICHEL LLC	HVAC	25KTHRES	\$3,711.39
TRANE U.S. INC.	HVAC	D-22-031	\$6,220.00
	HVAC TOTAL		\$13,761.34
A.P. CONSTRUCTION, INC.	INST ELEVATORS REMAINING STATIONS	D-17-046	\$454,423.00 **
BURNS ENGINEERING, INC.	INST ELEVATORS REMAINING STATIONS	D-22-049	\$55,591.51 **
SOWINSKI SULLIVAN ARCHITECTS, PC	INST ELEVATORS REMAINING STATIONS	D-13-080	\$5,346.87 **
	INST ELEVATORS REMAINING STATIONS TOTAL		\$515,361.38
NATIONAL UNION FIRE INSURANCE COMPANY	INSURANCE EXPENSE	25KTHRES	\$645.87
	INSURANCE EXPENSE TOTAL		\$645.87
PORT AUTHORITY TRANSIT CORPORATION	INTERCOMPANY TRANSFERS	NONE	\$3,295,156.73
	INTERCOMPANY TRANSFERS TOTAL		\$3,295,156.73
PORT AUTHORITY TRANSIT CORPORATION	INTERCOMPANY TRANSFERS-CAPITAL	NONE	\$1,657,171.67 **
	INTERCOMPANY TRANSFERS-CAPITAL TOTAL		\$1,657,171.67
THE HAVERFORD TRUST COMPANY	INVESTMENT MANAGEMENT FEES	D-00-079	\$2,425.80
	INVESTMENT MANAGEMENT FEES TOTAL		\$2,425.80
IUOE 542 BENEFIT FUNDS	IUOE HEALTH & WELFARE	D-18-135	\$418,080.00
	IUOE HEALTH & WELFARE TOTAL		\$418,080.00
PABCO INDUSTRIES LLC	JANITORIAL SUPPLIES	25KTHRES	\$4,470.00
T. FRANK MCCALL'S, INC.	JANITORIAL SUPPLIES	25KTHRES	\$98.46
	JANITORIAL SUPPLIES TOTAL		\$4,568.46
TRC ENGINEERS, INC.	LINDENWOLD YARD LIFT STATION	D-21-014	\$6,094.61 **
	LINDENWOLD YARD LIFT STATION TOTAL		\$6,094.61
BORTON-LAWSON ENGINEERING, INC.	LINDENWOLD YARD REMEDIATION	D-21-014	\$1,115.78 **
	LINDENWOLD YARD REMEDIATION TOTAL		\$1,115.78
KASER MECHANICAL, LLC	MAINT. BLDG. BOILER REPLACEMENT	D-21-109	\$178,769.20 **
REMINGTON & VERNICK ENGINEERS	MAINT. BLDG. BOILER REPLACEMENT	D-21-014	\$639.08 **

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	MAINT. BLDG. BOILER REPLACEMENT TOTAL		\$179,408.28
AMERICAN SOCIETY OF CIVIL ENGINEERS	MEMBERSHIPS & SUBSCRIPTIONS	25KTHRES	\$1,170.00
CAMDEN CORPORATION WATCH	MEMBERSHIPS & SUBSCRIPTIONS	25KTHRES	\$60.00
DIRECTV	MEMBERSHIPS & SUBSCRIPTIONS	25KTHRES	\$987.13
INTERNATIONAL ASSOCIATION OF CHIEFS	MEMBERSHIPS & SUBSCRIPTIONS	25KTHRES	\$315.00
PROTIVITI, INC. - KNOWLEDGELEADER	MEMBERSHIPS & SUBSCRIPTIONS	25KTHRES	\$1,820.25
	MEMBERSHIPS & SUBSCRIPTIONS TOTAL		\$4,352.38
TACTICAL PUBLIC SAFETY LLC	MOBILE EQUIPMENT	25KTHRES	\$3,431.40
	MOBILE EQUIPMENT TOTAL		\$3,431.40
TD BANK, N.A.	NET PAYROLL	NONE	\$10,803.41
WELLS FARGO BANK, NA	NET PAYROLL	NONE	\$2,267,953.96
	NET PAYROLL TOTAL		\$2,278,757.37
EPLUS TECHNOLOGY, INC.	NETAPP STORAGE UPGRADES	D-22-027	\$9,950.00 **
	NETAPP STORAGE UPGRADES TOTAL		\$9,950.00
TRAFFIC PLANNING AND DESIGN INC	NJ ATTENUATOR REPLACEMENTS	D-21-014	\$4,632.97 **
	NJ ATTENUATOR REPLACEMENTS TOTAL		\$4,632.97
CONDUENT STATE & LOCAL SOLUTIONS	NJ CSC TRANSACTIONS	D-16-125	\$80,132.39
	NJ CSC TRANSACTIONS TOTAL		\$80,132.39
PHILADELPHIA INQUIRER PBC	NJ MISCELLANEOUS STEEL REPAIRS	25KTHRES	\$1,017.00 **
	NJ MISCELLANEOUS STEEL REPAIRS TOTAL		\$1,017.00
NJ DIV OF PENSION AND BENEFITS	NJ PENSION	NONE	\$18,224.00
	NJ PENSION TOTAL		\$18,224.00
CANON SOLUTIONS AMERICA INC	OFFICE SUPPLIES	D-21-121	\$1,136.00
W.B. MASON CO. INC	OFFICE SUPPLIES	D-20-126	\$1,176.92
	OFFICE SUPPLIES TOTAL		\$2,312.92
TRIAD ADVISORY SERVICES INC	OTHER GRANT RECEIVABLES	D-19-138	\$4,165.00
	OTHER GRANT RECEIVABLES TOTAL		\$4,165.00
PA STATE EMPLOYEES RETIREMENT	PA SERS	NONE	\$1,343,346.23
	PA SERS TOTAL		\$1,343,346.23
EMERALD BUSINESS SUPPLY INC.	PAPER OFFCE/PRT SHOP	25KTHRES	\$364.80
	PAPER OFFCE/PRT SHOP TOTAL		\$364.80
CANON SOLUTIONS AMERICA INC	PATCO COPIER EXPENSE	D-21-121	\$274.18
	PATCO COPIER EXPENSE TOTAL		\$274.18
AECOM TECHNICAL SERVICES, INC	PATCO HALL & WAY INTERLK REHAB	D-20-087	\$1,960.14 **
	PATCO HALL & WAY INTERLK REHAB TOTAL		\$1,960.14
TURNER SURETY AND INSURANCE	PATCO INSURANCE	D-22-111	\$174,588.00
	PATCO INSURANCE TOTAL		\$174,588.00
BROWN & CONNERY LLP	PATCO ROW EMBANKMENT - PHASE 5	D-22-001	\$55.00 **
GANNETT FLEMING, INC.	PATCO ROW EMBANKMENT - PHASE 5	D-20-109	\$38,842.10 **
	PATCO ROW EMBANKMENT - PHASE 5 TOTAL		\$38,897.10
SAP PUBLIC SERVICES INC	PATCO SOFTWARE LICENSE FEE	D-21-007	\$9,240.00
	PATCO SOFTWARE LICENSE FEE TOTAL		\$9,240.00
TRANSYSTEMS CORPORATION	PATCO STATION ENHANCEMENTS	D-20-110	\$1,034.87 **
	PATCO STATION ENHANCEMENTS TOTAL		\$1,034.87
T MOBILE USA INC	PATCO TELEPHONE	UTILITY	\$127.44
VERIZON	PATCO TELEPHONE	UTILITY	\$686.38
VERIZON BUSINESS	PATCO TELEPHONE	UTILITY	\$33.54
	PATCO TELEPHONE TOTAL		\$847.36
CITY OF PHILADELPHIA	PAYROLL TAXES	NONE	\$29,560.31
COMMONWEALTH OF PENNSYLVANIA	PAYROLL TAXES	NONE	\$24,450.86
INTERNAL REVENUE SERVICE	PAYROLL TAXES	NONE	\$930,912.10
PA DEPT OF REVENUE	PAYROLL TAXES	NONE	\$7,523.52
TREASURER - STATE OF NEW JERSEY	PAYROLL TAXES	NONE	\$94,615.25
	PAYROLL TAXES TOTAL		\$1,087,062.04
PNC BANK P-CARD	P-CARD PURCHASES	25KTHRES	\$147,755.87
	P-CARD PURCHASES TOTAL		\$147,755.87
GANNETT FLEMING, INC.	PHASE 3 OF ELECTRICAL TRANSFORMER	D-18-028	\$13,143.61 **
SCALFO ELECTRIC, INC.	PHASE 3 OF ELECTRICAL TRANSFORMER	D-22-065	\$432,000.00 **
	PHASE 3 OF ELECTRICAL TRANSFORMER TOTAL		\$445,143.61
U.S. POSTAL SERVICE	POSTAGE EXPENSES	25KTHRES	\$1,720.00
UNITED PARCEL SERVICE (UPS)	POSTAGE EXPENSES	25KTHRES	\$96.22
	POSTAGE EXPENSES TOTAL		\$1,816.22
BOWMAN & COMPANY LLP	PROFESSIONAL FEES - AUDIT	25KTHRES	\$8,900.00
GOVERNOR'S AUTHORITIES UNIT	PROFESSIONAL FEES - AUDIT	25KTHRES	\$22,789.24
	PROFESSIONAL FEES - AUDIT TOTAL		\$31,689.24
JOHN F. LOTIERZO	PROFESSIONAL FEES - CONSULTING	D-22-099C	\$4,556.25
KEVIN A. LA MARCA	PROFESSIONAL FEES - CONSULTING	25KTHRES	\$4,680.00
ORVILLE PARKER III	PROFESSIONAL FEES - CONSULTING	CEOEMG	\$560.00
	PROFESSIONAL FEES - CONSULTING TOTAL		\$9,796.25
GALLAGHER BENEFIT SERVICES, INC	PROFESSIONAL FEES - INS BROKERS	D-18-053	\$52,125.00
	PROFESSIONAL FEES - INS BROKERS TOTAL		\$52,125.00
BROWN & CONNERY LLP	PROFESSIONAL FEES - LEGAL COSTS	D-22-001	\$4,260.00
DILWORTH PAXSON LLP	PROFESSIONAL FEES - LEGAL COSTS	D-22-001	\$16,830.00
	PROFESSIONAL FEES - LEGAL COSTS TOTAL		\$21,090.00

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INTERSTATE MOBILE CARE, INC.	PROFESSIONAL FEES - MEDICAL	P-21-008	\$6,467.00
U.S. REGIONAL OCCUPATIONAL HEALTH	PROFESSIONAL FEES - MEDICAL	P-21-008	\$630.75
	PROFESSIONAL FEES - MEDICAL TOTAL		\$7,097.75
AECOM TECHNICAL SERVICES, INC	PROFESSIONAL SERVICES	D-22-014	\$10,728.87
BENEFIT HARBOR LP	PROFESSIONAL SERVICES	D-20-094	\$7,882.48
FIRST STATE TRUST COMPANY	PROFESSIONAL SERVICES	25KTHRES	\$4,461.84
GANNETT FLEMING, INC.	PROFESSIONAL SERVICES	D-20-013	\$16,998.94
HNTB CORPORATION	PROFESSIONAL SERVICES	D-22-014	\$1,758.27
JACOBS ENGINEERING GROUP INC.	PROFESSIONAL SERVICES	D-18-084	\$1,122.22
JAMES NOTTINGHAM	PROFESSIONAL SERVICES	D-20-139	\$2,750.00
RELX INC	PROFESSIONAL SERVICES	25KTHRES	\$1,900.00
SILKROAD TECHNOLOGY, INC.	PROFESSIONAL SERVICES	D-21-070B	\$15,246.00
WSP USA INC.	PROFESSIONAL SERVICES	D-22-014	\$12,955.33
	PROFESSIONAL SERVICES TOTAL		\$75,803.95
GOVERNMENT EMPLOYEES INSURANCE CO.	PUBLIC LIABILITY RESERVE	25KTHRES	\$1,500.00
	PUBLIC LIABILITY RESERVE TOTAL		\$1,500.00
STV INCORPORATED	PUBLIC SAFETY TRAINING FACILITY	D-21-014	\$18,237.08 **
	PUBLIC SAFETY TRAINING FACILITY TOTAL		\$18,237.08
GRM INFORMATION MANAGEMENT SERVICES	RECORDS MANAGEMENT FEES	D-20-090	\$2,930.56
	RECORDS MANAGEMENT FEES TOTAL		\$2,930.56
BURNS ENGINEERING, INC.	RENEWABLE ENERGY INTEGRATION	D-21-014	\$1,779.22 **
	RENEWABLE ENERGY INTEGRATION TOTAL		\$1,779.22
BURNS ENGINEERING, INC.	REOPENING FRANKLIN SQUARE	D-20-030	\$24,258.62 **
	REOPENING FRANKLIN SQUARE TOTAL		\$24,258.62
DRAEGER INC	REPAIRS AND MAINTENANCE	25KTHRES	\$279.00
	REPAIRS AND MAINTENANCE TOTAL		\$279.00
AMERIHEALTH INSURANCE COMPANY	RETIREE MEDICAL INSURANCE	D-21-081	\$186,463.26
UNITED HEALTHCARE	RETIREE MEDICAL INSURANCE	D-22-110	\$125,709.15
	RETIREE MEDICAL INSURANCE TOTAL		\$312,172.41
HORIZON BLUE CROSS BLUE SHIELD	RETIREE MEDICAL PRESCRIPTION INSURANCE	D-21-092	\$39,892.26
HORIZON BLUE CROSS BLUE SHIELD	RETIREE MEDICAL PRESCRIPTION INSURANCE	D-22-097	\$43,014.37
	RETIREE MEDICAL PRESCRIPTION INSURANCE TOTAL		\$82,906.63
HYATT'S GRAPHIC SUPPLY CO., IMNC.	SIGN MATERIALS	25KTHRES	\$4,455.12
	SIGN MATERIALS TOTAL		\$4,455.12
SAP PUBLIC SERVICES INC	SOFTWARE LICENSE FEES	D-21-007	\$17,160.00
	SOFTWARE LICENSE FEES TOTAL		\$17,160.00
WSP USA INC.	STRATEGIC STUDIES	D-18-060	\$10,874.03
	STRATEGIC STUDIES TOTAL		\$10,874.03
GREENMAN-PEDERSEN, INC.	SUSPENSION SPANS REHABILITATION	D-19-132	\$153,649.44 **
HNTB CORPORATION	SUSPENSION SPANS REHABILITATION	D-21-037	\$7,793.53 **
SKANSKA KOCH INC.	SUSPENSION SPANS REHABILITATION	D-19-131	\$901,598.99 **
	SUSPENSION SPANS REHABILITATION TOTAL		\$1,063,041.96
SAP NATIONAL SECURITY SERVICES INC	TECHNOLOGY SERVICE CONTRACTS	D-21-007	\$112,997.49
	TECHNOLOGY SERVICE CONTRACTS TOTAL		\$112,997.49
APLUS CONFERENCING LTD	TELEPHONE & TELECOM EXPENSE	UTILITY	\$394.15
T MOBILE USA INC	TELEPHONE & TELECOM EXPENSE	UTILITY	\$509.78
VERIZON	TELEPHONE & TELECOM EXPENSE	UTILITY	\$10,007.69
VERIZON BUSINESS	TELEPHONE & TELECOM EXPENSE	UTILITY	\$2,520.86
VERIZON WIRELESS	TELEPHONE & TELECOM EXPENSE	UTILITY	\$9,265.51
ZAYO GROUP HOLDINGS INC	TELEPHONE & TELECOM EXPENSE	25KTHRES	\$3,272.00
	TELEPHONE & TELECOM EXPENSE TOTAL		\$25,969.99
TREASURER-STATE OF NEW JERSEY	TESTING AND INSPECTION FEES	25KTHRES	\$505.00
	TESTING AND INSPECTION FEES TOTAL		\$505.00
SERVICE TIRE TRUCK CENTER INC.	TIRES	25KTHRES	\$1,151.82
	TIRES TOTAL		\$1,151.82
BRINK'S, INCORPORATED	TOLL DEPOSIT FEES	D-20-048	\$11,438.69
	TOLL DEPOSIT FEES TOTAL		\$11,438.69
K.BARKLEY	TOLL REFUND	25KTHRES	\$5.00
	TOLL REFUND TOTAL		\$5.00
STV INCORPORATED	TRACK CIRCUIT MODIFICATIONS	D-21-014	\$9,723.52 **
	TRACK CIRCUIT MODIFICATIONS TOTAL		\$9,723.52
NJ CRIMINAL INTERDICTION LLC	TRAINING REGISTRATION FEES	25KTHRES	\$1,575.00
	TRAINING REGISTRATION FEES TOTAL		\$1,575.00
NICOLE C. OCHROCH	TRAINING TRAVEL COSTS	25KTHRES	\$225.00
	TRAINING TRAVEL COSTS TOTAL		\$225.00
WASTE MANAGEMENT OF NEW JERSEY, INC	TRASH REMOVAL	D-21-049	\$3,458.31
	TRASH REMOVAL TOTAL		\$3,458.31
AQUILA D. TILLMAN-MUHAMMAD	TRAVEL EXPENSES	25KTHRES	\$3.75
DAIJAH A. GIBSON	TRAVEL EXPENSES	25KTHRES	\$7.50
DARLEEN HART	TRAVEL EXPENSES	25KTHRES	\$5.63
DOMINICK J. LUCENTE	TRAVEL EXPENSES	25KTHRES	\$3.75
DONALD D. DALY	TRAVEL EXPENSES	25KTHRES	\$12.50
JOSEPH A. WENCLEWICZ	TRAVEL EXPENSES	25KTHRES	\$10.63
KIA A. MCCANTS	TRAVEL EXPENSES	25KTHRES	\$3.75

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KIMBERLY A. MARCHELLINO	TRAVEL EXPENSES	25KTHRES	\$7.50
MARINO A. MORRONE	TRAVEL EXPENSES	25KTHRES	\$25.00
NICOLE C. OCHROCH	TRAVEL EXPENSES	25KTHRES	\$66.88
RASHIDAH SMITH	TRAVEL EXPENSES	25KTHRES	\$12.50
RICHARD F. TIGHE	TRAVEL EXPENSES	25KTHRES	\$33.13
ROBERT P. HICKS JR	TRAVEL EXPENSES	25KTHRES	\$147.50
RONALD A. AUNGST	TRAVEL EXPENSES	25KTHRES	\$12.50
SABRINA M. SPEI	TRAVEL EXPENSES	25KTHRES	\$19.38
SEDRICK J. ROBINSON JR	TRAVEL EXPENSES	25KTHRES	\$13.76
	TRAVEL EXPENSES TOTAL		\$385.66
TRI-M GROUP LLC	TRI-M UPGRADE	D-22-030	\$40,864.50 **
	TRI-M UPGRADE TOTAL		\$40,864.50
ACMACK CORP	UNIFORM CLEANING EXPENSE	25KTHRES	\$361.00
	UNIFORM CLEANING EXPENSE TOTAL		\$361.00
KEYPORT ARMY NAVY	UNIFORM EXPENSE	25KTHRES	\$610.80
PENDERGAST SAFETY EQUIPMENT CO	UNIFORM EXPENSE	25KTHRES	\$2,212.55
PNC BANK P-CARD	UNIFORM EXPENSE	25KTHRES	\$14,430.55
Y-PERS, INC.	UNIFORM EXPENSE	25KTHRES	\$806.00
	UNIFORM EXPENSE TOTAL		\$18,059.90
EMPLOYEE PASS THROUGH PAYMENTS	UNION DUES, EMPLOYEE CONTRIBUTIONS, ETC.	NONE	\$194,442.21
	UNION DUES, EMPLOYEE CONTRIBUTIONS, ETC. TOTAL		\$194,442.21
EPLUS TECHNOLOGY, INC.	UPGRADE AIRWATCH ENVIRONMENT	D-22-069A	\$10,125.00 **
	UPGRADE AIRWATCH ENVIRONMENT TOTAL		\$10,125.00
B.C.K. WILLIAMS CORP.	VEHICLE PARTS FOR REPAIRS	D-22-022	\$274.49
GENUINE PART COMPANY	VEHICLE PARTS FOR REPAIRS	D-22-022	\$3,735.02
	VEHICLE PARTS FOR REPAIRS TOTAL		\$4,009.51
CAMDEN COUNTY MUNICIPAL UTILITIES	WATER & SEWER EXPENSE	UTILITY	\$3,344.00
CITY OF PHILA	WATER & SEWER EXPENSE	UTILITY	\$2,372.89
MERCHANTVILLE-PENNSAUKEN WATER	WATER & SEWER EXPENSE	UTILITY	\$1,484.85
NEW JERSEY AMERICAN WATER	WATER & SEWER EXPENSE	UTILITY	\$782.16
W.B. MASON CO. INC	WATER & SEWER EXPENSE	D-20-069	\$436.48
	WATER & SEWER EXPENSE TOTAL		\$8,420.38
JACOBS ENGINEERING GROUP INC.	WI-FI PROJECT - PHASE 1 DESIGN	D-17-093	\$6,854.09 **
	WI-FI PROJECT - PHASE 1 DESIGN TOTAL		\$6,854.09
MALAMUT & ASSOCIATES, LLC	WORKMEN'S COMPENSATION	D-22-001	\$2,765.00
MATTLEMAN, WEINROTH & MILLER, P.C.	WORKMEN'S COMPENSATION	D-22-001	\$157.50
QUAL-LYNX	WORKMEN'S COMPENSATION	D-17-017	\$38,562.88
SCHAFF & YOUNG, PC	WORKMEN'S COMPENSATION	D-22-001	\$140.00
SCIBAL ASSOCIATES INC	WORKMEN'S COMPENSATION	D-17-017	\$56,335.65
	WORKMEN'S COMPENSATION TOTAL		\$97,961.03
			<u>\$28,402,087.94</u>

**DRPA MONTHLY LIST
OF PREVIOUSLY APPROVED
PURCHASE ORDERS & CONTRACTS**

DRPA Montly List of Previously Approved Purchase Order Contracts January 2023

Purchasing Document	Item	Document Date	Vendor/supplying plant	Material Group Desc.	Net Order Value
4500018464					967.92
4500018464	1	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	171.89
4500018464	2	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	40.49
4500018464	3	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	58.49
4500018464	4	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	44.99
4500018464	5	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	89.98
4500018464	6	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	44.99
4500018464	7	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	33.29
4500018464	8	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	15.88
4500018464	9	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	179.96
4500018464	10	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	44.99
4500018464	11	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	107.98
4500018464	12	1/26/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	134.99
4500018558					960.16
4500018558	1	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	89.98
4500018558	2	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	62.99
4500018558	3	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	171.89
4500018558	4	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	58.49
4500018558	5	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	62.99
4500018558	6	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	44.99
4500018558	7	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	134.97
4500018558	8	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	58.49
4500018558	9	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	58.49
4500018558	10	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	144.89
4500018558	11	1/25/2023	100526 DENISE ZANE-LAYTON	CLOTHING UNIFORM	71.99
4500018675					395.00
4500018675	1	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	112.00
4500018675	2	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	88.00
4500018675	3	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	35.00
4500018675	4	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	18.00
4500018675	5	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	125.00
4500018675	6	1/26/2023	101518 A-1 UNIFORM CITY INC.	CLOTHING UNIFORM	17.00
4500019124					12,210.12
4500019124	1	1/9/2023	100226 HYATT'S GRAPHIC SUPPLY CO., IMNC.	SIGN MAT/MAKING EQP	2,470.00
4500019124	2	1/9/2023	100226 HYATT'S GRAPHIC SUPPLY CO., IMNC.	SIGN MAT/MAKING EQP	6,520.00
4500019124	3	1/9/2023	100226 HYATT'S GRAPHIC SUPPLY CO., IMNC.	SIGN MAT/MAKING EQP	750.12
4500019124	4	1/9/2023	100226 HYATT'S GRAPHIC SUPPLY CO., IMNC.	SIGN MAT/MAKING EQP	2,470.00
4500019067					14,438.00
4500019067	1	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	1,038.00
4500019067	2	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	2,342.00
4500019067	3	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	2,014.00
4500019067	4	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	2,098.00
4500019067	5	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	2,757.00
4500019067	6	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	3,814.00
4500019067	7	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	300.00
4500019067	8	1/5/2023	101181 TRANSPO INDUSTRIES INC	RD&HWY BUILD. MATS	75.00
4500019075					169.68
4500019075	1	1/6/2023	100445 T. FRANK MCCALL'S, INC.	FARE COLLECTION EQP	169.68
4500019076					1,381.84
4500019076	1	1/6/2023	101973 SUPREME SAFETY, INC	1ST AID & SAFETY EQP	880.00
4500019076	2	1/6/2023	101973 SUPREME SAFETY, INC	1ST AID & SAFETY EQP	219.60
4500019076	3	1/6/2023	101973 SUPREME SAFETY, INC	1ST AID & SAFETY EQP	141.12
4500019076	4	1/6/2023	101973 SUPREME SAFETY, INC	1ST AID & SAFETY EQP	141.12
4500019077					8,100.00
4500019077	1	1/9/2023	103524 FADDIS CONCRETE PRODUCTS INC	RD&HWY BUILD. MATS	8,100.00
4500019078					551.12
4500019078	1	1/9/2023	102708 CARR'S HARDWARE	HARDWARE & RELATED	191.84
4500019078	2	1/9/2023	102708 CARR'S HARDWARE	PAINTING EQP/ACCESS	359.28
4500019079					420.00
4500019079	1	1/9/2023	100755 BDF CHEMICAL CO INC	FASTENERS	200.00
4500019079	2	1/9/2023	100755 BDF CHEMICAL CO INC	FASTENERS	80.00
4500019079	3	1/9/2023	100755 BDF CHEMICAL CO INC	FASTENERS	140.00
4500019080					1,100.00

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4500019080	1	1/9/2023	101973	SUPREME SAFETY, INC	1ST AID & SAFETY EQP	1,100.00
4500019081						1,610.00
4500019081	1	1/9/2023	102613	TURTLE & HUGHES, INC.	ELEC EQP/SUPP-NO CBL	280.00
4500019081	2	1/9/2023	102613	TURTLE & HUGHES, INC.	ELEC EQP/SUPP-NO CBL	1,330.00
4500019083						600.00
4500019083	1	1/9/2023	100968	LAWMEN SUPPLY CO OF NEW JERSEY INC	POLICE EQP AND SUPP	600.00
4500019093						430.72
4500019093	1	1/10/2023	100822	GANNETT MEDIA CORP	AD/PROMO ITEMS	430.72
4500019095						24,000.00
4500019095	1	1/10/2023	101509	PHILADELPHIA INQUIRER PBC	AD/PROMO ITEMS	24,000.00
4500019097						5,000.00
4500019097	1	1/10/2023	102349	HOLMAN RETAIL HOLDINGS LLC	AUTO MAINT/RPR PRTS	5,000.00
4500019098						5,000.00
4500019098	1	1/10/2023	102349	HOLMAN RETAIL HOLDINGS LLC	AUTO MAINT/RPR PRTS	5,000.00
4500019101						364.14
4500019101	1	1/10/2023	100445	T. FRANK MCCALL'S, INC.	PAINTING EQP/ACCESS	186.84
4500019101	2	1/10/2023	100445	T. FRANK MCCALL'S, INC.	PAINTING EQP/ACCESS	177.30
4500019104						380.40
4500019104	1	1/11/2023	100525	Y-PERS, INC.	JANITORIAL SUPPLIES	380.40
4500019135						335.00
4500019135	1	1/17/2023	102375	ANA SOURCING LLC	CLOTHING UNIFORM	335.00
4500019137						833.70
4500019137	1	1/17/2023	103497	COLLINGS CONTRACTING TECHNOLOGIES,	ELEC EQP/SUPP-NO CBL	833.70
4500019138						8,134.80
4500019138	1	1/18/2023	103555	ATLANTIC UNIFORM COMPANY INC	POLICE EQP AND SUPP	2,412.30
4500019138	2	1/18/2023	103555	ATLANTIC UNIFORM COMPANY INC	POLICE EQP AND SUPP	240.00
4500019138	3	1/18/2023	103555	ATLANTIC UNIFORM COMPANY INC	POLICE EQP AND SUPP	630.00
4500019138	4	1/18/2023	103555	ATLANTIC UNIFORM COMPANY INC	POLICE EQP AND SUPP	412.50
4500019138	5	1/18/2023	103555	ATLANTIC UNIFORM COMPANY INC	POLICE EQP AND SUPP	4,440.00
4500019142						1,256.85
4500019142	1	1/19/2023	100530	SHI INTERNATIONAL CORP.	DATA PROC SRVS & SW	1,256.85
4500019157						12,439.06
4500019157	1	1/20/2023	100530	SHI INTERNATIONAL CORP.	DATA PROC SRVS & SW	10,540.00
4500019157	2	1/20/2023	100530	SHI INTERNATIONAL CORP.	DATA PROC SRVS & SW	1,899.06
4500019159						400.00
4500019159	1	1/20/2023	100870	ENVIRONMENTAL SYSTEMS RESEARCH	DATA PROC SRVS & SW	400.00
4500019160						22,184.48
4500019160	1	1/20/2023	100169	EPLUS TECHNOLOGY, INC.	COMP HW/PERIPH-MICRO	8,588.54
4500019160	2	1/20/2023	100169	EPLUS TECHNOLOGY, INC.	COMP HW/PERIPH-MICRO	5,480.10
4500019160	3	1/20/2023	100169	EPLUS TECHNOLOGY, INC.	COMP HW/PERIPH-MICRO	1,518.48
4500019160	4	1/20/2023	100169	EPLUS TECHNOLOGY, INC.	COMP HW/PERIPH-MICRO	722.16
4500019160	5	1/20/2023	100169	EPLUS TECHNOLOGY, INC.	COMP HW/PERIPH-MICRO	5,875.20
4500019161						2,920.00
4500019161	1	1/20/2023	102092	MARTEK INDUSTRIES, INC.	ELEC EQP/SUPP-NO CBL	2,920.00
4500019163						335.85
4500019163	1	1/20/2023	100445	T. FRANK MCCALL'S, INC.	JANITORIAL SUPPLIES	335.85
4500019165						4,222.55
4500019165	1	1/23/2023	103556	ACCO BRANDS USA LLC	PRINTING PLANT EQP	4,222.55
4500019168						1,280.00
4500019168	1	1/23/2023	100302	FELTON L. WALKER	JANITORIAL SUPPLIES	1,280.00
4500019180						21,580.00
4500019180	1	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	6,180.00
4500019180	2	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	1,030.00
4500019180	3	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	6,180.00
4500019180	4	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	1,030.00
4500019180	5	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	6,130.00
4500019180	6	1/25/2023	102580	ACV ENVIRONMENTAL SERVICES, INC.	ENV AND ECO SRVS	1,030.00
4500019201						349.90
4500019201	1	1/26/2023	102708	CARR'S HARDWARE	FASTENERS	179.90
4500019201	2	1/26/2023	102708	CARR'S HARDWARE	FASTENERS	170.00
4500019202						1,076.64
4500019202	1	1/26/2023	103386	CONIGLIO & CONIGLIO, INC.	ELEC EQP/SUPP-NO CBL	646.56
4500019202	2	1/26/2023	103386	CONIGLIO & CONIGLIO, INC.	ELEC EQP/SUPP-NO CBL	430.08
4500019206						5,963.64
4500019206	1	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	164.95
4500019206	2	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	123.90
4500019206	3	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	253.85

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4500019206	4	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	32.81
4500019206	5	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	43.11
4500019206	6	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	13.36
4500019206	7	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	112.94
4500019206	8	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	157.29
4500019206	9	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	164.95
4500019206	10	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	118.41
4500019206	11	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	191.08
4500019206	12	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	502.45
4500019206	13	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	177.39
4500019206	14	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	8.70
4500019206	15	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	4.75
4500019206	16	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	50.70
4500019206	17	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	731.36
4500019206	18	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	73.08
4500019206	19	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	30.10
4500019206	20	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	43.38
4500019206	21	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	694.63
4500019206	22	1/26/2023	101628	HUNTER KEYSTONE PETERBUILT LP	AUTO MAINT/RPR PRTS	2,270.45
4500019208						8,126.33
4500019208	1	1/26/2023	100577	POWERDMS INC	DATA PROC SRVS & SW	8,126.33
4500019214						20,000.00
4500019214	1	1/27/2023	103558	NAVISTAR INC	AUTO MAINT/RPR PRTS	20,000.00
4500019218						9,217.70
4500019218	1	1/27/2023	101476	UNITED ELECTRIC SUPPLY CO., INC.	ELEC EQP/SUPP-NO CBL	7,650.00
4500019218	2	1/27/2023	101476	UNITED ELECTRIC SUPPLY CO., INC.	ELEC EQP/SUPP-NO CBL	1,422.50
4500019218	3	1/27/2023	101476	UNITED ELECTRIC SUPPLY CO., INC.	ELEC EQP/SUPP-NO CBL	145.20
4500019220						156.00
4500019220	1	1/30/2023	100755	BDF CHEMICAL CO INC	FASTENERS	156.00
4500019221						342.00
4500019221	1	1/30/2023	100525	Y-PERS, INC.	CLOTHING UNIFORM	342.00
4500019226						623.84
4500019226	1	1/30/2023	100342	PENDERGAST SAFETY EQUIPMENT CO	1ST AID & SAFETY EQP	623.84
4500019241						703.70
4500019241	1	1/31/2023	103485	DIVAL SAFETY EQUIPMENT	1ST AID & SAFETY EQP	373.15
4500019241	2	1/31/2023	103485	DIVAL SAFETY EQUIPMENT	1ST AID & SAFETY EQP	330.55

**OPERATIONS & MAINTENANCE
COMMITTEE**

DELAWARE RIVER PORT AUTHORITY
Operations & Maintenance Committee Meeting

One Port Center
2 Riverside Drive
Camden, New Jersey
Tuesday, February 7, 2023

Commissioners:

Albert Frattali, Chairman of the Operations & Maintenance Committee
Charles Fentress (by Zoom)
Robert Ghormoz (by Zoom)
James Snell (for Stacy Garrity, Pennsylvania State Treasurer)
Gregory Schwab (by Zoom)
Richard Sweeney (by Zoom)

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer (by Zoom)
Raymond Santarelli, General Counsel and Corporate Secretary
Michael Venuto, Chief Engineer
Toni Brown, Chief Administrative Officer
Stephen Holden, Deputy General Counsel
John Rink, General Manager, PATCO
Robert Hicks, Chief Operating Officer (by Zoom)
Rohan Hepkins, Assistant General Manager, PATCO
Gerald Faber, Assistant General Counsel
Kathleen Vandy, Assistant General Counsel
Amy Ash, Manager, Contract Administration
Christina Maroney, Director, Strategic Initiatives (by Zoom)
Joseph McAroy, Bridge Director, BFB/BRB (by Zoom)
Ricardo DeOliveira, Bridge Director, WWB/CBB (by Zoom)
Dave Fullerton, Director, Safety Services
Stephen Reiners, Director, Fleet Management
Matt Licata, Fleet Shop Manager
Tonyelle Cook-Artis, Director, Government Relations
Ed Montgomery, Principal Engineer
Kwan Hui, Manager, Grants Management (by Zoom)
Mike Rakowski, Manager, Planning & Design
Mike Williams, Manager, Corporate Communications
Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present:

Janice Venables, Associate Counsel, New Jersey Governor's Authorities Unit (by Zoom)
Alan Becker, Citizens Advisory Committee Member
Thomas Young, Bellevue Strategies, Board Liaison (by Zoom)
Kathryn Joyce, Deputy Chief Counsel, Pennsylvania Treasury (by Zoom)

CALL TO ORDER

Committee Chairman Frattali called the Meeting of the Operations & Maintenance Committee of the Delaware River Port Authority to order at 9:01 a.m. and asked the Corporate Secretary to call the roll.

ROLL CALL

The following Commissioners were present constituting a quorum: Committee Chair Frattali, Commissioners Fentress, Snell, Sweeney, Ghormoz, and Schwab.

OPEN SESSION

Summary Statements and Resolutions for Consideration

There were seven (7) Summary Statements and Resolutions for the Committee's consideration:

1. DRPA-23-018 Professional Services for the Commodore Barry Bridge Weld Investigation.

Chief Engineer Venuto presented Summary Statement and Resolution No. DRPA-23-018 seeking Board authorization to negotiate an agreement with Tran Systems Corporation to provide engineering services required to perform the Commodore Barry Bridge weld investigation, in the amount of \$4,770,393.00. Commissioner Sweeney moved to forward DRPA-23-018 to the Board for consideration and Commissioner Fentress seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

2. DRPA-23-019 Lindenwold and Ashland Exterior Communications and Power.

PATCO General Manager Rink presented Summary Statement and Resolution No. DRPA-23-019 seeking Board authorization for staff to negotiate a contract with Denney Electric Supply to hardwire emergency call boxes and parking lot fare gates at Lindenwold and Ashland Stations, in an amount not to exceed \$428,938.00. Commissioner Sweeney moved to forward DRPA-23-019 to the Board for consideration and Commissioner Schwab seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

3. **DRPA-23-015** **PATCO's Public Transportation Agency Safety Plan – DRPA.**
4. **PATCO-23-004** **PATCO's Public Transportation Agency Safety Plan – PATCO.**

PATCO General Manager Rink presented Summary Statement and Resolution Nos. DRPA-23-015 and PATCO-23-004 seeking Board approval of PATCO's revised Public Transportation Agency Safety Plan, copies of which were provided to the Commissioners in advance of the meeting. As authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This requires operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 are required to develop and implement the Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. Director of Safety Services Fullerton gave a brief overview of the plan. Commissioner Sweeney moved to forward DRPA-23-015 and PATCO-23-004 to the Board for consideration and Commissioner Fentress seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

5. **DRPA-23-020** **Procurement and Delivery of Eighty (80) Machined Axles for PATCO.**

PATCO General Manger Rink presented Summary Statement and Resolution No. DRPA-23-020 seeking Board authorization for staff to negotiate a contract with ORX Railway Corporation for the procurement and delivery of eighty (80) machined axles, in the amount of \$272,960.00. Commissioner Fentress moved to forward DRPA-23-020 to the Board for consideration and Commissioner Sweeney seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

6. **PATCO-23-005** **Webhosting and Maintenance of FREEDOM Card e-Commerce Application.**

PATCO General Manger Rink presented Summary Statement and Resolution No. PATCO-23-005 seeking Board authorization for staff to negotiate a 5-year contract with Acadaca, LLC to continue to host, support and maintain the FREEDOM card web application, in the amount of \$1,073,839.00. Commissioner Schwab moved to forward PATCO-23-005 to the Board for consideration and Commissioner Fentress seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

7. DRPA-23-021 DRPA/PennDOT Grant Reimbursement.

Director of Government Relations Cook-Artis presented Summary Statement and Resolution No. DRPA-23-021 seeking Board authorization for staff to execute one or more funding agreements with the Commonwealth of Pennsylvania, Department of Transportation through which the DRPA would progress the Ben Franklin Bridge Safety Improvements (MPMS# 72597) and Ben Franklin Bridge Eastbound Operations Improvements (MPMS# 105290) projects and be reimbursed by PennDOT for the work performed, in the amount of \$3,292,000.00, as well as any future increases pursuant to this grant application. Commissioner Schwab moved to forward DRPA-23-021 to the Board for consideration and Commissioner Sweeney seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

General Discussion

Committee Chairman Frattali stated there was one (1) item for discussion.

New Jersey Alliance for Action's "New Jersey Leading Capital Construction Projects Awards – Franklin Square Project.

Chief Engineer Venuto stated that the Delaware River Port Authority has been recognized by the New Jersey Alliance for Action for the Franklin Square Project as the leading capital construction project. Members of the Engineering staff will attend a banquet next week to receive this award on behalf of the Authority. There were no comments or questions from Commissioners.

ADJOURNMENT

With no further business for the Operations and Maintenance Committee, Committee Chair Frattali announced the adjournment of the Committee, and called for a Motion to adjourn. Commissioner Fentress made the motion. Commissioner Snell seconded the motion. All Commissioners in attendance voted to approve the motion. The Operations and Maintenance Committee Meeting adjourned at 9:17 a.m.

SUMMARY STATEMENT

ITEM NO. DRPA-23-018

SUBJECT: Professional Services for the Commodore Barry Bridge Weld Investigation

COMMITTEE: Operations and Maintenance

COMMITTEE MEETING DATE: February 7, 2023

BOARD ACTION DATE: February 15, 2023

PROPOSAL: That the Board authorizes staff to negotiate an agreement with Transystems Corporation to provide engineering services required to perform the Commodore Barry Bridge Weld Investigation.

Amount: \$4,770,392.94

Consultant:
TranSystems Corporations
1717 Arch Street
Suite 700
Philadelphia, PA 19103

Other Consultants: Thornton Tomasetti Inc.
Modjeski & Masters, Inc.

Engineers Estimate: \$4,100,000.00

MBE/WBE Goals: MBE %: 8%
WBE %: 4%

Consultant Proposed Goals
MBE %: 8%
WBE %: 52%

PURPOSE: To provide consulting engineering services for the comprehensive weld investigation of the Commodore Barry Bridge through truss spans. Provide resources to immediately repair any critical defects discovered during field work.

BACKGROUND: December of 2021 the FHWA put Bridge Owners on notice concerning findings from the long span bridge tied arch bridge closure earlier in the year concerning A514 steel tension butt welds and

framework for bridge built before 1978 when there was a major code update. The purpose of the 1978/1995 Fracture Control Plan (FCP) is to ensure proper welding procedures and post-welding testing to prevent defects from being inadvertently incorporated into an in-service highway bridge. DRPA inventory contain only one structure with A514 steel which is the CBB. DRPA subsequently started the SOQ and RFP processes to secure a consultant to perform a comprehensive weld investigation in 2023 and 2024 for the large-scale field effort on the Commodore Barry Bridge through truss spans.

The comprehensive weld investigation will evaluate the weld area quality and conditions by current destructive and nondestructive testing (NDT) standards. The scope includes the original tension shop fabricated butt weld which number in the 100's for each grade of steel. Truss members are comprised of shop welded connections and erected in the field with bolted splices. This will ensure conformance with the FHWA memorandum and the implementation of a strategic repair program based on the weld investigation.

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 June 9, 2022. Five (5) firms were deemed qualified and were sent a formal Request for Proposal. Based on the nature of the weld investigation project three (3) firms submitted a Technical Proposal. A review committee of three (3) staff engineers evaluated the Proposals on the basis of Technical merit.

TranSystems was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge projects and has been responsive on other projects. TranSystems' Team has many years' experience inspecting and evaluating bridges similar to those required for this contract. Overall, the team assembled by TranSystems 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, TranSystems' price was determined to be fair and reasonable.

To respond immediately and remedy potential imminent conditions discovered during the weld investigation field work, propose a not to exceed amount of \$800,000.00 for repairs to unforeseen field conditions.

It is recommended that an engineering services agreement be negotiated with TranSystems' for the costs and associated fees not to exceed \$4,770,392.94 to provide engineering services in accordance with the Request for Proposal and the cost for unforeseen field condition repairs.

SUMMARY:	Amount:	\$4,770,392.94
	Source of Funds:	Revenue Fund
	Capital Project #:	N/A
	Operating Budget:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	44 Months
	Other Parties Involved:	N/A
	Estimated Number of Jobs Supported:	10

DRPA-23-018
Operations and Maintenance Committee: February 7, 2023
Board Date: February 15, 2023
Professional Services for the Commodore Barry Bridge
Weld Investigation

RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of TranSystems Corporation to provide Professional Services for of the Commodore Barry Bridge Weld Investigation 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 \$4,770,392.94 as per the attached Summary Statement; and be it further

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

SUMMARY:	Amount:	\$4,770,392.94
	Source of Funds:	Revenue Fund
	Capital Project #:	N/A
	Operating Budget:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	44 Months
	Other Parties Involved:	N/A
	Estimated Number of	
	Jobs Supported:	10



MEMORANDUM

DELAWARE RIVER PORT AUTHORITY
of Pennsylvania & New Jersey

TO: O&M Committee Members
FROM: Michael P. Venuto, Chief Engineer
SUBJECT: Professional Services for the Commodore Barry Bridge weld Investigation
Technical Proposal Evaluation, Findings and Recommendation Report
DATE: January 10, 2023

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 June 9, 2022.

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 all five (5) firms: HNTB, Modjeski & Masters, Michael Baker, Thornton Tomasetti and TranSystems.

The short-listed firms were sent a RFP. Based on the nature of the weld investigation project three (3) firms submitted a Technical Proposal. The Technical Proposals and separate sealed Price Proposals were received on October 18, 2022 plus technical Presentations were held with each firm on December 1, 2022. The Review Committee, consisting of three (3) staff engineers, reviewed and evaluated the Technical Proposals and Technical Presentations.

TranSystems was the highest technically ranked firm. The proposed Project Manager has previous experience with major bridge projects and has been responsive on other projects. TranSystems' Team has many years' experience inspecting and evaluating bridges similar to those required for this contract. Overall, the team assembled by TranSystems 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 initial Engineer's Estimate in the amount of \$3,300,000.00, as a guide. Price Proposals were opened on December 16, 2022.

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
	Engineer's Estimate	11,000	\$3,300,000.00
1	TranSystems	10,065	\$3,970,392.94
2	Modjeski & Masters	7,494	\$10,133,802.49
3	Thornton Tomasetti	16,968	\$5,646,421.42

The Price Proposal from the three recommended firms were opened and the Price Proposal from TranSystems was reviewed by Engineering Department staff. It was observed to be 20% higher than the Engineer's Estimate but lower than the other proposal. Discussion were held with the Committee's top ranked firm, Transystems and DRPA gained a better understanding of the required field work, rental costs, QA/QC program and additional costs including safety boat.

To respond immediately and remedy potential imminent conditions discovered during the weld investigation field work, propose a not to exceed amount of \$800,000.00 for repairs to unforeseen field conditions.

Based on a review of the Review Committee's evaluation and supporting documentation, I concur with the recommendation to engage TranSystems of Philadelphia, PA in the amount of \$4,770,392.94 for this Agreement.

:em

cc: M. Venuto, M. Rakowski, Review Team

SUMMARY STATEMENT

ITEM NO.: DRPA-23-019

SUBJECT: Lindenwold & Ashland Exterior Communications & Power

COMMITTEE: Operations & Maintenance

COMMITTEE MEETING DATE: February 7, 2023

BOARD ACTION DATE: February 15, 2023

PROPOSAL: That the Board authorizes staff to negotiate a contract with Denney Electric Supply to hardwire emergency call boxes and parking lot fare gates at Lindenwold and Ashland Stations.

Amount: Up to \$428,938.00

Contractor: Denney Electric Supply
106 West Lincoln Highway
Pennel, PA 19047

PURPOSE: To hardwire emergency call boxes and parking lot fare gates at Lindenwold and Ashland Stations. The materials and work will be provided under PA COSTARS (“MRO”) pricing.

BACKGROUND: Currently, the parking lot gates at Lindenwold and Ashland communicate via Wi-Fi to the Authority’s network. With the installation of the solar arrays, communications are sometimes interrupted. PATCO has undertaken a program to eliminate Wi-Fi communications of critical data and provide a fiber backbone for data transmissions. At PATCO’s Ashland Station there are a few remaining emergency call boxes which also communicate through Wi-Fi but do not have dedicated power. These emergency call boxes utilize rechargeable batteries which are recharged at night when the parking lot lighting is illuminated. PATCO, working with Homeland Security, has experienced high failure rates with the rechargeable batteries.

This project will provide dedicated fiber communications to each gate, which will eliminate the need for Wi-Fi. Hardwiring provides significantly more secure communication than Wi-Fi and is a substantial improvement in reliability for the safety and security of our customers. Dedicated fiber will also be installed to the emergency call boxes at Ashland as well as dedicated power, thereby eliminating the rechargeable battery issue.

Lindenwold and Ashland are the two-remaining above ground stations at which this work has yet to be performed. Woodcrest, Haddonfield, Westmont, Collingswood, and Ferry Avenue Stations have already been completed.

Staff has reviewed and evaluated Denney Electric's proposal and determined it to be fair and reasonable and consistent with PA COSTARS contract pricing.

SUMMARY:	Amount:	Not to exceed \$428,938.00
	Source of Funding:	General Fund
	Operating Budget:	N/A
	Capital Project #:	PTD.32210
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	One (1) year
	Other Parties Involved:	N/A

DRPA-23-019
Operations & Maintenance: February 7, 2023
Board Date: February 15, 2023
Lindenwold & Ashland
Exterior Communications & Power

RESOLUTION

RESOLVED: That the Board authorizes staff to negotiate a contract with Denney Electric Supply to hardwire emergency call boxes and parking lot fare gates at Lindenwold and Ashland Stations in an amount not to exceed \$428,938.00; and be it further

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

SUMMARY:	Amount:	Not to exceed \$428,938.00
	Source of Funding:	General Fund
	Operating Budget:	N/A
	Capital Project #:	PTD.32210
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	One (1) year
	Other Parties Involved:	N/A

SUMMARY STATEMENT

ITEM NO.:	DRPA-23-015
SUBJECT:	PATCO's Public Transportation Agency Safety Plan
COMMITTEE:	Operations & Maintenance
COMMITTEE MEETING DATE:	February 7, 2023
BOARD ACTION DATE:	February 15, 2023
PROPOSAL:	That the Board approves PATCO's revised Public Transportation Agency Safety Plan.
PURPOSE:	Approval of this plan is required for compliance with 49 CFR Part 673.11.
BACKGROUND:	<p>On July 19, 2018, the Federal Transit Administration (FTA) published a final rule for Public Transportation Agency Safety Plans as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The final rule requires operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. Operators of public transportation systems are required to implement the PTASPs. The development and implementation of the PTASP is intended to ensure that PATCO continues to operate safely. Per 49 U.S.C. 53 (d) (1) (A), the operator's (i.e., PATCO's) PTASP must be approved by the board of directors of the recipient of the financial assistance. DRPA is the recipient of the assistance; thus DRPA's Board approved the PATCO PTASP at the April 15, 2020 meeting (DRPA-20-027).</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act into law. The Act added new safety requirements for public transportation agencies and required PATCO to review and revise its PTASP accordingly.</p> <p>The revised PTASP now includes:</p> <ul style="list-style-type: none"> ▪ Establishment of a joint labor-management safety committee with equal representation by members of Teamsters Local #676 and PATCO management. ▪ A process for represented employees to participate in the development and approval of the PTASP.

- Strategies to minimize exposure to infectious diseases, consistent with the Centers for Disease Control and Prevention guidelines.
- Employee training in assault awareness and prevention.

PATCO staff began development of the PTASP early in 2022 with substantial assistance from its consultant, STV. A draft revised PTASP was submitted to NJDOT on August 26, 2022. The submitted PTASP was conditionally approved by NJDOT on November 7, 2022. Final NJDOT approval is conditioned on Board approval of the PTASP. NJDOT also made recommendations for further development that were incorporated into the final PTASP. The PTASP was approved by PATCO's Labor-Management Safety Subcommittee on September 14, 2022.

SUMMARY:	Amount:	\$0
	Source of Funds:	N/A
	Capital Project #:	N/A
	Operating Budget:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	N/A
	Other Parties Involved:	None

DRPA-23-015
O&M Committee: February 7, 2023
Board Date: February 15, 2023
PATCO's Public Transportation Agency Safety Plan

RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority approves the revised PATCO Public Transportation Agency Safety Plan; and be it further

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

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



**PORT AUTHORITY TRANSIT CORPORATION
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**



Version II, February 2023

**PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
FOR PORT AUTHORITY TRANSIT COMPANY**

ADOPTED	DATE: APRIL 15, 2020
LAST REVISED	DATE: FEBRUARY 15, 2023

Delaware River Port Authority (DPRA)
Port Authority Transit Company (PATCO)
P.O. Box 4262
Lindenwold, NJ 08021-0218

The Delaware River Port Authority (DRPA) and Port Authority Transit Corporation (PATCO) Board of Directors have adopted this Public Transportation Agency Safety Plan (PTASP) to comply with FTA regulations established by Section 5329(d) of the Moving Ahead for Progress in the 21st Century (MAP-21) Act and 49 CFR Part 673.

The approved Resolutions titled PATCO's Public Transportation Agency Safety Plan are on file in the Board Secretary's office.

In accordance with 49 U.S. Code §5329(d)(1)(A), the Joint Labor Management committee/Safety Sub-Committee shall approve, PTASP and any updates to the agency safety plan.

The Public Transportation Agency Safety Plan was approved by the Labor-Management Safety Sub-committee on September 14, 2022.

Accountable Executive: John Rink, PATCO General Manager; SMS Roles and Responsibilities: Under 49 CFR 673.23(d)(1) the Accountable Executive is responsible for ensuring the agency's SMS is effectively implemented throughout the agency's transit system and for ensuring action is taken to address substandard performance in the agency's SMS; these roles are delineated throughout the PTASP.

The Public Transportation Agency Safety Plan is hereby approved and accepted by:



John Rink, General Manager, PATCO


Date

SMS Executive: Dave Fullerton, Director of Safety Services, SMS Executive:

The SMS Executive is the person designated to manage and implement the Public Transportation Agency Safety Plan and answer any questions regarding the Agency's PTASP. Under 49 CFR 673.23(d)(2) the SMS Executive is designated by the Accountable Executive, holds a direct line of reporting to the Accountable Executive: 49 CFR 673.23(d)(2) and 674.29(b), is adequately trained in SMS: 49 CFR 673.5 and 674.29 (b), and has the authority and responsibility for day-to-day implementation and operation of the agency's SMS. Under 49 CFR 673.5, the SMS Executive does not serve in other operational or maintenance capacities.

David D. Fullerton, Director of Safety Services, Delaware River Port Authority is the person designated by PATCO to manage and answer any questions regarding the Public Transit Agency Safety Plan.

Phone: 856-772-6928

Email: ddfullerton@drpa.org

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

EXECUTIVE SUMMARY

The Delaware River Port Authority of Pennsylvania and New Jersey (DRPA) and Port Authority Transit Corporation (PATCO) function under the legal authority of Compact legislation jointly approved by the State of New Jersey and the Commonwealth of Pennsylvania in 1931, 1951, and 1992, and affirmed by Consents of the Congress of the United States in 1932, 1952, and 1992.

Safety is a primary concern that affect all levels of PATCO's activities including operations, maintenance, and training. The Accountable Executive of the Delaware River Port Authority/ General Manager of PATCO retains the primary responsibility for safety and security throughout the organization. The SMS Executive/ Director of Safety Services is delegated to implement, administer, and maintain these programs throughout the Agency.

To comply with these requirements, the SMS Executive has developed and adopted this PTASP which complies with, and is required by, the FTA regulations established by Section 5329(d) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the New Jersey Department of Transportation's State Oversight Program Standards (NJDOT SSOPS), establishing safety throughout the Agency.

PATCO's PTASP identifies the tasks and requirements to be applied at all levels of the organization and will render the support and resources to establish and maintain high safety standards by providing safe operations, maintenance, working and training environment throughout the Agency.

Our Mission as stewards of public assets, is to provide for the safe and efficient operation of transportation services and facilities in a manner that creates value for the public we serve.

Our Vision is that together we are world-class stewards of public transportation assets. Working collaboratively across all business units, we operate, maintain, improve, and protect transportation infrastructure for the benefit of the citizens we serve throughout the Greater Philadelphia Region. We are committed to building credibility, earning public trust, and creating public value.

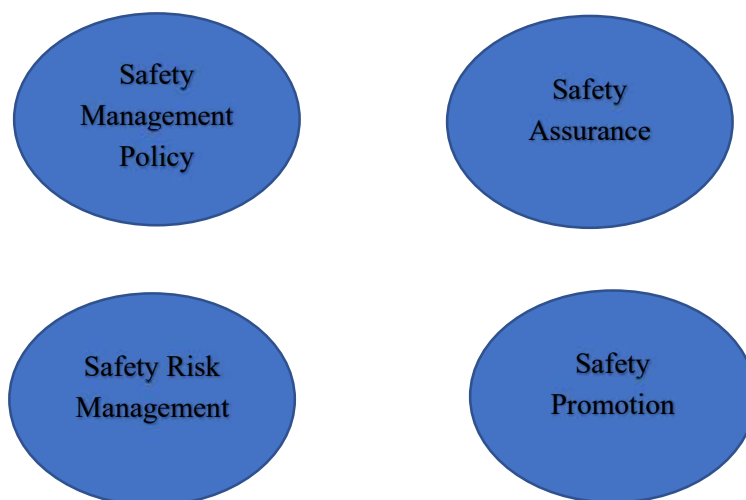
REGULATORY AUTHORITY

MAP-21 grants the Federal Transportation Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, recipients of FTA Chapter 53 funding are required to develop and implement a Public Transportation Agency Safety Plan (PTASP), Regulation 49 C.F.R. Part 673 based on Safety Management Systems (SMS) principles and methods. In section 20021 of Map-21, codified at 49 U.S.C. § 5329, Congress directed the FTA as the regulatory authority to oversee safety, providing opportunity for the FTA to assist transit agencies in moving towards a more comprehensive, performance-based approach in SMS. The PTASP regulation 49 CFR Part 673, required by 49 U.S.C. § 5329(d) puts the FTA, DRPA, and PATCO in a position to provide guidance that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety promoting awareness and responsiveness to safety risks.

PATCO's PTASP is compliant with 49 CFR 673.21 and supports an SMS to increase safety of its transit systems by proactively identifying, assessing, and controlling safety risks. SMS is an cohesive combination of policies, processes and performances ensuring a formalized, proactive and data driven approach to safety risk management. This approach is flexible and scalable, so PATCO can efficiently meet requirements of SMS; PATCO's SMS is appropriately scaled to the size, scope, and the complexity of our agency. Figure 1 below depicts the SMS components included within PATCO's PTASP.

Figure 1

PATCO's SMS



Source: <https://safety.fta.dot.gov/cms/resources/view/fta-sms-framework>

PATCO is committed to Safety Management as a systematic and comprehensive approach to identifying safety hazards and risks. PATCO has adopted a SMS framework by establishing a safety policy; identifying hazards and controlling risks; goal setting, planning, and measuring performance. PATCO has adopted SMS as means of agency-wide support for transit safety by establishing a culture, where management is accountable for safety and the organization takes an active role in securing transit safety.

The Accountable Executive, Director of Safety Services, Labor-Management/Safety Subcommittee, DRPA and PATCO Board of Directors have reviewed and approved the PTASP through resolutions DRPA 23-015 and PATCO 23-004; assuring its content meets the requirements of Section 5329(d) of MAP-21 through the establishment of a comprehensive SMS framework.

**PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
FOR PORT AUTHORITY TRANSIT COMPANY**

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DEFINITIONS:

Accountable Executive: a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

SMS Executive: an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A SMS Executive may not serve in other operational or maintenance capacities, unless the SMS Executive is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Accident: An event that involves any of the following: a loss of life occurring at the scene or within 30 days following the accident; a report of a serious injury to a person; property damage resulting from a collision of public transportation vehicles; a runaway train or any derailment of a rail transit vehicle; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

Incident: An event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency
Event means any Accident, Incident, or Occurrence.

Safety Performance Target: a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration.

Serious injury: any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Safety Performance Measure: a performance target related to safety management activities.

Core Safety Responsibilities: responsibilities, accountabilities, and authority of the accountable executive, the key safety officers, and key members of the safety management team.

Desired Safety Outcomes or Goals: safety outcomes for each risk using the measurable safety performance indicators established.

Document Revision and Control: a description of the regular annual process used to review and update the plan including a timeline for implementation of the process

Policy Statement: a statement establishing senior management commitment to continual safety improvement, signed by the executive accountable for the operation of the agency and the board of directors.

Prioritized Safety Risks: a description of the most serious safety risks to the public, personnel and property.

Risk Control Strategies and Actions for Prioritized Safety Risks: a description of risk control strategies and actions the agency will undertake to minimize exposure of the public, personnel and property to hazards, including a schedule for implementing the risk control strategies and the primary entity responsible for each strategy.

Safety Training Program: a comprehensive safety training program for agency staff that ensures staff are trained and competent to perform their safety duties.

Safety Risk Management Approach: the formal processes the agency uses to identify hazards, analyze, and assess safety risks, and develop, implement and evaluate risk controls.

Safety Assurance: A list of defined safety performance indicators for reach priority risk and associated targets the agency will use to determine if it is achieving the specified safety goals.

State of Good Repair: an effort that includes sharing ideas on recapitalization and maintenance issues, asset management practices, innovative financing strategies, prioritizing local transit re-investment decisions, and preventive maintenance practices

Pandemic: a disease outbreak that has spread across multiple countries and continents and usually impacts many people. The classification of “pandemic” comes when a disease affects the global population. Pandemics are usually caused by new infectious agents (bacteria or viruses) that spread quickly.

Infectious Disease(s): illnesses caused by germs (such as bacteria, viruses, and fungi) that enter the body, multiply, and can cause an infection. Some infectious diseases are contagious (or communicable), that is, spread from one person to another.

Acronyms:

ATC	Automatic Train Control
ATO	Automatic Train Operation
CAP	Corrective Action Plan
CDC	Center for Disease Control and Prevention
CDL	Commercial Driver's License
CFR	Code of Federal Regulations
CMP	Configuration Management Plan
CSA	Customer Service Agents
CSB	Contractor Safety Briefing
DHS	Department of Homeland Security
DRPA	Delaware River Port Authority
DVRPC	Delaware Valley Regional Planning Commission
EAR	Electronic Accident and Incident Report Database
EOP	Emergency Operating Procedure
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transportation Administration
GM	General Manager
GR/G	Government Relations and Grant Department
HS/EM	Homeland Security and Emergency Management
HSEEP	Homeland Security Emergency Evaluation Plan
JWC	Joint Workforce Committee
KPI	Key Performance Indicator
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NJDOT	New Jersey Department of Transportation
NPTSP	National Public Transportation Safety Plan
NTSB	National Transportation Safety Board
OCIP	Owner Controlled Insurance Program
OJT	On the Job Training
PARTSWG	Philadelphia Area Regional Transit Security Working Group
PATCO	Port Authority Transit Corporation
PEMA	Pennsylvania Emergency Management Agency
PTASP	Public Transportation Agency Safety Plan
RRWG	Regional Response Working Group
RIMIS	Regional Integrated Multi-Modal Information Sharing
ROW	Right-Of-Way
SA	Safety Assurance
SaCC	Safety and Coordinating Committee
SEPP	Security Emergency Preparedness Plan
SEPTA	Southeastern Pennsylvania Transportation Authority
SGR	State of Good Repair
SMS	Safety Management System
SQG	Small Quality Generator
SRM	Safety Risk Management

SSCP	Safety and Security Certification Plan
SSEPP	System Security and Emergency Preparedness Plan
SSOA	State Safety Oversight Agency
SSO	State Safety Oversight
SSOPS	State Safety Oversight Program Standard
SSPP	System Safety Program Plan
TAM	Transit Asset Management
TEP	Training Exercise Plan
TEPW	Training Exercise Plan Workshop
TTX	Table Top Exercise
VMS	Variable Message Signs

Policies, Plans and Procedures Index

- Drug and Alcohol Program, DRPA/PATCO Policy Series 147A
- Operations and Tracks and Facilities SOP/EOPs
- Safety and Security Certification Plan
- Standard and Emergency Operating Procedures
- System Safety Emergency Preparedness Plan
- Right-of-Way Safety Plan
- Hours of Service Policy for All Safety Sensitive Employees
- Safety Rules for Employees
- DRPA Safety Administrative Manual
- DRPA Security Handbook
- PATCO Accident/Incident Investigation Manual
- PATCO Hazardous Waste Management Program
- Hazardous Materials Contingency Plan
- PATCO Spill Prevention
- Control and Countermeasures Plan
- Tracks and Facilities Master Maintenance Plan
- Equipment Division Maintenance Plan, Policy 200-001
- PSOP-4 Hours of Service
- PATCO Employee Assistance Program
- DRPA/PATCO Policy 212 Records Retention
- Zero Tolerance for Harassment, Violence, or Threats of Violence
- Employee Behavior Harassment Not Related to Sex
- DRPA's Owner Controlled Insurance Program Admin. Safety Manual
- PATCO Rules and Instructions for Conducting Operations

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

1. INTRODUCTION

On July 19, 2018, Federal Transportation Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) final rule, requiring certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). SMS is a comprehensive, collaborative approach to managing safety. It brings management and labor together to: improve risk control, timely detect and correct safety issues, effectively share and analyze safety data, and precisely measure safety performance.

The PTASP rule, effective July 19, 2019, required the PATCO to have a certified safety plan in place by July 20, 2020. To be compliant with federal requirements, the PATCO has transitioned from its System Safety Program Plan (SSPP) to the PTASP. The plan is updated and certified annually. The transition points are depicted in Table 1 below.

Table 1

SSPP AND PTASP TRANSITION POINTS

SSPP	PTASP
21 Fixed Program Elements	SMS components are scalable and flexible. Performance based regulation.
Integrated Risk Management into the overall system design and engineering process.	<ul style="list-style-type: none"> • Focuses on management of safety risk through all aspects of a transit agency's operations by addressing hazards as a day-to-day operational consideration. • Encourages a more integrated and multidisciplinary approach to identifying hazards and assessing safety risk. • Specifies management accountability for resource decisions to resolve safety risk at all lifecycle stages.
Assumed technical compliance with engineered solutions would result in safe operations.	Promotes the collection and analysis of information from the frontline, supervisors, automated systems, customers, audits of normal operations, and other activities to help rail transit agency's: <ol style="list-style-type: none"> a) Identify changes from the safety baseline, b) Evaluate and mitigate associated safety risks, and c) Regularly monitor the effectiveness of safety risk mitigations.

Rail Transit Service and System Description:

The PATCO rail transit line was built by the DRPA between Lindenwold, New Jersey and Center City Philadelphia, Pennsylvania, 14.5 miles. The design of the line features high-performance vehicles, maximum passenger comfort, labor-saving efficiencies, and, most importantly, safety and operational apparatus of proven reliability. The line utilizes the former Camden - Philadelphia "Bridge Line", built by the Delaware River Joint Commission, predecessor of the DRPA.

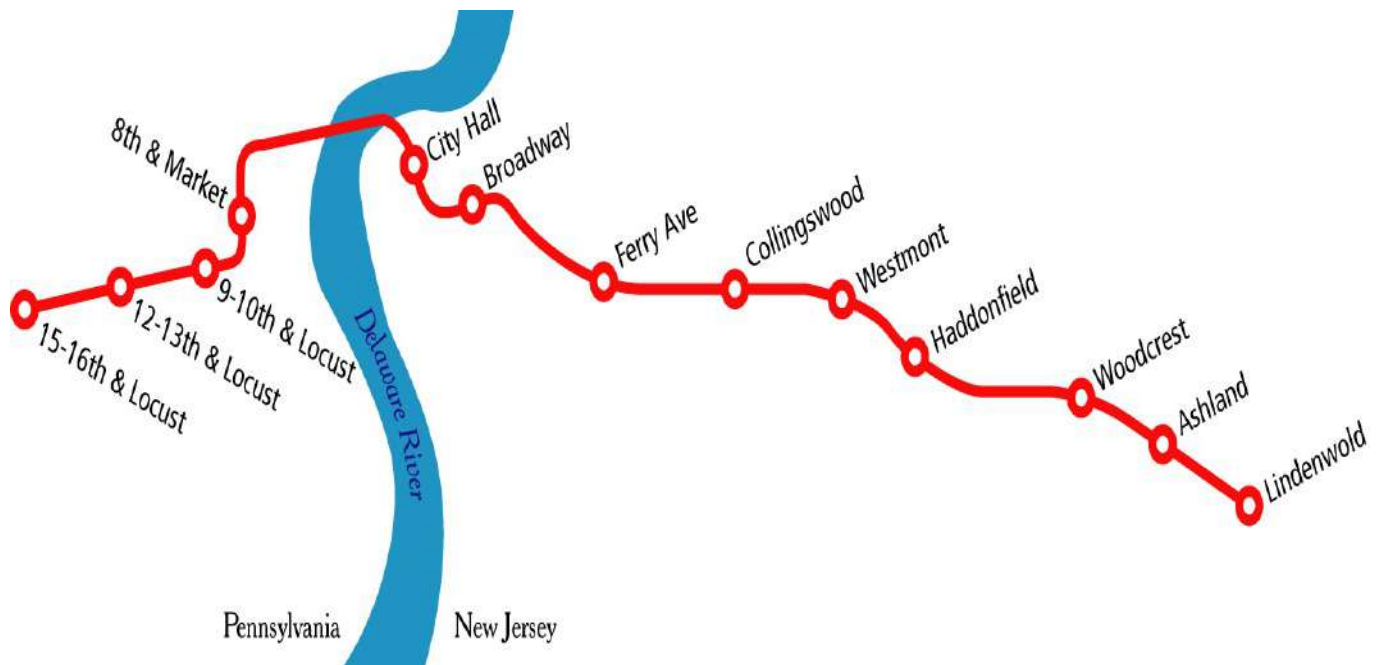
The Bridge Line opened in 1936, connecting 8th & Market Streets Station in Philadelphia with City Hall and Broadway Stations in Camden, via subways and a crossing of the Delaware River on the Benjamin Franklin Bridge. The Bridge is 140 feet above the water, and 1.5 miles in length. It remains the single most impressive physical structure on the PATCO line. The balance of the line in Philadelphia utilizes a city-owned subway, constructed in the 1930s but not opened until February 15, 1953. The balance of the line in New Jersey utilizes a former railroad corridor that first became operational on July 4, 1854.

Scope of Rail Transit Service:

PATCO provides fast, frequent, auto-competitive electric interurban rail rapid transit service, exclusively, 24 hours a day, 7 days a week, and 365 days a year. Primary access to PATCO suburban New Jersey stations is by automobile. Large parking lots are provided at seven stations and is free or low-cost. In addition, many patrons utilize the "kiss-n-ride" mode of access. Secondary modes of access include New Jersey Transit buses, New Jersey Transit Atlantic City Rail Line, New Jersey Transit River Line, taxicabs, bicycles, and walking. Figure 2 displays PATCO's rail transit line.

Figure 2

PATCO System Map



Description of Line:

The double-tracked transit line operated by PATCO includes 2.3 miles in downtown subway, with seven stations, including Franklin Square, which is currently closed, but is being rehabilitated and is anticipated to be re-opened in the next few years, and 12.2 miles above ground, with seven stations (one of which, Haddonfield, is in a deep open cut). Thus, thirteen active stations are spread over 14.5 miles of line. Supporting the two main tracks are fourteen interlockings, turnback tracks at three locations, tail or storage tracks at four locations, nine electrical substations for providing traction power, one electrical switching station, and a central control facility.

The substations supply direct current propulsion power at a nominal potential of 750 Volts direct current from rectifier/transformer units. Alternating current power to these substations is obtained from three feeder lines from Public Service Energy Group (in New Jersey) at 26,400 volts. Two are identified as primary-use lines and the third as an emergency back-up. Additionally, two 13,200 volt alternating current lines of Philadelphia Electric Company provide additional back-up.

Railroad lines operate within the PATCO right-of-way at two locations. In Camden, Conrail's line into South Jersey parallels PATCO's eastbound main track for about half a mile. Between the west end of Haddonfield and Lindenwold Station, New Jersey Transit's Atlantic City Line parallels PATCO's westbound main track, about five- and one-half miles. The respective agencies, Conrail and New Jersey Transit, are responsible for the operation and maintenance of their rail facilities.

Maintenance and Other Facilities:

Maintenance facilities are located within the Lindenwold Shop Building and the Shop Annex Building. The Lindenwold Shop consists of four shop tracks and a wash track. The Car Wash was expanded and upgraded as part of a major renovation that also included a major component part washing facility, blow-down building, and electrical substation, all of which were accepted and put into service in 2005. Each of the tracks can accommodate four cars with the shop doors closed. Two of the four shop tracks are serviced by three overhead cranes, one of 5-ton capacity and two of 17-ton capacity. The other two tracks are over service pits. A two-car in-floor car-hoist system was installed in 1993, at the east end of No. 1 track. A second in-floor hoist was installed at the west end of 1-track in 2022. Just outside the east end of the shop are a blowing pit and an inspection pit. The following are also located within the Shop Building: radio repair shop, electronics and signal shop, airbrake room, machinist shop, administrative offices, lockers and washrooms, and the boiler room for the entire Shop Building.

Outside the main Shop Building are a storage and maintenance building for on-track work equipment and a salt-storage building. A rubber tire vehicle maintenance and storage building expand the capabilities of Tracks & Facilities and provides additional space for welding and wood fabrication. The Shop Annex building which was constructed in 2014 is a 20,000 square foot building consisting of two inspection pits, a high-level platform, office space, restrooms, and support shops for welding.

A fare collection equipment maintenance shop is located at Lindenwold Station. At the Broadway Station in Camden, part of the Walter Rand Transportation Center houses the Police and Passenger Services Departments.

Storage Yard:

Lindenwold Yard consists of 17 storage and running tracks, an east end yard throat bypass track, plus a wye/test track and a three-track Tracks & Facilities storage yard. The Lindenwold Yard is connected to the main line by an ascending double-track loop at its east end. At its west end is a physical connection to a siding off the Atlantic City Rail Line, to enable delivery of carload freight and rail vehicles. A stub-ended portion of the siding connecting track also serves as a yard lead, facilitating placement of cars into the west end of the shop from the storage tracks. The Lindenwold Yard underwent rehabilitation in 2018, consisting of the replacement of 48 track switches, replacement and rehabilitation of yard tracks, new power and signal cables, replacement of yard lighting, and replacement of the direct fixation track structure on the viaduct.

Diagrams of Main Line and Yard tracks are found in the PATCO "Rules and Instructions for Conducting Operations", available from the Director, Transit Services Department.

Heavy Rail Vehicles:

As part of a \$194 million refurbishment project, all 120 PATCO cars have been upgraded by Alstom Transport of Hornell, N.Y. The rehabilitation updated car interiors for customer comfort and installed state-of-the art braking and propulsion control systems for customer safety. The new interiors feature brighter colors, higher ceilings, slip-resistant floors and new seats for greater passenger comfort. With thicker windows, better weather stripping and brand-new heating and air conditioning systems, the refurbished cars are cooler during the summer and warmer in the winter.

For greater security, the new passenger alarm system includes an intercom that allows passengers to communicate with the train operator. The cars also are equipped with interior security cameras connected to an externally accessible DVR. Brakes on the cars have been improved to allow for quicker stopping and more stability and to conserve power by returning the power generated in braking to the cars' power systems. The cars also include several new communications systems: A new public address system with automatic announcements, a noise-sensing microphone and better speakers; external speakers on the cars so announcements made from the train can be heard on the platforms; scrolling exterior destination-and-route signs; and a video advertising and infotainment system.

The vehicles feature full-width cabs, touch-screen communication inputs and cockpit consoles that provide more real-time operational information. The rehabilitated fleet consists of 120 cars in 60 married pairs. They operate on third rail-supplied electricity on track of standard railway gauge of 4 feet 8 and 1/2 inches.

Safety Capabilities:

Several safety capabilities have been built into, or incorporated in various aspects of, the PATCO line. The downtown subway segments in Philadelphia and Camden are relatively shallow and were built using the cut-and-cover technique. They are naturally ventilated through street/concourse level gratings. Side-wall emergency exits extend from track level to the sidewalk, with three exceptions: two exits under the Broad Street Subway of SEPTA, the lowest part of the line at approximately minus 50 feet, lead to mezzanine-level concourses, and the Franklin Square Station exit is in the former main entrance area.

Key underground stations have been identified for the installation of undercar deluge sprinkler system as well a smoke and fire detection and alarm system. The undercar deluge is a dry pipe system designed to be used by responding fire personnel in connection with a dry standpipe system also added to the underground stations in 2004.

Portable fiberglass ladders, called "emergency ladders", are located onboard all vehicles, at all the subway emergency exits, and at or near both ends of all station platforms. Their purpose is to assist in evacuation of passengers from a train stalled or disabled between stations through the end doors onto the right-of-way.

The entire right-of-way on the above-ground portions of the line in New Jersey is fenced. Gates in this fencing provide access for maintenance and for first responders in case of emergencies. Dispatcher Emergency Procedures provide detailed descriptions of these locations for each segment of the line.

An internet protocol telephone system provides direct communication from passenger station Call-for-Aid platform phones, substations, interlockings, and points located every quarter mile or closer along the right-of-way to the Dispatcher and other personnel in PATCO's central control facility, Center Tower. From there, Customer Service Agents (CSA's) monitor digital surveillance cameras covering all station fare collection/turnstile areas and some station platforms. They also utilize a public address system linking Center Tower with all station platforms and mezzanines, singly or in any combination. From a console, the CSA can control selected turnstiles and handicapped entrance gates to facilitate emergency evacuation or entrance. All fare gates automatically open in the event of a power failure, or fire alarm activation, to prevent entrapment or panic. Additionally, the CSA can remotely "unlock" paid-area access gates at all stations throughout the system. These gates also unlock automatically in the event of a power failure or fire alarm activation.

Center Tower is the nerve center for all PATCO train and station operations. Built-in communications are designed to enhance both safety and operations. A hard-wire communication system, links elevators in PATCO stations to a monitoring and control console. A telephone system includes direct lines to emergency response agencies in New Jersey and the 911 emergency network in Philadelphia. A four-channel radio network provides communication with trains and Transit Services personnel, DRPA Transit Unit Police officers and vehicles, and maintenance personnel and vehicles. Radio and telephone conversations are recorded.

Rail vehicles have on-board radio units that provide the Train Operator with direct communication to Center Tower Dispatch; this provides redundancy to the radio carried by each Operator in case of abnormalities. The built-in handset (train phone) on the operating console has a public address

mode, enabling the Train Operator to transmit routine and emergency messages and instructions throughout the train. Passenger emergency alarms in each car are audibly linked to the operating cab, with visual indicators outside the car where the alarm was actuated. The operating rules require the Train Operator to stop the train with an emergency brake application and notify the Dispatcher in Center Tower upon receipt of an emergency alarm, prior to investigating. Additional built-in safety features on the transit cars include:

- A "dead man" feature on the master controller that causes an emergency stop in a manual mode of operation should the Train Operator release the handle with brake cylinder pressure lower than 25 psi,
- Sliding side door interlocks, preventing movement with a door open, and stopping the train should a door open while the train is moving,
- Automatic emergency stopping in the event of automatic train control (ATC) or speed sensor failure,
- Automatic enforcement of speed commands in both automatic train operation (ATO) and manual-ATC operating modes, and
- Automatic emergency braking in the event of an uncoupling (pull-apart) or rupture of emergency pipes.

The cab signal system provides for train operations at maximum scheduled speeds regardless of visibility. Operation without ATC protection is allowed only under the direction and supervision of the Dispatcher in Center Tower in compliance with the Rules.

Transit car body specifications include buff strength of at least 200,000 pounds and full anti-climbers. Stainless steel has been utilized in the construction of the car body, including a full sheet on the underside of the vehicle to help prevent the penetration of under-car fires into the passenger areas. The cars have been made highly visible by dual sealed-beam headlights and taillights and reflective striping. Audible warning is provided by an air horn.

While the original PATCO cars incorporated the latest in safety features of the 1960s, PATCO has modified this equipment to provide continued safety for its riders as safer materials have become available and problems with the cars have been identified. These modifications were included in the design of the PATCO II cars or have been added to them, and include:

- 20 lb. tri-class fire extinguishers,
- improved anti-motion circuitries for door control,
- ribbed, non-skid flooring through the center of the car,
- neoprene foam rubber seating materials,
- polycarbonate windows,
- handholds in the doorways of the sliding side doors, and
- stuck handbrake detector.

Wayside signal and control equipment include a WABCO cab signal and train protection system, interlocking protection and signals, and fail-safe train detection system. A state-of-the-art CTC/SCADA System gives Dispatchers enhanced capabilities and provides additional capabilities

of redundancy in the event of catastrophic loss of Center Tower. Dragging equipment detectors are installed at numerous locations throughout the system.

A fully automatic Sapphire fire suppression system protects the computer room at Lindenwold. The central storeroom at Lindenwold is protected by an automatic water sprinkler system. The Lindenwold Shop Building is equipped with an automatic fire detection system to compliment the above referenced detection and suppression systems.

Operation:

While safety is designed into the systems, subsystems, and hardware that comprise the physical aspects of PATCO, the foundational safety elements are its operating and safety rules and procedures. To work safely and productively, people need a disciplined and orderly environment. Meaningful and understandable rules and procedures, compliance-monitoring and enforcement, and comprehensive training and reinstruction provide this environment.

PATCO has always understood the importance of planning for both normal operations and emergencies. Consequently, standard and emergency operating procedures have been developed. Thus, operations are conducted in a structured, disciplined, orderly manner that reflects current requirements and conditions. The various levels of training include initial training, with 6-week qualification and 60 days final qualification (for new Train Operators); return-to-duty as required; and annual refresher. All training is practical, much of it being "hands-on".

PATCO combines operations planning and training through annual familiarization tours for local emergency response personnel, and periodic emergency response and evacuation drills involving one or more emergency response organizations. Actual operations consist of regular service intervals ranging from a frequency of 12 minutes to 45 minutes (owl hours), with rush hour frequencies as close as 2 minutes. Trains vary in length from two to six cars, depending on the time of day and day of the week. Scheduled trains operate 24 hours a day, 365 days a year, with the oversight of the Dispatcher at Center Tower.

Trains are normally operated in the semi-automatic ATO mode. In this mode, the operator closes the doors (as is required in all modes) and pushes a "START" button. The train then accelerates, maintains speed, adheres to signal and speed commands, and stops at the next station automatically. The operator then opens the doors (as is required in all modes), after ascertaining the train is properly berthed at the platform.

In the ATC-Manual mode, the Train Operator controls the acceleration and braking rates and maintains speed by use of a master controller. Pulling the controller handle backward accelerates the train. Pushing the controller handle forward brakes the train. With the handle centered, the train coasts. The controller handle also incorporates a "dead man" feature, as previously noted. In the ATC-Manual mode, the ATC features prevent the Train Operator from violating signal or speed commands, and provide safe train separation, as is also the case in the ATO Mode.

The third and final mode of operation available to the Train Operator is the Manual Mode. In this mode the Train Operator is responsible for the safety of the train by operating in compliance with the rules and procedures and, if on the main line, the Dispatcher's orders. It is the only mode of operation used in Lindenwold Yard. The ATO Mode is the normal method of vehicle control for trains in revenue service. However, Train Operators are required to make at least one trip a day in

the Manual-ATC Mode, and this mode is also the normal method of control when required in failure-recovery or other special operating situations.

PATCO's failure recovery philosophy is simple and basic: Safety first. All actions designed to return to normal operations, whether the failure is localized or system-wide, are taken only after first weighing them against their potential safety consequences.

Maintenance:

Maintenance plays a key and critical role in the safety of PATCO operations and in its operational readiness. Two of PATCO's three Departments, are directly responsible for maintenance. The Equipment Department is responsible for maintaining all rolling stock, except some specialized track maintenance equipment and the fare collection system. The Tracks & Facilities Department is responsible for maintaining power, signals, communications, track, structures, automotive equipment, specialized track maintenance equipment, and parking facilities.

PATCO's maintenance philosophy is to maintain its facilities and equipment in such condition as to achieve their maximum expected life. In its early days much of PATCO's maintenance activity was oriented toward correcting design and/or construction deficiencies. While corrective maintenance is still practiced, preventive, or scheduled, maintenance now plays the key role. The scheduled maintenance program has played an important part in PATCO's provision of safe and reliable transportation. Emergency repairs are also performed when situations require. Tracks and Facilities Master Maintenance Plan and Equipment Division Maintenance Plan-Policy 200-001 document the Equipment and Tracks & Facilities Department maintenance practices with timetables, tracking practices, corrective actions, and assigned responsibility.

The majority of PATCO's maintenance is performed in-house, however, when it is not cost effective to do so, it is contracted out. Operating and safety rules and procedures have also been created and are designed to keep rail vehicles and other equipment safe for use in revenue service, or to prescribe action to take in the event of failure. Thus, acting as safety checks on the maintenance directives, and become the software equivalent of safety-engineered redundant circuits in hardware.

Hours of Service:

PATCO has enacted an Hours-of-Service Policy for its Safety Sensitive Employees. An Hours-of-Service policy governs the working hours of an employee and establishes required periods of rest between work shifts to prevent accidents caused by employee fatigue. Further, an Hours-of-Service policy helps to promote safe, efficient, timely, and customer-oriented transit operations.

A Safety Sensitive function means, any of the following duties are performed by employees of DRPA/PATCO:

- Operating a revenue service vehicle, including when not in revenue service;
- Operating a nonrevenue service vehicle, when required to be operated by a holder of a Commercial Driver's License;
- Controlling dispatch or movement of a revenue service vehicle.
- Maintaining (including repairs, overhaul, and rebuilding) a revenue service vehicle or equipment used in revenue service; and
- Carrying a firearm for security purposes.

Roadway Worker Protection:

Safety is of primary importance at PATCO, particularly with respect to persons working on or near the Right-of-Way (ROW), passengers, and train movements. To enhance the safety of Right of Way (ROW) workers, PATCO has developed a Right-of-Way Safety Plan. The plan governs PATCO personnel and contractors performing facility inspection, construction, maintenance, and repair duties on the rail system. PATCO's goal is to eliminate injuries and accidents related to personnel activities in the ROW. By following its standards, the employees, contractors, and other stakeholders referenced in the Plan, will play a critical part in achieving this goal. Compliance with all PATCO rules is mandatory, and failure to comply may result in disciplinary action.

PATCO employees, contractors, and other stakeholders, who have a safety concern regarding activities on or near the ROW, should promptly address it to a supervisor or PATCO Center Tower. If an issue presents an immediate danger, appropriate steps necessary to protect oneself, other personnel, and PATCO passengers, trains, and property should be taken.

The ROW Safety Plan is limited to, and focused on, the core rules and procedures associated with personal safety in the ROW. The PATCO ROW Safety Plan delineates right of way positions, descriptions, and training requirements. ROW training requirements are position dependent, but all positions are required to attend annual ROW recertification.

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2. SAFETY PERFORMANCE MEASUREMENT

Safety Performance Measurement is a critical tool that supports PATCO in identifying safety concerns and monitoring progress in safety improvements. PATCO will utilize SMS to identify safety hazards, mitigate risk and reduce fatalities, injuries, and safety events resulting from transit operations. PATCO will also provide a safe and efficient transit operation by ensuring all vehicles, equipment and facilities are regularly inspected, maintained, and serviced as needed. (National Safety Plan and 673.11 (a)(3)) PATCO has developed the following safety targets to ensure performances can be tracked evaluated, and measured for continued improvement and success:

2.1 Safety Performance Targets

Category	Baseline	Target
Reduce Fatalities	1	0
Reduce Injuries	46	41
Reduce Safety Events	55	50
Maintain System Reliability	231	230
Reduce Reportable Accidents	6	5
Reduce Reportable Incidents	8	7

Annual Safety Performance Targets (Based on safety performance measures under NSP)							
Mode	Total Fatalities Reported to NTD	Fatalities Per 100k VRM)	Total Injuries Reported to NTD	Injuries (Per 100k VRM)	Total Safety Events Reported to NTD	Safety Events (Per 100k VRM)	System Reliability (Total Failures)
Rail	0	0	41	1	50	1	230

*Safety Performance Targets are calculated on the Calendar year.

2.2 Safety Performance Target Coordination

PATCO will foster agency-wide support for transit safety where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety. Regular Safety Coordinating Committee (SaCC) meetings are held to discuss past and present performance data and trends. Based on the information and data from these meetings, PATCO will increase safety material distributed amongst employees and the public and increase employee SMS training opportunities where needed.

This documentation will serve as support to the SMS database and as a source of reference material for PATCO management by providing the blueprint for inter-divisional/departmental cooperation, coordination, and communication for safety-related matters. Accomplished by establishing clear lines of authority, levels of responsibility and accountability, methodology and documentation requirements for all safety-related action. The objectives include:

- Establish, implement, and maintain safety policies, procedures, and requirements that integrate into PATCO processes, decision making, and operations;
- Assign responsibilities related to safety policies, procedures, and requirements;

- Verify adherence to safety policies, procedures, and requirements;
- Meet or exceed safety requirements in vehicle operations and maintenance;
- Evaluate and verify operational readiness of new rail systems;
- Establish and maintain standards and procedures for safety training and performance;
- Conduct safety inspections to identify, analyze, and resolve hazards in a timely manner;
- Investigate and document the cause of accidents, incidents, fires, injuries, and assess near-misses;
- Prepare Corrective Action Plans (CAPs) to minimize, control, correct, or eliminate hazards;
- Evaluate and monitor resolved CAPs with safety implementation to determine if the resolution is effective;
- Consider safety issues as critical elements of all project phases including preliminary engineering, final design, construction, testing, operations, and maintenance; and
- Instill safety awareness throughout PATCO and the community by means of employee training, discipline, reporting, and incentive programs; public outreach; adequate precautions, visual and audible warning devices, and signage to enhance employee and passenger safety.

The internal safety data review process will aid PATCO in continually evaluating the progress towards meeting stated goals, objectives, and performance targets. Safety data is disseminated internally by the Director of Safety Services/SMS Executive and Management through the SaCC to all departments for information, tracking, analysis, and corrective action. The Director of Safety Services/SMS Executive shall report on the progress toward meeting stated goals and objectives to the General Manager/Accountable Executive, SaCC, SSOA, FTA, DRPA, and the Delaware Valley Regional Planning Commission (DVRPC). PATCO will make its safety performance targets available to the state and MPOs to aid in the planning process and will coordinate with the state and MPs in the selection of safety performance targets. Additionally, PATCO will evaluate agency Safety Performance Targets annually; the updated targets will be shared with the DVRPC, SSOA, and DRPA.

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3. PTASP REVIEW AND UPDATE

The SaCC, which meets monthly will serve as a monitor for needed change to the PTASP. Based on the SaCC advisement, PATCO's Director of Safety Services will develop and submit to NJDOT, PATCO's management review of the PTASP annually. The review/revision will consist of the General Manager signing and dating page 1 of this document and submitting to the NJDOT SSO for review. No proposed change will be incorporated into the PTASP until it has been approved by the SaCC.

The annual review of the PTASP will be conducted by PATCO each year prior to June 30. The SMS Executive will submit a letter to the NJDOT State Safety Oversight (SSO) program indicating whether or not a review was conducted and/or if the PTASP will be updated, no later than April 30th of each year. If an update is initiated, the SMS Executive will submit the updated draft PTASP to the NJDOT SSO program for review and approval no later than July 1st. Any SSOA comments or questions pertaining to changes are directed to the Safety Department for clarification.

Necessary updates outside the annual update will be bulletins which will be incorporated in the body of the PTASP each year for approval. Additionally, the NJDOT SSO program may require on-demand changes based on revisions to the NJDOT Rail Transit SSOPS, audit results, investigations, or changing trends in safety and security data and information analysis. If the NJDOT SSO requires an on-demand change to the PTASP, the timeframe for the completion of the revisions will be negotiated with PATCO per the NJDOT SSOPS.

Proposed changes are submitted to the SaCC through the Safety Services Administrative Coordinator. A determination is made whether to convene a special meeting, or to include the matter on the agenda for the regular monthly meeting. Any PATCO division/department head or other official may submit a proposed change.

49 United States Code Section 5329(d)(5) requires the formation of a safety committee through a joint labor management process. To ensure compliance with the section within the Bipartisan Infrastructure Law, PATCO's Joint Labor- Management Committee is responsible for approving the PTSAP to include any updates prior to the Board of Directors or equivalent entity approval. Due to the implementation of 49 CFR Part 673, PATCO is required to submit the current PTASP to the Board of Directors for review and approval, along with an annual safety report on an annual basis as required by the FTA and SSOA.

Reviews of the PTASP updates and addendums, adoption, and distribution activities will be documented in the PTASP Document Activity Log included at the beginning of this document.

The Director of Safety Services is assigned the responsibility for making all required submissions. Table 2 describes regulatory documents required to be submitted for compliance with NJDOT Standards.

Table 2

NJDOT Document Submission Timeline

Document	Due By
Annual Report Submission with Accountable Executive Certification	Annually by February 12 th
Monthly Reports	Monthly
	t
PTASP revision based on RTA purposes and needs (changes outside of annual review)	Within 30 days of the effective change date
Letter to the NJDOT SSO indicating a review of the PTASP was completed and whether or not the PTASP will be updated and, if so, what sections will be updated. If there are no changes required for the ASP, it should be indicated at this point in the review and approval process.	April 30 th
Submit the updated PTASP to the Labor Management Committee for review and approval.	May 30
Annual Review of PTASP	Annually by June 30 th
Annual review of Accident/Incident Investigation Manual	Annually by June 30 th
Submit the draft PTASP update to the NJDOT SSO for review and approval to include a summary that identifies and explains the changes.	July 1 st
Annual Submission of Accident/Incident Investigation Manual	Annually by July 1 st
Accident/Incident Report	Within 30 days of A/I or a status update until report is completed
Internal Audit Schedule	By February 12 th ' each year with the annual report.
Internal Audit Checklists, procedures and documents	30 Days prior to the scheduled audit

Document Control

PowerDMS will be utilized for document control of the PTASP. The original signed document will be on file in office of the General Counsel and a conformed copy will be filed electronically. The plan will be made available to the public through online Board meeting minutes, and PATCO staff will be able to access the plan through the PowerDMS system. Moreover, documentation of Safety Rule Observations and other compliance observations/checks is kept by the individual departments in compliance with the DRPA/PATCO Policy 212 Records Retention.

All safety data will flow through the SaCC; through clearly defined lines of authority and reporting structure, departments will produce monthly reports for the SaCC including but not limited to:

train inspections, crane inspections, number of toolbox meetings, safety observations, and KPIs. PATCO will document results of the SaCC meeting and review targets annually. PATCO's intent is to grow their SMS as they adapt to the requirements of 49 CFR Part 673 and as safety needs change throughout the organization.

Documentation and reporting will be accessible through the Safety Department. The SMS Executive is the person designated by PATCO to manage and implement the PTASP and answer any questions regarding the Agency's Transit Safety Plan.

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

4. SAFETY MANAGEMENT POLICY 673.23

4.1 PATCOs Commitment to Safety Policy

PATCO is committed to developing, implementing, maintaining, and constantly improving processes to ensure all transit service delivery activities take place under a balanced allocation of organizational resources, aimed at achieving the highest level of safety performance and meeting standards. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with PATCO's CEO/President.

Fundamental safety beliefs guiding our approach include:

1. Safety is a core business value;
2. Safety excellence is a key component of our mission as stewards of public assets, to provide for the safe and efficient operation of transportation services and facilities in a manner that creates value for the public we serve; and
3. Safety is a primary concern affecting all levels of PATCO's activities including operations, maintenance, and training. The Chief Executive Officer of the DRPA/President of PATCO retains the primary responsibility for safety however, the General Manager is delegated the Accountable Executive who is General Manager; SMS Roles and Responsibilities and shall implement, administer, and maintain PTASP responsibilities throughout PATCO.

Under 49 CFR 673.23(d)(1) the Accountable Executive is responsible for ensuring the agency's SMS is effectively implemented throughout the agency's transit system and for ensuring action is taken to address substandard performance in the agency's SMS; these roles are delineated throughout the PTASP.

Under 49 CFR 673.23(d)(2) the SMS Executive is designated by the Accountable Executive, holds a direct line of reporting to the Accountable Executive, is adequately trained in SMS, and has the authority and responsibility for day-to-day implementation and operation of the agency's SMS. Under 49 CFR 673.5, the SMS Executive does not serve in other operational or maintenance capacities.

PATCO managers, personnel, and appropriate contractors are responsible for promoting the safety of customers, employees, property, and the public who encounter PATCO's transit services. Every employee must practice workplace safety, use equipment, tools and materials properly, and be trained in the work rules and procedures for their area of responsibility, including contingency plans for abnormal and emergency conditions. Each employee shall take an active part in the hazard identification and reporting process.

PATCO is committed to:

- Support the management of SMS through the provision of appropriate resources, resulting in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results other management systems of the organization;

- Integrate the SMS as a primary responsibility of all managers and employees;
- Clearly define for all staff, managers and employees, their accountabilities and responsibilities for the organization's safety performance and the performance of our safety management system;
- Establish and operate hazard identification and analysis, and safety risk evaluation activities, including an employee safety reporting program as an essential source for safety concerns and hazard identification, to eliminate or mitigate the safety risks of the consequences of hazards resulting from operations or activities to a point which is consistent with our acceptable level of safety performance;
- Ensure no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
- Comply with legislative and regulatory requirements and standards;
- Ensure adequate skilled and trained human resources are available to implement safety management processes;
- Ensure all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated only tasks commensurate with their skills;
- Establish and measure our safety performance against data-driven safety performance indicators and safety performance targets;
- Continually improve our safety performance through management processes that ensure appropriate safety management action is taken and is effective; and
- Ensure externally supplied systems and services to support our operations are delivered meeting PATCO safety performance standards.

4.2 Safety Accountability and Responsibilities

PATCO's safety philosophy identifies safety policies adopted by PATCO and the DRPA providing the means for implementation and administration. Accountability for safety rests with each PATCO and DRPA employee; all employees are required to strictly comply with the safety rules, procedures, and established responsibilities. This is accomplished through the coordination and documentation of PATCO's current safety efforts and, when called for, the development of reasoned, orderly, and systematic safety enhancements. Adherence to the PTASP will enable management, operational, and technical skills to be used to continually improve upon PATCO's safety record.

PATCO employees are informed of the safety management system and their role in supporting it during the initial safety briefing on their first day of employment. All PATCO employees are required to review the briefing materials, acknowledge being informed as to the location of the PTASP, and pass a brief quiz to verify their understanding of their duties regarding safety. Additional briefing materials are distributed electronically any time a PTASP revision effects employees' responsibility.

Employee Safety Reporting and Safety Communication

Employees are required to embrace PATCO's safety core business value and encouraged to report safety concerns, issues or hazards. PATCO employees may report any unsafe condition to his or her Department Head or Director. Additionally, PATCO has an open-door atmosphere and encourages employees to speak to their immediate supervisors through upper management, regarding potential safety or hazard concerns. The Safety staff works with employees to facilitate the reporting of hazards. Safety utilizes email, telephone, and in-person reporting.

Moreover, Employees may report safety concerns, issues or hazards through contacting the Inspector General or the Ethics Hotline. PATCO also has an anonymous comment box available to employees to express concerns of any kind, including safety or hazards, throughout the agency. Additionally, all PATCO employees are required to notify Center Tower of any accident, incident or condition that causes or has the potential to cause injury or safety concern.

Information gathered through the employee reporting box is evaluated for relevance and investigated as deemed appropriate by the Director of Safety. Information identified as a safety concern will be addressed according to the incident/accident/hazard investigations protocol.

The following policies are in place to protect employees when reporting safety concerns, issues or hazards:

- Zero Tolerance Policy for Harassment Violence or Threats of Violence.
- Employee Behavior Harassment Not Related to Sex.

Organizational Structure and Responsibilities

DRPA is administered by a 16-member Board of Commissioners, eight from each state. They are appointed by their respective Governors, except the Auditor-General and Treasurer of

Pennsylvania who are ex-officio members. The CEO/President reports directly to the DRPA Board of Directors and, the Chief Operating Officer, the General Manager (GM) of PATCO reports directly to the President and Board of Directors.

The GM is responsible for the daily management of all systems operated by PATCO and ensures federal, state, local, and agency safety requirements are being met. The GM coordinates safety activities with the Safety & Security Staff to ensure safety goals are being met. PATCO Safety Management System functions occur through a combination of assigned, specifically tasked Safety Staff, that manage and support the overall Safety Management System efforts of PATCO. These functions include areas of training, either in-house or contracted services; management and implementation of the PATCO Drug & Alcohol Program; employee safety; contractor safety; and support and management of the PATCO Safety Management System Unit and its programs and activities.

Structure of the Safety Unit and Relationships

The Safety Coordinating Committee (SaCC) is designated as the oversight body for the Safety Management System which safety activities are performed, and safety concerns are reviewed and resolved. The SaCC will ensure any CAPs implemented are monitored and effective thus, accomplishing the goal of providing inter-divisional/departmental cooperation, coordination, and communication for safety-related matters and system functions. The SaCC membership is comprised of the following:

Chairman -	*Director, Safety Services
Members -	*General Manager
	*Assistant General Manager
	*Director, Equipment Department
	*Director, Transit Services Department
	*Director, Power, Signals & Communication Department
	*Director, Track & Facilities Department
	*Director, Fare Collection
	Safety Specialists (4)
	Captain, DRPA Police Transit Unit
	Representative, DRPA Engineering

** Denotes Voting Member*

The SaCC meets once each month, unless written approval for an exception is obtained from the GM. Meetings are held at 1:00 P.M. the second Thursday of the month at the Lindenwold Administration building and by videoconferencing. The Safety Services Administrative Coordinator contacts each member of the SaCC to verify the time, date, and location for each meeting. The Director of Safety Services is responsible for determining the SaCC meeting agenda and any additional preparations or arrangements. During the week preceding the SaCC meeting, at least two days prior to the meeting, the Safety Services Administrative Coordinator distributes the tentative agenda.

The SaCC assesses system-wide safety issues and verifies SMS is considered and incorporated in new procedures, training programs, facilities, and designs. The SaCC agenda requires participation

of all PATCO departments to discuss safety reports, rules violations, hazards observed, and general activities of all PATCO departments. In this manner safety requirements are centrally focused on, by PATCO Managers and data is systemic and centralized.

Special meetings of the SaCC may be convened at any time, upon the request or approval of the Director of Safety Services. If absent, the GM or designee, may convene a special meeting. A quorum of SaCC members must be present to hold a special meeting. For the purposes of the special meeting, anyone officially acting in the capacity of a member shall be considered a member. The Director of Safety Services is responsible for final preparation and dissemination of the official proceedings, and for proper filing and documentation in the permanent records of the SaCC. Representatives from other non-specified departments and offices within PATCO serve as advisors to SaCC, coordinating with and attending Committee meetings upon the Chairman's request.

Joint Workplace Committee (JWC)

PATCO established a JWC to address employee and workplace issues of interest and concern to the PATCO workforce. This committee is for frontline employees and each department sends a representative. The committee meets during the monthly SaCC meeting and while empowered to address issues within the parameters of each of the PATCO operating departments, this committee can identify and elevate issues to the SaCC level for Management review, input and/or resolution. A Safety Specialist chairs each JWC meeting, and reports issues raised to the SaCC at the next meeting. The Safety Specialist's report is included in the SaCC minutes.

As rules and operating procedures related to Safety Committees change, they are updated to reflect current practices. These new rules and operating procedures are reported to the SaCC and distributed through SaCC members to front line employees within applicable departments. In fulfilling its responsibilities, the SaCC functions in compliance with all applicable PATCO policies and procedures, and in recognition the GM has sole authority for making final decisions regarding SMS.

Departmental Chiefs are responsible for disseminating PATCO safety policies, developing departmental safety performance goals, and for holding Directors in their chain of command accountable for the safety performance within their respective departments. Directors and Supervisors are accountable and responsible for safety performance within their functional area. This responsibility includes determining and implementing resolutions to counteract safety hazards and problems.

All personnel are responsible for performing their work safely and in accordance with established requirements for the protection of themselves, co-workers, customers, facilities, and equipment. Each employee is required to carry out specific SMS responsibilities, depending on the position, in compliance with the PTASP. The information provided in Figures 3 and 4, describes each position and the reporting structure for the DRPA and PATCO.

Labor – Management Committee

The purpose of the monthly Labor - Management Committee Meeting is to enhance communication between management and the work force. This committee is comprised of an equal number of frontline employees selected by the Shop Stewards and Management representatives. Meeting participants are given the opportunity to address any issues or concerns; this may include but not be limited to discussion and or questions related to safety or security concerns, and/or suggestions about equipment, facilities, procedures, policies, etc.

All matters raised to the Labor-Management Committee are recorded in the Labor-Management Tracking Matrix, assigned a number, and a responsible party to investigate and/or mitigate. Items reported remain on the matrix, are discussed, and updated at each meeting until the Committee has agreed the issue is resolved and closes the item. If either personnel or committee members subsequently deem further consideration is needed, the reported matter shall be re-opened. The Labor-Management Tracking Matrix also reflects the status of open positions to be filled.

Labor - Management Committee meetings are scheduled at a time specifically chosen to fit within the various work shifts of non-management employees. Notice of the meeting is sent electronically by email and hard copy to employees who do not routinely sit at a desk, no later than two weeks prior to the meeting date, along with the updated matrix. The matrix serves as the “old business” portion of the agenda.

The Labor - Management Committee meetings include the following:

All shop stewards
 Teamsters 676 Business Agent
 General Manager
 Assistant General Manager
 Director, Safety Services
 Director of Human Resource Services
 Director of Equipment,
 Director of Transit Services,
 Director of Track & Facilities
 Director of Power, Signals & Communication
 Director of Passenger Services/Fare Collection

Safety Subcommittee of Labor - Management Committee (Safety Subcommittee)

PATCO’s Safety Subcommittee meets monthly, just prior to the Labor-Management Committee, and is responsible for:

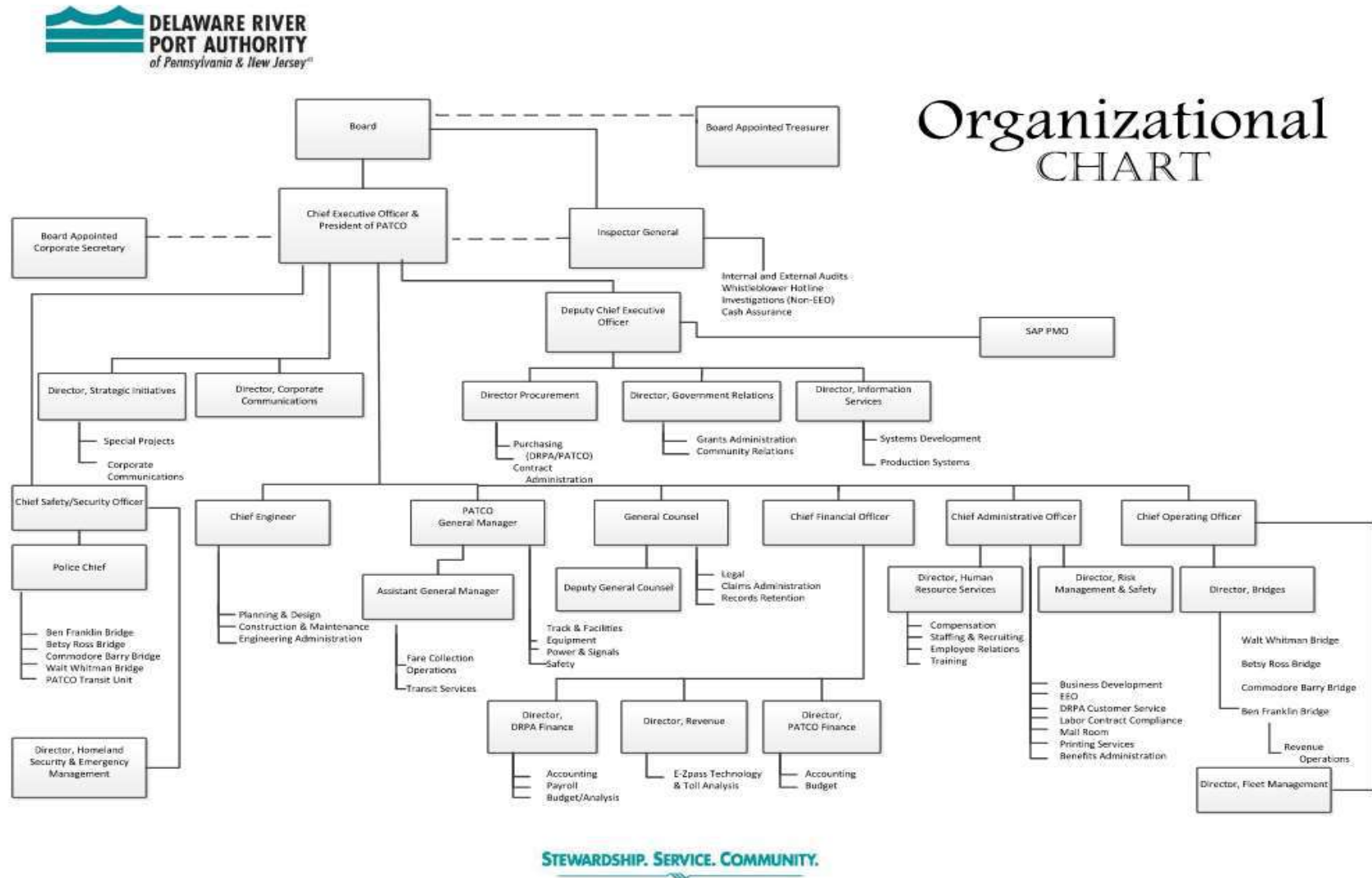
- (1) Reviewing and approving PATCO’s Safety Plan (PTASP) and any updates.
- (2) Identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences.
- (3) Establishing risk reduction performance targets using a 3-year rolling average of data submitted through the NTD,
- (4) Identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended, and
- (5) Identifying safety deficiencies for the purposes of continuous improvement.

Notice of the Safety Subcommittee meeting is attached with the Labor-Management Committee meeting notice and sent electronically to committee members and the NJSOA, no less than two weeks prior to the meeting. Participants of the Safety Subcommittee review safety items to provide representatives the opportunity to discuss safety matters with others and report information back to their departments. Like the Labor – Management meetings, a Safety Sub-Committee Tracking Matrix of items under discussion is maintained and meeting minutes are documented. The Safety Subcommittee includes the following individuals to ensure equal number of labor and management employees are represented:

All (three) Shop Stewards and Business Agent (note: the Business Agent is not a PATCO employee)
General Manager
Director, Safety Services
Department Director (one – on a rotating basis)

Note: A quorum consists of at least two Shop Stewards, the General Manager, and the Director of Safety Services. If a quorum is not reached, an attempt will be made to reschedule prior to the next month's meeting.

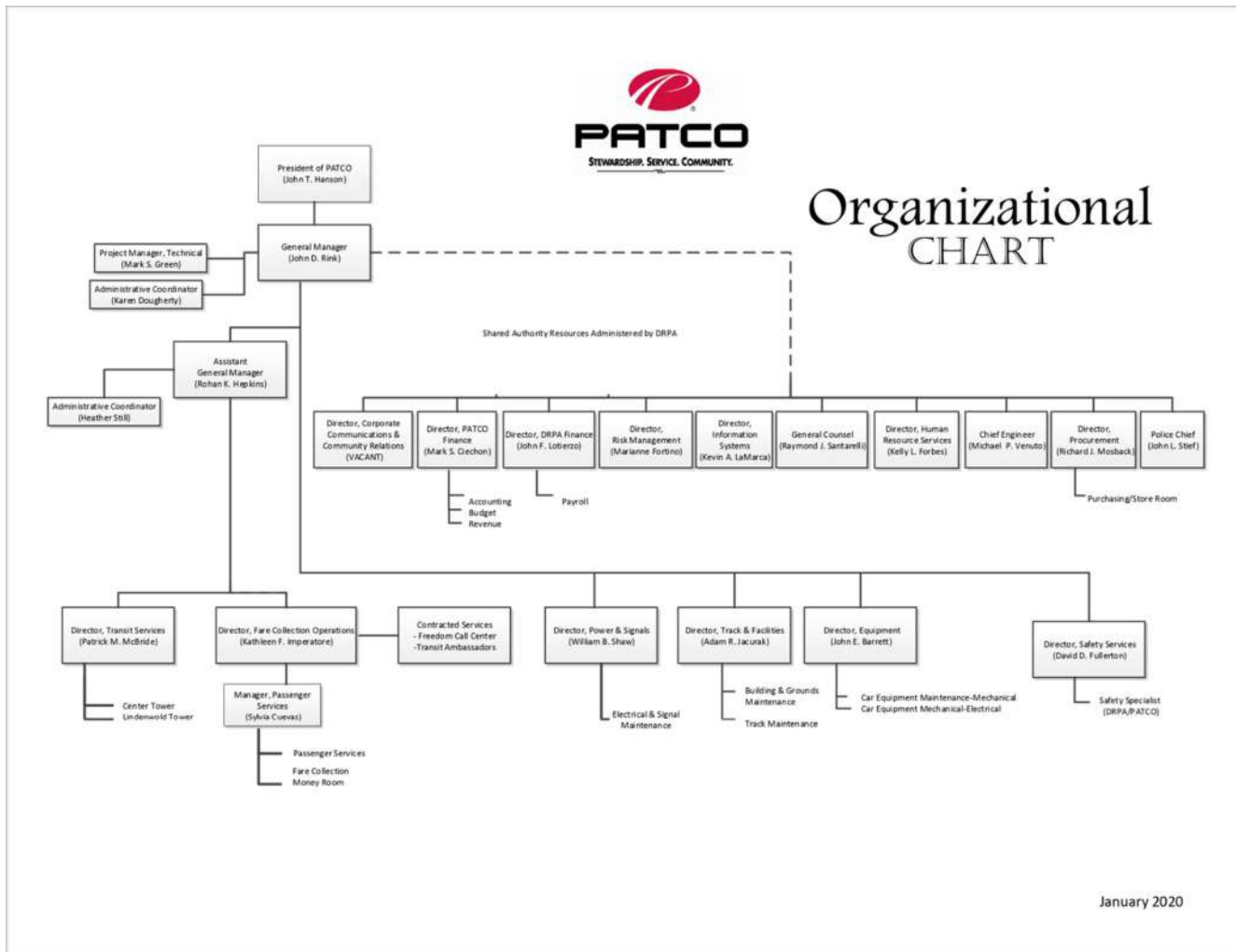
Figure 3



Source: <https://www.drpa.org/about/reports.html>

Note: John Rink, General Manger is the Accountable Executive and responsible for the agencies SMS.

Figure 4



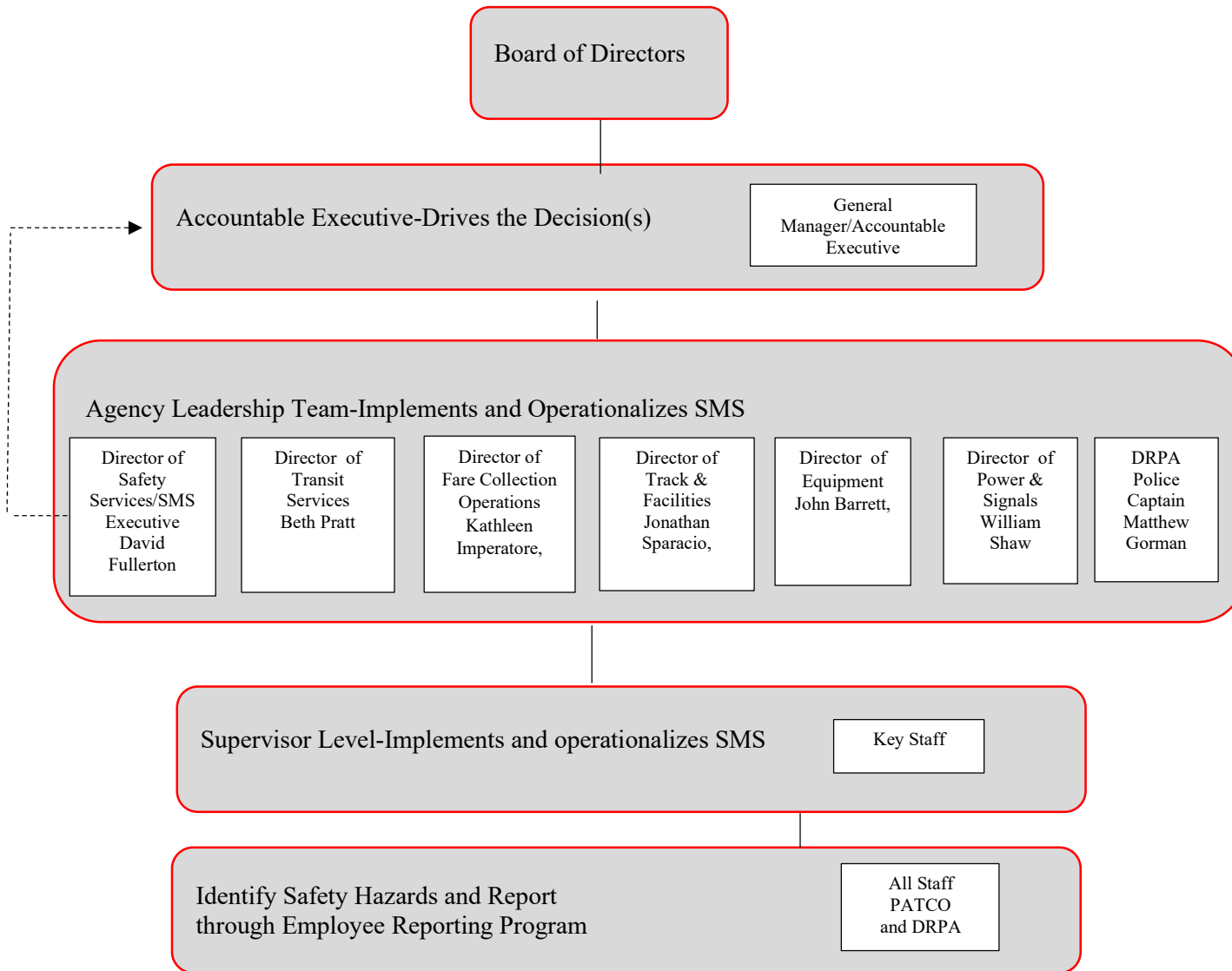
Note: John Rink, General Manger is the Accountable Executive and responsible for the agencies SMS.

Safety Responsibilities of Departments

All PATCO personnel and departments have a role in the SMS process and implementation of the PTASP. Figure 5, the PATCO SMS Roles and Responsibilities Organizational Chart and Appendix C, DRPA/PATCO Safety Roles and Responsibilities provides information on the responsible department and employee, departmental safety activities, and the frequency in which they are performed.

Figure 5

SMS Roles and Responsibilities Organizational Chart



Additionally, the following are SaCC member responsibilities for SMS. The General Manager (GM) is the designated Accountable Executive, has a direct line of reporting to the DRPA CEO, is responsible for SMS, and for ensuring safe and secure operation of PATCO. The GM is the primary liaison between the SaCC, the President of PATCO and the Chiefs within the DRPA. The Assistant General Manager is responsible for the management and coordination of Transit Services, Passenger Services as well as special projects. The Assistant GM supports the GM and acts as GM when designated.

Division Directors (Equipment, Transit Services, Power & Signals, Track & Facilities, Fare Collection) are responsible for primary safety functions within their respective departments, and for allocating resources to support their direct involvement in the SaCC. As officers of the SaCC, they function as chief advisors to the GM in all SMS matters. As designated official members of the SaCC, each Department Director is responsible for participation in scheduled meetings. No alternate representative is to be delegated, unless the delegate is functioning in the capacity of acting division head.

Director of Safety Services/SMS Executive is a direct report to the Accountable Executive, is responsible for SMS and SMS activities within PATCO, and for allocating resources as required in support of SaCC. This function provides ongoing administration, coordination, and development of SaCC activities and projects between Committee meetings, including required administrative procedures, to ensure the SaCC functions as intended. He/she is also responsible for the scheduling of all SaCC meetings, meeting agenda, complete documentation of all proceedings of the SaCC, and maintaining a record of and providing a quarterly report on system modifications reviewed and approved.

The Chief Security/Safety Officer is responsible for overseeing and ensuring the efficient operation of the Public Safety Department, and the Department of Homeland Security/Emergency Management. The Chief Security/Safety Officer ensures the physical safety of all visitors, employees, and customers to the organization's facilities, the security of property, and assets owned by the organization. The Chief Security/Safety Officer coordinates safety and security matters and serves in an advisory capacity to the Accountable Executive and SMS Executive.

Safety Specialists are responsible for employee safety within the PATCO organization, coordination and safety training of contractor's employees, administration of PATCO Drug and Alcohol Program and for allocating such resources as required to support direct involvement in the SaCC. As participants of the SaCC, they serve in an advisory capacity to the GM in all safety matters. Safety Specialists coordinate the Joint Workplace Committee and serve as liaison between SaCC and the JWC.

The Captain of the Transit Unit serves as the highest-ranking officer assigned to PATCO fulltime. The Captain is tasked with assignment of officers for the patrol of PATCO, monitoring criminal activity on the transit system, and taking both proactive and reactive steps as needed to protect and serve the passengers and employees of the system. The Captain supports SaCC in advancing safety, applying SMS techniques, and serving as coordinator between SaCC and System Security functions.

The Engineering Representative represents the DRPA Engineering Department and provides communication to departments concerning planning and progress of capital projects on the transit system facility and other projects potentially impacting the transit operations. A monthly report is provided updating SaCC on the status of all projects affecting SMS and the transit property.

The Legal Representative participates as needed in conjunction with oversight or other areas requiring input from DRPA Legal. The representative receives copies of the SaCC agenda and meeting minutes, and other information distributed to SaCC members.

4.3 Integration with Public Safety and Emergency Management

Effective emergency preparedness, response, coordination, and training are essential elements to minimizing losses during the occurrence of an emergency or disastrous event. The objective of emergency preparedness and planning is to ensure fast efficient response to emergencies, disasters, and contagious viruses/infectious disease outbreaks in a manner that minimizes risk to the safety and health of passengers, employees, and emergency response personnel and unnecessary property loss.

Under the direction of the CEO, PATCO's Chief Security/Safety Officer (CSSO) is responsible for Public Safety and Emergency Management through the effective and efficient operation of the Authority's Public Safety Department and the Department of Homeland Security/Emergency Management. The CSSO's responsibilities include but are not limited to:

- Coordinating counterterrorism and emergency response efforts across all levels of DRPA and PATCO to protect the Authority's interests;
- Ensuring the Public Safety Department and the Department of Homeland Security & Emergency Management staff are properly trained on homeland security, emergency preparedness, and other business continuity functions;
- Coordinating and overseeing the development and updates to a number of security, emergency operation, evacuation, and business continuity plans;
- Coordinating DRPA/PATCO cyber security activities and assisting in creating and implementing policies in support of the same; and
- Coordinating safety and security matters with first responders, agency, local, state, and federal officials, and other agencies pertaining to safety and security preparedness, operations, and response.

PATCO utilizes the following documents to assist with public safety, emergency response, and to establish roles and responsibilities of personnel during an emergency, disaster, or contagious virus/infectious disease outbreak event:

- DRPA Security Handbook
- Continuity of Operations Plan
- Safety and Security Certification Plan
- Standard and Emergency Operating Procedures, SOP/EOPs (e.g., Fire, Active Shooter)
- PATCO Platform and Station Evacuation Plan;
- Bridge and Tunnel Evacuation Plan;
- Hazard Mitigation Plan
- Regional Transit Security Strategy
- Security Emergency Preparedness Plan
- System Safety Emergency Preparedness Plan
- Contagious Virus Planning and Response Guide
- A Guide for Public Transportation Pandemic Planning and Response

Responsibilities for Emergency Preparedness

Responsibility of the Emergency Preparedness Planning, Coordination and Training for PATCO resides with the CSSO and PATCO management, However, Emergency Preparedness Planning, Coordination and Training is spread throughout several functions at DRPA/PATCO through the PATCO Transit Services Department. The Transit Services Department includes:

- DRPA Public Safety Department and Transit Unit
- Director, Government Relations, Grant Administration and Security
- PATCO Safety Department

PATCO's response capabilities are housed within Center Tower, the command center between operating units of PATCO, control of the trains, and power distribution/communications functions of the transit system. This is supported by DRPA Public Safety's Transit Unit which, provides policing for PATCO and is part of local and regional training, planning, and coordination functions on behalf of PATCO and the DRPA.

In preparation for potential infectious disease exposures PATCO has implemented their Contagious Virus Planning and Response Guide. The Guide assists in the continuance of their essential functions and ensures strategies align with the Center for Disease Control and Prevention (CDC), NJ State Department of Health, and/or Executive Orders. Continuing to perform essential duties and provide crucial services is vital to an agency's ability to remain a viable entity during times of increased threats from all hazards, humanmade or natural. The Contagious Virus Planning and Response guide provides documented strategies and collaborative effects with appropriate oversight agencies to ensure guidelines are monitored and followed. To provide support for identifying risk and hazards related to infectious disease, PATCO refers to A Guide for Public Transportation Pandemic Planning and Response. PATCO utilizes hazard identification strategies and safety risk assessment practices to aide in the minimization of exposure to infectious disease outlined in Section 5, Safety Risk Management.

Functions are also supported by the Director, Government Relations, Grant Administration and Security, who participates in regional planning and coordination activities associated with grant application in support of security efforts of the DRPA. PATCO Safety coordinates and conducts internal Tabletop Exercises (TTX), preparedness training for local emergency responders and support and coordination for yearly emergency response exercises.

Coordinated Schedule

PATCO routinely conducts annual familiarization tours for local emergency responders and has done so, since 1982. This has been supplemented by participation in regional and local emergency exercises. The final focus of these efforts is an annual exercise, either conducted by DRPA/PATCO or a regional/county/community exercise in which PATCO participates.

PATCO also improves emergency preparedness by evaluating responses to actual events. After action reviews are conducted for every emergency response. For major events where there are multiple injuries, property damage, or service disruption, formal review meetings are conducted and documented. Seven areas are included on the standard agenda for an after-action review:

- Review of events
- Communications
- Incident command
- Initial response
- Service restoration and recovery
- Injuries
- Property damage

Minor incidents with no serious injuries, outside response, or protracted service disruption are similarly reviewed. In these cases, however, the review may take place at a staff meeting, SaCC meeting, or other meeting where incident review is not the primary topic of discussion.

Preference is given to participation in exercises with local emergency responders and to scenarios that evaluate the effectiveness of corrective actions for deficiencies noted during responses to actual events. Emergency preparedness activities are scheduled in both States each year, but the major functional exercise generally alternates between the States and between subway and surface facilities.

Consideration is given to scheduling so an exercise is conducted each calendar year but not at the same time each year, while allowing adequate time for preparation between exercises. The capabilities and procedures to be evaluated are selected by reviewing operating experience and maintaining liaison with the Camden County and Philadelphia emergency management offices, fire and police departments. The DRPA Office of Homeland Security and Emergency Preparedness participate actively in regional emergency planning organizations and activities. This participation ensures PATCO's emergency preparedness activities are coordinated with the needs of local and regional responders.

Philadelphia Area Regional Transit Security Working Group (PARTSWG) prepares a five-year strategy to fill gaps in regional transit security planning. It is hosted by the Pennsylvania Emergency Management Agency (PEMA) and chaired by DRPA. It includes Pennsylvania and New Jersey providers of transit.

The Regional Integrated Multi-Modal Information Sharing (RIMIS) system is a web-based information exchange network connecting highway operation centers, transit control centers, and 911 call centers in the Delaware Valley. RIMIS shares information and shows mapping of incidents, construction or maintenance activities, and special events. It is oriented to coordination among transportation operators, emergency responders, and other agencies.

The Camden County Rail Response Committee is comprised of emergency response planners from county, local, and state agencies that are organized to coordinate resources in PATCO's New Jersey operating environment. The group was formed to ensure each response agency with rail transportation assets in their jurisdiction is provided with the required training and resources needed for safe and effective response to rail emergencies.

Emergency Exercises

The Director of Homeland Security and Emergency Preparedness is responsible for organizing the annual emergency preparedness drill. Drill planning is a standing item on the monthly SaCC agenda. Funds are included in the Safety Services budget each year for conduct of an exercise. As such, exercise planning is a continuous process with preliminary plans for subsequent activities established as each exercise is planned and conducted. Recommendations and primary safety goals and objectives that PATCO wants to convey to the emergency response agencies are presented to the SaCC, which determines the drill scenario and location each year.

Drill planning efforts are documented through the minutes of periodic drill planning meetings. The planning committee, consisting of representatives from each PATCO department and outside responders, as available, meets periodically. The planning committee will meet monthly at a minimum with meetings occurring more frequently as the date of an exercise approaches.

Minimally, one TTX is dedicated to preparing for the annual functional exercise. Either the functional exercise is conducted in tabletop format prior to the live exercise, or selected aspects of the functional drill will be reviewed in several small-scale TTX over several months. The intent is to have the TTX program support the annual functional exercise. Tabletop Exercises also serve as a method of supporting the implementation of corrective actions identified during after action reviews of actual responses.

Homeland Security is also tasked with gathering information from exercise evaluators and participants during and immediately following the exercise. Where PATCO is a participant in a regional exercise, information is gathered to supplement the lead agency's report. Evaluation checklists, command center logs, photographs, and video are assembled into an exercise report. The OSSO is continually updated on the progress of exercise planning and the exercise schedule by receiving a copy of the minutes of each SaCC meeting by e-mail.

The execution of these activities will function as part of PATCO's Internal Safety Review Process and will serve to evaluate the emergency response capabilities and procedures of all involved parties. Likely scenarios are acted out to demonstrate and train PATCO personnel and emergency response personnel. They are also conducted to ensure personnel and emergency response personnel are aware of their individual roles and responsibilities. Findings generated through these activities will be documented, and corrective actions will be developed and tracked through completion.

Emergency Procedures

PATCO's Emergency Procedures are primarily focused within Center Tower and its activities in support of responding agencies. Primary emphasis is in minimizing the effect of the emergency condition and protection of passengers, employees, and emergency responders. Critical elements of those procedures are reviewed annually with responders during the annual familiarization tours. Distribution of EOPs will be controlled by Operations.

Emergency Training

Training is provided in a variety of methods dependent upon the department and the role of that department for emergency response. Most efforts are focused on the roles of employees in Transit Services and Public Safety. PATCO provides training to Train Operators from their initial employment with supplemental and refresher training annually. Additional information is provided as needed or in response to any specific events or circumstances that develop. Dispatchers are also trained and retrained against their procedures for response in unusual or emergency circumstances.

Training is provided to PATCO Track & Facilities, Power & Signals and Equipment Department employees who may have occasion to be near an event and would need to assist responders with the in-station response equipment, including fire extinguishers and automated fire detection and suppression systems.

Familiarization Training

PATCO annually prepares and develops procedures, training sessions and tours for local Police Fire, and EMS units. These sessions include presentations on board a transit car, discussion/demonstration of communications capabilities, transit car entry; transit car materials, and operating procedures. Additionally, observation of the right-of-way including discussion/demonstration of electrical features of the fixed facility and observation of Center Tower for identifying the mechanism to establish a command center are included. The sessions may be supplemented by "walk-throughs" of the areas served by the individual external agencies, simulated disasters or drills.

NJDOT Coordination

PATCO notifies the NJDOT SSO of all drills and exercises 30 days in advance when possible. CAPs created because of emergency drills and exercises will be included within the monthly CAP report submitted to NJDOT.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

5. SAFETY RISK MANAGEMENT 673.25

Under Part CFR 49 Part 673, Safety Risk Management is the fundamental process of the SMS. Safety Risk Management establishes and categorizes systemwide safety risk resolution processes to advance appropriate risk mitigation strategies to ensure (1) “Hazards and other safety issues are identified, documented, prioritized, mitigated, monitored, controlled, and documented”, (2) “Safety risks are determined, assessed, and classified, and unacceptable risk is mitigated”; (3) “The effectiveness of risk mitigation strategies is monitored and assessed, and the Accountable Executive ensures the overall performance of the SMS and Safety Risk Management”; and (4) “There is continuous progress toward improving safety.”

PATCO's rail transit facilities require SMS to be effective in helping identify and minimize hazards “for new start projects, extensions, or modification of existing systems, operational or environmental changes, or from hazards discovered during reviews, compliance audits, inspections, and investigations” in a mature operational environment. PATCO utilizes strategies to minimize exposure of infectious disease to the public, personnel, and property to hazards and unsafe conditions, consistent with guidelines of the CDC and/or NJ State Department of Health, the Contagious Virus Planning and Response Guide, and A Guide for Public Transportation Pandemic Planning and Response. Hazardous conditions are identified, investigated, and resolved to an acceptable level. This PTASP and the associated SMS tasks provide for a method of identifying, analyzing, assessing, and resolving conditions or circumstances that are deemed to present a threat to the safe operation of the PATCO system.

The PTASP incorporates proven methods of tests and inspections historically and presently employed by each PATCO division and department, enabling the SaCC to examine all aspects of operation and review their interdisciplinary ramifications. This provides management with hazard and risk visibility and the causes and effects of potential accidents.

5.1 Safety Hazard Identification

Hazard identification, information, and resolution is a core element of the PTASP emphasizing timely correction of unsafe conditions, anticipated, and reconciled before serious accident, injury, or damage occurs. PATCO has the following hazard identification, information, and resolution sources in place:

- Employee safety reporting
- Safety Observations
- Inspections
- Internal Audits
- Internal safety investigations
- Accident reports
- Compliance programs
- PTASP/SMS Committee reviews
- SMS data/Industry data

- Government sources (SSOA, FTA, etc.)
- Public feedback/complaints
- Infectious Disease Control Plans

All PATCO management, staff, contractors, and suppliers are required to implement high standards of safety and system assurance throughout the design, construction, testing, and operational phases of PATCO's projects. Hazards, which cannot be eliminated in the design, are to be controlled by safety devices, warning devices, training, and/or written procedures to prevent mishaps.

Every PATCO employee has an obligation to report any unsafe condition to his or her supervisor or shop steward. The Safety Department works with employees to facilitate reporting hazards through telephone, in-person the NJDOT anonymous hotline, and the DRPA Inspector General maintains an ethics hotline that can also be used to report safety concerns.

Most hazards in the system are identified in the field and reported to the Train Dispatcher and entered on special occurrence reports. These hazards are addressed by the responsible departments or units through routine corrective measures and do not require the special attention indicated in this procedure. Accidents and changes to operating procedures, maintenance procedures, and training programs are reviewed and discussed relative to their impact on safety in the SaCC meetings, and other staff meetings.

Hazard identification is also accomplished as each Director/Department Head collects and analyzes data to monitor trends. Unless additional resources are requested, the Director or Department Head investigates and resolves all hazards within their department. PATCO Directors and Supervisors review reports daily from the previous days' operation, including but not limited to the Dispatcher's Unusual Occurrence Report, Dispatcher's Log, Telephone Report of Personal Injury, and the Telephone Report of Property Damage. Immediate corrective action is initiated when appropriate; otherwise, data is evaluated and used to set the agenda for the next SaCC meeting, where identified hazards are categorized. The Safety Department and Claims Management also prepare monthly trend analysis reports for each Director and Supervisor. Trend analysis reports are reviewed at monthly SaCC meetings and quarterly at the Authority level Central Safety Committee meetings. Additionally, each Director reviews departmental reports and shift change briefings for the previous operational period and makes a similar evaluation for their department.

PATCO documents hazards, in the hazard tracking log, that develop through multiple sources, such as: accidents, incidents, and leading indicators. PATCO also evaluates hazards to determine if multiple events occurred leading up to an event. This ensures each possible cause is evaluated and documented for trending purposes. To address hazards resulting from system extensions or modifications, operational and other changes, safety analyses included in design and procurement contracts will provide for:

- Identification of potential hazards
- Assessment of the severity and probability of occurrence of each potential hazard
- Timely awareness of hazards for those who must resolve them
- Tractability and control of hazards through all phases of a project's life cycle

Hazard Investigation and Reporting

Hazards which are not resolved at the operating, maintenance, or other front-line department level are appropriately investigated by the Safety Department, assisted by the responsible Operations Department. The PATCO Accident/Incident Investigation Manual outlines the accident/incident investigating and reporting process. Investigation findings are documented and reported to the Director of Safety Services for resolution.

During application of its hazard management process, if PATCO determines that the final risk assessment of the hazard identified is unacceptable, PATCO will notify the NJDOT SSO within 2 hours. PATCO will submit a 24-hour report via the EAR database and update the hazard tracking log accordingly. Final reports are submitted within 30 days or if the final report is not complete a progress update will be provided by way of the monthly report. PATCO ensures hazards are included in the hazard tracking log and submits status reports on the unacceptable hazard investigation monthly to the NJDOT SSO until the investigation is completed. All events pertaining to hazards are documented within the hazard tracking log.

Upon completing the investigation of the unacceptable hazard, PATCO prepares and submits a final report to the NJDOT SSO for review and approval. The report includes a description of activities, findings, identified causal factors, and CAP(s) as required. PATCO transmits an

electronic copy of the final investigation report to the NJDOT SSO via email. The NJDOT SSO will typically review the final report within 90-calendar days of receiving it. Moreover, the NJDOT SSO will issue PATCO a written approval within 30-calendar days of acceptance. If the NJDOT SSO does not accept PATCO's report, the NJDOT SSO will communicate in writing the area(s) of disagreement or concern. The report will not be considered final until all conditions are met, and the report is approved by the NJDOT SSO.

As required, PATCO will develop a Corrective Action Plan to correct those elements or activities identified as deficient. Procedures associated with the development of corrective action plans are also submitted to the NJDOT SSO program for review and approval. At all times, the NJDOT SSO program reserves the right to conduct independent investigations of identified unacceptable hazards.

5.2 Safety Risk Assessment

Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap resulting from operational risks-personnel error; environmental conditions; design inadequacies; and procedural deficiencies for a system, subsystem, or component failure or malfunction. The probability a hazard will occur during the planned life expectancy of the system element, subsystem, or component can be described subjectively in potential occurrences per unit of time, event, population, items, or activity. A qualitative hazard probability may be derived from research, analysis, and evaluation of historical safety data from the same or similar systems. Supporting rationale for assigning a hazard probability are documented in hazard analysis reports.

The objective of hazard identification and analysis is to identify and define as many hazardous conditions as possible and enter them into the Hazard Resolution process before those conditions or associated actions cause or contribute to an accident. Although it is virtually impossible to identify every hazard, there are two basic time-tested methods for orderly identification of hazards: inductive and deductive.

The inductive hazard identification method consists of an analysis of system components to identify their respective failure modes and the effects they will have on the total system. This method assumes the failure of single elements or events and, through analysis, determines the potential consequential effects on the system or subsystem. The techniques commonly used for inductive hazard identification include:

- **Preliminary Hazard Analysis (PHA)** – is a semi-quantitative analysis that is performed to:
 1. Identify potential hazards and accidental events that may lead to an accident
 2. Rank the identified accidental events according to their severity
 3. Identify required hazard controls and follow-up actions
- **Sub-System Hazard Analysis (SSHA)** – Is a safety analysis tool for identifying hazards, their associating causal factors, effects, level of risk, and mitigation design measures.
- **Operating Hazard Analysis (OHA)** - is performed to determine all applicable operational safety requirements for personnel, procedures, and equipment throughout all phases of the system life cycle. Engineering data, procedures, and instructions developed from other safety analyses, the engineering design, and initial test programs are all used to support this

analysis. Operating hazards are generally resolved in preparation for operations by way of training, developing operating procedures, and developing emergency operating procedures.

The deductive hazard identification method involves defining an undesired effect or event (e.g., collision, derailment, or fire) and then deducing the possible conditions or system component faults (or combinations thereof) which are necessary to cause the undesired effect or event. The technique most commonly used for deductive hazard identification is Fault Tree Analysis.

Other light rail system's accident experience over their years of operation are a source of input information to aid both the inductive and deductive processes.

Hazard Categorization (Identified by Hazard Risk Index)

Initiation of all UNACCEPTABLE and Inter-divisional hazard categorization and analysis proceedings may be requested by the General Manager, any officer of the SaCC, or any Department Head. This request is forwarded to the Director of Safety Services for inclusion in the agenda of the next scheduled SaCC meeting, or for the convening of a special meeting, depending on the hazard's nature.

A broad range of data is required to identify, assess, and recommend solutions to potential hazards. The Safety Services Administrative Coordinator is responsible for gathering all data provided or requested by SaCC officers, and for compiling such data in an orderly fashion for the permanent records of the SaCC. New data is distributed to SaCC officers for meetings. The SaCC will then discuss and determine the applicability or impact such data has on the PATCO system. The Committee may then direct the Safety Services Administrative Coordinator or others to compile any necessary statistics or trend information to be entered into the permanent file. Table 4 depicts the Hazard Resolution Matrix.

Table 4

Semi-Quantitative Safety Risk Assessment Matrix

Severity Probability	Catastrophic 4	Critical 3	Marginal 2	Negligible 1
Frequent 5	HIGH-20	HIGH-15	SERIOUS-10	MEDIUM-5
Probable 4	HIGH-16	HIGH-12	SERIOUS-8	MEDIUM-4
Occasional 3	HIGH-12	SERIOUS-9	MEDIUM-6	LOW-3
Remote 2	SERIOUS-8	MEDIUM-6	MEDIUM-4	LOW-2
Improbable 1	MEDIUM-4	MEDIUM-3	MEDIUM-2	LOW-1
Eliminate 0				

High (>11)	Unacceptable
Serious (7-11)	Undesirable with Mgmt. Decision Required
Medium (>3 and <7)	Acceptable with Review by Management
Low (>=3)	Acceptable without Review

Note: The severity values for the Semi-Quantitative Risk Assessment Matrix (Catastrophic=4; Negligible=1) are reversed from the severity Values for the Qualitative Risk Assessment Matrix. The probability values for the Semi-Annual Quantitative Risk Assessment Matrix are numeric (Frequent=5; Eliminated=0). The probability values for the Qualitative Risk Assessment Matrix are alphabetic (Frequent=A; Eliminated=F).

PATCO utilizes a hazard tracking log to track hazards in accordance with 49 CFR Part 659.31. All data captured is analyzed for the identification of developing trends to ensure future safety risks/hazards can be mitigated and/or eliminated.

5.3 Hazard Resolution/Safety Risk Mitigation

The General Manager has sole authority to implement operational changes in the system that have safety implications. Accordingly, all hazard identification and analysis proceedings result in the issuance of a report by the SaCC to the GM. The report is prepared by the Safety Services Administrative Coordinator and includes all pertinent data developed by the SaCC on the identified hazard. A recommendation achieved by consensus of the Committee's officers must be included, regardless of whether this recommendation is for a change in existing conditions or procedures, or for retention of the status quo. Any disagreement on the matter, or suggested negative ramifications of the recommendation, must also be included, to present as much information as possible to the GM. A copy of the report becomes a part of the permanent SaCC records.

The SaCC Chair discusses reports with the GM; if required, the Chair then directs the Safety Services Administrative Coordinator, to prepare a report based on the GM's response to the recommendation, including all necessary data pertaining to the decision. If deemed necessary, the appropriate SaCC officer will be directed to arrange any necessary field testing or controlled experimentation for developing additional information. Such testing may be requested by the GM or the SaCC and will be properly documented.

Hazards identified within the system are to be evaluated by appropriate staff and eliminated or controlled to an acceptable level. The following schedule, Table 4, has been developed to ensure the optimum level of safety is achieved through the expeditious resolution of hazards. All hazard levels are reviewed by appropriate staff. In the event the hazard has been categorized as UNACCEPTABLE, the Director of Safety Services is responsible for maintaining the necessary information, notifications and Corrective Action Plans within the established time-frames, as established in the NJDOT SSOPS. Table 5 demonstrates the hazard resolution schedule.

Table 5

Hazard Resolution Schedule	
Criterion	Resolution Timetable
High	Must be eliminated as soon as possible; there is no other option.
Serious	Must be resolved in 30 working days
Acceptable with review	Must be resolved in 30 working days
Low	Notification within 30 working days

The NJDOT SSO periodically reviews the PATCO Hazard Management Process using the Conformance Checklist of the NJDOT SSOPS. PATCO provides on-going reporting of hazard resolution activities to the NJDOT SSOA. Corrective Actions are submitted by utilizing the EAR, monthly report(s) of corrective action taken/plans to reduce hazards are provided to the NJDOT SSOA.

Safety Certification

Safety Certification is the process of verifying that safety and security requirements are included as early as the planning phase through the life of a project, ensuring the safety and security of customers, employees, emergency responders, and the public to aid in being proactive towards hazard mitigation. These proactive processes include but are not limited to:

- Establishing a formalized process that is sufficiently documented to verify compliance with SMS and security requirements,
- Ensuring SMS and security is an integral part of the design, procurement, construction, testing, and operations,
- Ensuring SMS and security decisions are made by appropriate PMs, committees, and responsible contractors,
- Ensuring any SMS and security hazards and vulnerabilities that become apparent during reviews, audits, inspections, or system testing are resolved, either by redesign, use of safety/warning devices, or by implementation and enforcement of special procedures, and
- Ensuring affected outside response agencies, including fire and police departments, are prepared to respond.

PATCO and its parent organization, DRPA, requires the Safety Certification process for major projects, to rehabilitate or modify the existing PATCO system, or to replace vehicles and equipment. As the owner of the facility used by PATCO these projects are designed, developed and advanced through the DRPA Engineering function, which is a significant partner and participant in the PATCO System Safety Unit. The Engineering Representative provides information on anticipated projects and gathers input from PATCO Management on the elements needed to be incorporated into projects, one of which is the requirement for Safety Certification. This process may include but not be limited to the following modifications:

- New, extended, or upgraded service or routes
- New or retrofitted rolling stock, or non-revenue vehicles and equipment
- New or refurbished facilities
- New or revised emergency operating procedures
- Safety-related policies and procedures
- New or existing station, right-of-way, traction power, track, and signals

Once the need for Safety Certification is identified the process becomes part of the project, beginning with the preparation of the project specification and includes the design contracts, Construction Monitor contracts, and factors into the choice of the prime contractor eventually selected to perform the work. Generally, management of the Safety Certification process is handled as part of the Construction Monitor function with participation by specified members of DRPA Engineering, PATCO Safety, and others from within DRPA/PATCO Management dependent upon the nature of the project and the expertise required.

This group serves as the Safety Certification Committee and oversees and monitors the process throughout the design, construction, and acceptance of the work with updates to the NJDOT SSO throughout the project. As much of the work performed on PATCO is of a rehabilitation nature, the Safety Certification Committee approves and accepts various individual elements as the project advances to place those elements into service and maintain an assurance that the safety and integrity of the system is maintained as the work continues. At the conclusion of the work, as the project is accepted, it is reviewed and signed-off on in its entirety with the final Safety Certification sign off by both the PATCO General Manager and the DRPA Director of Engineering as signatories to the process.

Engineering initiates the process and designates participants on the SSCRC. The SSCRC is responsible for transmitting open items to SACC and the responsible department Director. The SSCRC oversees the entire certification effort to ensure that safety and security related elements are identified and included in a project from design through revenue operations. The SaCC will also ensure that any open items not closed out during the safety certification process are tracked to closure through the hazard management process during the monthly SaCC meetings.

Procurement Risk Mitigation

The DRPA/PATCO Procurement Manual sets forth various procurement policies, regulations, rules, procedures, and authorities that are enforced by the President/CEO to guide all staff

members (and potential vendors and suppliers) with respect to all procurement activities taken on behalf of PATCO, recognizing safety as the core business value and protecting assets.

Equipment and materials for use by PATCO employees are procured by the Purchasing Department based on safety and industry specifications provided by the using department. PATCO policies and procedures require that Directors and the General Manager authorize all purchases. Other than parts and materials acquired through capital projects, all purchases require a requisition or contract. Requisitions are reviewed by the Director of the requesting department for safety specifications and efficient and effective usefulness. Larger purchases require a contract developed under supervision of a Director and are subject to approval by the PATCO Board. This assures that all essential specification requirements, applicable standards and restrictions are included in the Purchase Order or other contract. Purchasing personnel are not authorized to modify the specifications or grant exceptions.

In its effort to ensure that the procurement process considers and evaluates the safety aspects of services, equipment, and other materials obtained; PATCO includes safety requirements in technical specifications and contracts. These requirements include, but are not limited to:

- Hazard identification and resolution process
- SDS for chemicals
- Insurance requirements
- PPE requirements
- Roadway Worker requirements

The Procurement Department requires all safety related purchase requests be reviewed and approved by the Safety Department. The Safety Department also mandates safety requirements within specific contracts.

The Safety and Security Staff and other potentially affected departments perform safety and security reviews of procurement specifications, design for facilities, equipment, or systems, which may affect the safety and security of employees and customers of the PATCO system. The review is performed to assure the incorporation of all safety requirements, specifications, codes/standards and design reviews into contract specifications and designs, and to access compliance with safety requirements through the testing and/or inspection of the facility, equipment, or systems.

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

6. SAFETY ASSURANCE 673.27

The Safety Assurance component ensures mitigations are implemented, adhered to, appropriate, effective, and adequate in addressing the potential consequences of identified hazards. On an organizational basis, safety related data is primarily generated from Center Tower and transmitted to all departments within PATCO. Additionally, each department generates its own internal data used for maintenance of equipment and detection of trends or problems prior to the development of major safety concerns. It is the task of PATCO's Safety Department, to monitor the safety performance of PATCO's operations through data provided from all PATCO departments. Selected data is accumulated and analyzed, including fatalities; injuries to passengers, PATCO personnel and the public; potentially hazardous equipment failures; unacceptable hazardous conditions; and rules and procedure violations.

6.1 Safety Performance Monitoring and Measurement

Monitoring and measurement establishes a baseline for a system, comparing the difference between the criteria and condition at a specific point in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operation to reduce risk and hazards. PATCO's operations generate data and information management needs to evaluate if safety risk mitigations are appropriate, effective, and if safety performance coordinates with established safety objectives and safety performance targets. Ongoing monitoring is built into PATCO operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

Rules Compliance/Procedures Review

As a basis for PATCO's continued safe operations, the PATCO Safety Rule Book and DRPA/PATCO Work Rules are the broadest of directives and apply to all employees of PATCO. Rules and procedures are reviewed and monitored for updating by the various issuing departments. Updates are based on internal monitoring, set review schedules, input from individuals, and other departments. PATCO's review of Safety Rules, or other safety related guidance includes but is not limited to the following documents:

- Right-of-Way Safety Plan,
- DRPA Safety Administrative Manual,
- DRPA Security Handbook,
- PATCO Accident/Incident Investigation Manual
- PATCO Hazardous Waste Management Program,
- PATCO Spill Prevention,
- Control and Countermeasures Plan,
- Track and Facilities Master Maintenance Plan
- Power and Signals Maintenance Plan and
- PSOP-4 Hours of Service.

A primary venue for review is the SACC, which, based on its monthly meeting schedule and the make-up of the committee, serves as a monitor for needed change. The SaCC is the SMS tool by which all observations, hazards, and need for improvement/change are collected, discussed, and evaluated with resultant decisions for system improvements and modifications. The SaCC also holds joint sessions with the Joint Workplace Committee which reviews contracts ongoing throughout the system and raises various issues inclusive of hazards that need mitigation. Reports from observations made are reviewed and introduced on the PATCO hazard list if further mitigation is required. Corrective action plans are listed with hazards and CAPs are submitted to the NJSOA Office by the DRPA Director of Safety.

Due to the variety of work environments and varying types of work, Rules Compliance Monitoring occurs in a variety of ways by department. The one standardized compliance check is the PATCO Safety Rule Observation documenting the formal observation of employee performance relative to Safety Rules, or other safety related guidance. There are also department specific documented rules and procedures checks designed to monitor performance, procedural compliance, and reaction to unusual situations or conditions. These activities are typically carried out by first-line supervision and monitored by upper level management to evaluate departmental performance. These results are processed through management and into SaCC for integrated considerations.

Departmental tracking of Safety Rule Observations and monitoring of procedural compliance by department first level Supervisors is kept by Directors or their designee. Tracking includes the completion of required observations and distribution of those observations throughout the workforce, to ensure the program monitors compliance and performance of all departmental employees and first-level Supervisors follow the program. Monitoring documentation is kept by individual departments and may be checked as part of the Internal Safety Audit Process.

Employee compliance with rules and procedures is measured through PATCO's Internal Safety Audit Process, which includes work practice inspections, employee testing via interviews, and Supervisor oversight of employee work practices. All hazards and deficiencies identified through this process are documented, evaluated, and prioritized in accordance with PATCO's Hazard Management Program.

Safety Audits

The FTA's state safety oversight final rule indicates a triennial, ongoing internal safety and security audit cycle, and PATCO's audit program is designed to fulfill this requirement. Internal audit reports are issued each year. The Safety Department will have responsibility for overall schedule coordination and report coordination. For each audit area, the PATCO Safety Department or a qualified contractor, is tasked with performing internal audit duties to include: preparing department documentation and records; conducting and/or participating in the internal audit interviews, records checks, and field verification; and responding to follow-up questions and documentation requests. Section 6.4, Continuous Improvement provides detailed information on safety review and audit processes.

Integration with the Hazard Management Process

The PATCO operating and maintenance departments report out on rules compliance activity at the monthly SaCC meeting. Unfavorable rules compliance trends are evaluated using the hazard resolution matrix. Rules compliance deficiencies representing unacceptable hazards, that are not individual performance issues or anomalies, are recorded as hazards and reported to NJSOA. CAPs are developed and tracked to completion.

Rules compliance deficiencies discovered as the result of accident investigations are evaluated as to their scope. Individual performance issues are corrected through individual reinstruction and the discipline process. Rules compliance issues that are systemic or organizational in scope and categorized as unacceptable hazards are reported as hazards with corrective action plans tracked to completion.

Incidents of rules violations involving more than one operating or maintenance department are required to be reviewed by the Interdepartmental Rules Violation Subcommittee. The Director of Safety, the Directors of Equipment, Tracks & Facilities, and Transit Services, and the Project Manager, Technical, serve on the subcommittee. The review assures thoroughness and accountability for rules violations where personnel from more than one department are involved. The subcommittee reports its findings to SaCC at each monthly meeting. SaCC reviews the findings and categorizes them according to the hazard resolution matrix. Unacceptable hazards are reported to NJSOA with corrective action plans tracked to completion. CAPs that have been implemented are monitored by the Director of Safety and evaluated by the SaCC to ensure they are effective.

Safety Data Collection and Analysis

Safety data is gathered through a variety of sources including but not limited to those referenced in the Hazard Identification section of this PTASP. Safety data is stored within the NJSOA EAR database, the Director of Safety Services maintains, on behalf of PATCO management, information related to incidents and hazards. PATCO uses the NJSOA numbering system within EAR, to simplify reporting and coordination with the SOA. The Director of Safety Services, or his/her designee, is also responsible for reporting safety issues identified through data analysis as needed to external governmental agencies. At the monthly SaCC meeting the Director of Safety reviews the data with members, receiving any clarifications, status, or any other information necessary to complete the database accident/incident log.

The Director of Safety Services is responsible for producing and distributing reports for divisions/departmental accident prevention efforts relative to employees, non-employees, trespassers and fire incidents and will conduct hazard analyses when necessary on hazards or trends identified because of employee/patron accident statistics, or by trends identified by the divisions/departments. The Director of Safety Services places hazards, trends, and other safety information on the SaCC agenda each month. All safety topics and data are reviewed within the

SaCC meeting and reviewed with all departments, so information can be updated and if necessary, the appropriate corrective action can be put in place. The SaCC is the SMS focal point for PATCO to assure dissemination, sharing and corrective actions for all safety related data is analyzed and monitored for performance.

Accident/Incident Notification Investigation and Reporting

Effective accident/incident reporting and investigation is essential to identifying and mitigating hazards within the system and to prevent recurrence. The State Safety Oversight Agency, NJDOT SSO, [Program Standard SSO-003 outlines notification and reporting requirements for safety events](#). Per the Program Standard, the NJDOT SSO, investigates any event involving a rail transit vehicle or taking place on rail transit-controlled property meeting notification thresholds, outlined in 49 CFR 674.33. In the event of an accident/incident an investigation by or for the NJDOT SSO program is likely required. The NJDOT SSO typically authorizes PATCO personnel or contractors, who are adequately trained as required by the Public Transportation Safety Certification Training Program and proficient in accident investigation, to conduct the investigation on their behalf. However, the NJDOT SSO is responsible for the sufficiency and thoroughness of all investigations, whether conducted by the NJDOT SSO or PATCO. For all investigations conducted by PATCO, or on behalf of the NJDOT SSO, PATCO follows investigation procedures identified in the PATCO Accident/Incident Investigation Manual.

If NJDOT SSO requires PATCO to investigate an accident, the NJDOT SSO must conduct an independent review of PATCO's findings of causation. Within a reasonable time, the NJDOT SSO must issue a written report on its investigation of an accident or review of an RTA's accident investigation in accordance with reporting requirements. The report must describe the investigation activities; identify the factors that caused or contributed to the accident; and set forth a corrective action plan, as necessary or appropriate. The NJDOT SSO must formally adopt the report of an accident and transmit that report to PATCO for review and concurrence. If the PATCO does not concur with the report, the NJDOT SSO may allow PATCO to submit a written dissent from the report, which may be included in the report, at the discretion of the NJDOT SSO.

If during these onsite investigations/inspections, a concern arises that constitutes an immediate threat to safety on the rail system, PATCO staff and management will respond immediately and appropriately to reduce that safety hazard to an appropriate level. Any issues or findings will be provided to PATCO in writing as a request for explanation from PATCO of appropriate risk controls or mitigations. Any CAPs needed will be developed and at the monthly SaCC meeting, the Director of Safety reviews the data with members, receiving any clarifications, status, or other necessary information to complete the CAP log. All CAPs are tracked until final resolution is reached through the Monthly Report to the [NJDOT SSO](#), issued by the Director of Safety Services. Any applicable safety information will be tracked in SMS and reflected in performance monitoring and/or performance target data.

National Transportation Safety Board (NTSB) Investigations

If the NTSB is investigating the accident, the NJDOT SSO can join in the investigation through the NTSB's Party System. In the event of an NTSB investigation, PATCO is responsible for timely briefings to NJDOT SSO on NTSB activities including meetings, interviews, requests for data, functional testing, examination of equipment, and the results of drug and alcohol tests. PATCO will provide the NJDOT SSO with a copy of all written correspondence to the NTSB concerning a reportable event or investigation and a copy of all NTSB reports and recommendations concerning the event or its investigation.

6.2 Notifications and Reporting

In the case of a reported accident or injury, Public Safety is notified to respond and investigate and report back to Center Tower unless they initiated the report. Based on their findings, additional aid may be summoned, and any necessary remedial action is affected. If an incident or condition is identified and reported to Center Tower, Center Tower will take the necessary steps to protect and isolate passengers and employees from any associated hazard. Upon ensuring those steps are taken, Center Tower will notify the appropriate departments to respond, investigate, and remediate the condition. In the event immediate remediation is not possible, steps are taken to protect and provide appropriate alternatives to continue providing service without jeopardizing safety. Upon receiving additional information about conditions and the status of anyone injured, appropriate PATCO Management are notified to either provide information, effect a first-hand response and/or to coordinate notifications to the New Jersey Office of State Safety Oversight and the FTA and/or NTSB where appropriate.

PATCO uses a two-tiered system for accidents, incidents, and occurrences notification to outside agencies as defined in 49 CFR Part 674.33(a) and the SSOA Program Standard Appendix D-SSO-003. The Dispatcher is responsible for notifying the SMS Executive or their designee via telephone immediately of any reportable safety event meeting one or more of the criteria listed below. The SMS Executive or their designee determines which notification requirements apply and makes the notifications:

- Any fatality, (one or more fatalities within 30 calendar days of a safety event);
- Serious injuries, occurring on the transit property or are related to transit operations or maintenance, requiring immediate medical attention away from the scene for one or more individuals;
- All derailments (mainline or yard);
- Evacuations due to life safety reasons;
- Collision of a rail transit vehicle at a grade crossing resulting in substantial damage, serious injury or fatality;
- Collision of a rail transit vehicle with a person, motor vehicle, or object resulting in substantial damage, serious injury or fatality;
- Fires resulting in a serious injury or fatality;
- All collisions between a rail transit vehicle and another rail transit vehicle; and
- All runaway trains;

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Significant Hazardous Conditions – Must provide 2-Hour Notification to the NJDOT SSO program per Procedure SSO-003.

- Collision of a rail vehicle
 - With a motor vehicle, not at a grade crossing (excludes mirror strikes)
 - With a person, minor or no injury
- Evacuation of a rail vehicle to the right of way or into street/traffic, not for a life safety reason
- Hard couple (causing some damage) in a yard
- Split switch – rail revenue vehicle or work vehicle
- Close calls
 - Rail vehicle to rail vehicle, including rail work equipment
 - Rail vehicle to motor vehicle or object
- Rail vehicle to workers on the right of way
- Damage to the OCS or third rail that disrupts service – includes significant OCS damage or pull downs, chipped/damaged pantographs, or significant third rail power system damage.
- One serious injury
- Runaway train
- Yard derailment – rail revenue vehicle or work vehicle

The NJDOT SSO program has defined several significant hazardous conditions that are required to follow the notification process and potentially be investigated in the same way as the reportable safety events. Significant Hazardous Conditions must provide two-hour notification to the NJDOT SSO program and investigation by or for the NJDOT SSO program is likely required. In all cases, notification to the NJSOA is made within two-hours of the event. The initial phone call is intended for the RTA/RTS staff to provide any known facts about the safety event that has occurred and a determination if event is required to be notified, investigated, and reported is made.

If the safety event warrants communication with the FTA, PATCO will contact FTA via phone call or email with a brief description of the safety event (email is preferred per FTA). Notification to the NTSB and/or TSA may also be required. Notifications to these agencies is made as soon as possible but no more than six hours following the event. In the event additional information is requested by a federal agency, PATCO will share the information with the NJDOT SSO.

As the PATCO investigation proceeds from notification to completion, the NJDOT SSO requires progress and final reports as follows:

- An initial fact report (24 Hour Summary) within one working day, which includes all key information regarding the safety event compiled at the scene by the RTA/RTS.
- A status report identifying the preliminary cause of the safety event, once this preliminary cause is established, and updates of progress every 30 days until the draft final investigation report is submitted, including CAPs with assignments and due dates.

PATCO reports will include at least the following topics (or as needed based on the safety event and investigation):

- Employees involved including any drug and alcohol testing conducted
- Vehicle identification,
- Safety event description,
- Sequence of Events,
- Initiating Event,
- Executive Summary,
- Operator Information – Fatigue Evaluation and Training,
- Investigation,

- Findings, Potential Causal Factors, and Recommendations (CAPs),
- Investigator,
- Date of Report, and
- Distribution.

PATCO will submit progress reports and a draft investigation report to the NJDOT SSO program, which will review the report and adopt and approve it, making it final, or require specific additional information from PATCO. If revisions to the draft investigation report are required, the time frame for revising the report will be determined jointly by the NJDOT SSO program and PATCO. After the NJDOT SSO program provides adoption and approval of the investigation report (via formal letter), the final report will serve as the formal NJDOT SSO program investigation document.

Facilities and Equipment Inspection

An essential element of monitoring and measuring safety performance is regularly scheduled inspections of all rail system facilities and equipment that can affect safe operation. In the broadest sense, inspection of facilities and equipment is the responsibility of every employee of PATCO. Employees are expected to be vigilant for unsafe or suspect conditions and report them to Center Tower or their Supervisors for further action.

Formal inspections are conducted by the maintenance departments; transit car rolling stock inspections are conducted by the Equipment Department and station facilities, right-of-way, power, signal and communications by the Tracks & Facilities Department. The inspections are conducted based on schedules established by each department based on experience, best practices, applicable standards and/or manufacturer's recommendations. Additional inspections of facilities are carried out monthly in conjunction with the JWC. These inspections are based on a walkthrough inspection process conducted by a combination of PATCO Management and the departmental workforces. While primarily focused on workplace issues, they are not limited to those and can encompass system-wide issues/concerns. The results of these inspections are reported to the JWC, SaCC and the Joint Labor/Management Committee, Chaired by the General Manager.

Safety critical equipment that does not meet established requirements are removed from service and tagged or locked-out. Vehicles or equipment that is involved in an accident are inspected by qualified personnel prior to being placed back into service. During inspection, conditions or results may be determined to be a hazard of enough degree to be determined to be an Unacceptable Hazard. In those cases, upon determination of the General Manager, a CAP is developed and tracked to resolution.

Drug and Alcohol Program

The DRPA PATCO complies with the US Department of Transportation regulations, 49 CFR Part 40, and the FTA regulations 49 CFR 655 (final rule combining old Federal Rules 49 CFR 653 and 49 CFR 654) and all regulatory updates by implementing a drug/alcohol testing program for its employees performing PATCO functions in Safety-Sensitive Positions. PATCO complies with all regulatory policies and procedures set forth by the US department of Transportation, the New

Jersey Department of Transportation, and the DRPA Police Department. PATCO maintains a “Zero Tolerance” policy respective to Drug and Alcohol Policy violations by any employee or contractor. PATCO’s Drug and Alcohol Abuse Programs, are contained in *The Authority’s Revised Drug and Alcohol Policies and Procedures*.

6.3 Management of Change

Stimuli for system changes and modifications originate both internally and externally and those changes may introduce new hazards and safety risk into transit operations. In either case, appropriate PATCO staff is assigned responsibility for managing and implementing the change and evaluating the change through the Safety Risk Management Process. This process demands coordination and cooperation within and between PATCO divisions, departments, and relevant outside agencies and organizations.

System Modifications

Safety is incorporated into all System Modifications in accordance with configuration management. In the case of policies, practices, rules or procedures and non-capital hardware changes, PATCO normally takes the lead. Consultation and coordination with the DRPA and other outside agencies and contractors occur as required. Safety evaluation of modifications is performed by those with the requisite training, knowledge, skills, and experience. To assist in this safety evaluation, all internally generated system modifications are reviewed and/or approved by all members of PATCO’s safety unit, other department heads as required, and the General Manager. Documentation of this process is filed in the office of the DRPA Safety Director. SaCC acts as a key focal point in assuring expert review of all system issues which may lead to System Modifications.

Many System Modifications at PATCO involve procedural changes, which are presented to the SaCC with backup material as necessary by the appropriate department seeking the modification and submitted to the review of all members. In subsequent meetings the results of reviews are thoroughly discussed, and recommended plans of action are proposed. The integrated effect of any change is identified, and adverse results or hazards are exposed before actual modifications are made. Any proposed changes are identified, analyzed, and resolved through positive actions which will not present additional or further risk and hazard to PATCO.

Other issues that are more technical are also brought before the SaCC with appropriate argumentative evidence to demonstrate the needs, methods, purpose of the modification and hazard controls that may be implemented. Any members of the SaCC whose work is affected by the proposed change must sign off on the modifications before they are implemented by PATCO Management. DRPA Engineering has some in-house expertise available for ad hoc issues as they may arise at PATCO. In other instances, PATCO solicits outside engineering resources through General Engineering Services Contracts maintained by DRPA.

The system of review in the forum of SaCC and the deliberate processes it employs assures control of System Modifications for the PATCO organization through a configuration management process. It assures a complete review and discussion by all technical parties within the organization

and solicits agreement from all departments prior to implementing action. This assures PATCO facilitates system-wide attention to proposed modifications affecting the entire organization and addresses hazards associated with the modifications, identifying and recording all deliberations through minutes of SaCC meetings.

Corrective Action Plans

As the result of safety conscious activities, the need for a CAP becomes apparent either through the internal process at PATCO or the collective process of resolution with the NJDOT SSO.. Regardless of origin, the process of developing, implementing, tracking and reporting is the same and this process will, by reference, be used in all instances.

The PATCO Director of Safety Services, on behalf of PATCO management, maintains CAPs in NJDOT EAR database. The listing records and tracks all corrective actions against investigations and findings from safety reviews. The data log for CAPs contain the source of the CAP, an internal tracking number taken from the hazard tracking log or accident reporting log, a comprehensive description of the accident/incident, finding, and/or hazardous condition and a complete description of the identified corrective action. Additionally, the log includes a scheduled date of proposed implementation, a column listing individual PATCO personnel responsible for implementation, and the current open/closed status.

At the monthly SaCC meeting, the Director of Safety reviews the data with members, receiving any clarifications, status, or other necessary information to complete the CAP log. All CAPs are tracked until final resolution is reached through the Monthly Report to the NJDOT SSO, issued by the Director of Safety.

In the event of an accident, incident, unacceptable hazardous condition, PATCO Safety will report initial findings to the NJDOT SSO and review anticipated immediate actions along with steps to prevent, remediate or eliminate the condition(s) that caused the accident, incident or hazardous condition. A report of the incident will be submitted prior to the end of the following month detailing the incident with findings and resolution or recommendations to prevent recurrence.

In cases where the condition cannot be immediately resolved, and recommendations are made, a CAP is included to identify the steps required to mitigate or isolate the hazard to an acceptable level and the steps to be taken to permanently resolve the condition. PATCO provides monthly updates of CAPs and corrective action progress towards closure or revision to the due date to the NJDOT SSO until the CAP is closed. The content/scope, person responsible, or due date of each CAP cannot be changed once approved without formal agreement from the NJDOT SSO program. Coordination between the Director of Safety Services and the NJDOT SSO is paramount in this process as any investigations and CAP's are adopted as those of the NJDOT SSO for reporting to the FTA.

Process for Change

In the case of capital acquisitions or major hardware-oriented changes or modifications, consulting engineers are retained as appropriate to provide the specialized expertise required for design and specification work, and to oversee construction. This holds regardless of the source of funding, and regardless of the initiating source for the acquisition, modification, or change. PATCO's role depends upon the specific nature of the project, however, it always includes, the responsibility for critical review, comment, and recommendation, from the earliest stages. It also includes responsibility for planning and implementing the phase-in of the acquisition or change, and its ongoing maintenance. Safety considerations are integral to each step in the acquisition or change process.

In the case of "software" (policies, practices, rules or procedures) and non-capital hardware changes, PATCO normally plays the lead role. Consultation and coordination with the DRPA and other outside agencies and contractors occur as required. Here, again, safety considerations are integral to each step of the change process.

Authority for Change

As mentioned in Safety Risk Management, Safety/Security Certification is the process of verifying that safety and security requirements are included as early as the planning phase through the life of a project, ensuring the safety and security of customers, employees, emergency responders, and the public. Safety/Security objectives are incorporated into all projects requiring safety certification in accordance with configuration management. Once the need for Safety Certification is identified the process becomes part of the project, beginning with the preparation of the project specification and includes the design contracts, Construction Monitor contracts, and factors into the choice of the prime contractor eventually selected to perform the work.

System changes are routed through SaCC for review and approval. These changes are documented with sign-off by individual department directors in the case of policy or procedural change. Regarding major capital improvement change, the process may be managed by Engineering with tracking of progress through Safety Certification and signed-off by the DRPA Director of Engineering and the PATCO General Manager. Regardless of the nature of change, responsibility for safety rests with the implementing division or department head, PATCO's safety unit, where applicable, and, ultimately, the General Manager.

Notification and Approval of System Modifications

The configuration management process includes written notification of affected departments through either the SaCC minutes in the case of major capital projects and acquisitions or through the review and approval process for policy, procedure, and rules changes. In each case key management personnel are included in the review and approval of changes affecting safety.

The DRPA Engineering representative to SaCC provides a written summary report of all capital projects underway and in the planning or design stages. The capital projects report is included in the written agenda and minutes for the SaCC meeting. The Engineering representative provides a

verbal report on the progress of key projects at each SaCC meeting and each representative has an opportunity to request additional information or clarification.

System modifications including equipment changes, procedural and rule changes, and minor changes to track and signals, are tracked by SaCC using the system modification process. The responsible Director or Manager submits documentation of the change to the Director of Safety Services for initial review. In consultation with the originator the Director of Safety determines for each SaCC representative whether their simple review or approval is needed for the modification. A copy of the proposed modification is provided to each reviewer/approver. The proposed modification is presented by the originator at a SaCC meeting so that all representatives are aware of the proposed change. Enough time is allowed for thorough review and incorporation of revisions recommended by designated approvers. Once all concerns have been sufficiently addressed a record copy of the modification with the review/approval sheet is circulated for signatures.

Transit Asset Management

Transit Asset Management (TAM) or DRPA/PATCO's Asset Management Plan, is a business model used to guide the optimal prioritization of funding based on the condition of assets. TAM defines State of Good Repair as the condition of an assets to operate at full performance level: able to perform its designated function, does not pose an unacceptable safety risk, and its lifecycle investments have not been met or recovered. PATCO has adopted TAM as the official, institutional approach in managing infrastructure assets, and making capital investment and operational expenditure decisions.

The approach serves to support the Five-Year Strategic Plan, Five-Year Capital Program, and the Annual Budget Process. TAM will guide PATCO in allocating resources and ensuring safe and effective operating practices for successful SMS and evaluating PATCO's safety performance targets. The DRPA produces a biennial report detailing the overall condition of its assets. On a two-year cycle, the DRPA engages an independent consultant to inspect and report on the status of the maintenance, upkeep and overall condition of the rail transit system. A detailed report is produced for the DRPA that serves as a measure of the overall condition of the system and the effectiveness of PATCO's maintenance and inspection efforts.

6.4 Continuous Improvement

PATCO is dedicated to making changes and improvements, with the expectation those improvements will ensure PATCO is meeting safety objectives and performance targets efficiently and effectively. Continuous improvement is a method for evaluating PATCO's processes, systems, and practices; ensuring they are as efficient, accurate, and as effective as possible. This is done by examining data gathered through safety performance monitoring, training, investigations, audits, and reviews to address identified weaknesses in a timely manner and improving processes for safety performance. Outcomes and data will be reported to the SaCC and NJDOT as necessary.

Document Updates/Modifications

In accordance with industry best practices and hazard management principles, all PATCO departments are required to review and update, when necessary, all plans and procedures requiring modifications due to operational changes. PATCO uses PowerDMS for document control. Original signed documents, such as this PTASP and other documents of the like are on file in office of General Counsel and a conformed copy is filed electronically. The PTASP will be made available to the public through online Board meeting minutes, and PATCO staff will be able to access the plan through the PowerDMS system.

Proposed changes to the PTASP are submitted to the SaCC and a determination is made whether to convene a special meeting to consider the proposed change, or to include the matter on the agenda for the regular monthly meeting. The SaCC agenda will include an item devoted to review bulletins and/or notices issued throughout the year. Changes are made whenever the SaCC, by majority vote, agrees to them, with any preliminary reviews and approvals and all necessary documentation to be coordinated by the Safety Services Administrative Coordinator.

All approved changes will be incorporated into an interim PTASP in May of each year. A report on changes to the Plan is referenced in and/or included with the meeting minutes. No proposed change will be incorporated into the PTASP until it has been approved by the SaCC. PATCO will submit the current PTASP to the Board of Directors for review and approval on an annual basis as required by the FTA and SSOA.

Safety Reviews and Audits

The Director of Safety Services is responsible for the direction of the safety reviews and audits of PATCO Transit Operations and Maintenance Department and contractors to determine performance related to SMS goals and activities. Audit guidelines will be developed by the Director of Safety Services to measure the success in implementation of safety policies, procedures, and requirements.

Internal Safety Audits

An Internal Safety Audit Process is a proactive approach to safety verifying safety programs have been developed, implemented, and are effective. PATCO uses the audit process to assess the effectiveness of safety programs, identify process deficiencies, potential hazards in the operational system, weaknesses in SMS programs, verify prior corrective actions are tracked and evaluated, recommend SMS improvements, provide management with an assessment of SMS, and to assure continuing evaluation of safety-related programs, issues, awareness, and reporting. The internal audit process has the full support and cooperation of PATCO management.

The Audit Teams use a checklist approach to evaluate department activities and will support findings with narrative comments to effect positive change and direction in the improvement of PATCO's safety efforts. PATCO's Rail Safety Internal Audit Program encompasses the annual audits required by NJDOT and 49 CFR 673 including, facility inspections, and periodic audits in the areas of operations and maintenance.

Areas of non-compliance disclosed during internal audits must be addressed by a CAP within 30-calendar days after identifying the requirement. At PATCO's request, NJDOT SSO may grant additional time to prepare a CAP depending on the complexity of the issue. Additionally, PATCO can implement a CAP prior to approval if a hazardous condition warrants immediate action; NJDOT may approve such CAPs following implementation. The NJDOT SSO program may request changes to, or additions of, CAPs based on root causes of the safety event or programmatic/organizational deficiencies identified, and whether the CAP is fully resolves the issues identified based on experience from risk monitoring or previous CAPs that were indicated as implemented.

The Safety Department will coordinate with the audited department and the Accountable Executive to ensure agreement with the responsible parties regarding content and due date for any CAP. Should there be an internal disagreement with the content and/or due date for any CAP developed by the Safety Department, that disagreement will be noted with the submission of the CAP to the NJDOT SSO program. The Safety Department will work with audited departments to resolve any disagreements, and to ensure that no additional hazards are introduced into the system because of newly formulated CAPs. When needed to address deficient safety performance, Directors can request additional resources from Executive Management through the annual budget process.

If there is a dispute regarding a CAP between the NJDOT SSO program and PATCO, the NJDOT SSO program is the authority in this process; however, PATCO will explain the position of the agency to the NJDOT SSO. At the end of these discussions, the NJDOT SSO program has the final approval and authority. Any recommendations received from FTA or the NTSB will be developed into CAPs as required or determined, jointly by the NJDOT SSO program and PATCO, to be appropriate.

The Safety Department, in coordination with other PATCO departments, ensure audit completeness through an ongoing process of evaluation as system modifications occur and the system change and structure of the organization changes. This process is completed through the ongoing SaCC meetings.

NJDOT Audit Requirement

The NJDOT requires PATCO to develop and document a process for the performance of on-going internal safety audits to assess the implementation of the PATCO PTASP. PATCO audit checklists are developed in accordance with FTA best practices and provided the checklists and procedures to NJDOT 30-calendar days prior to conducting an audit within a time frame specified by the NJDOT. A description of the process used by PATCO to ensure scheduled internal safety and safety-related security program reviews, are performed to evaluate compliance should include the following:

- Identification of departments and functions subject to review,
- Responsibility for scheduling reviews,
- Process for conducting reviews, including the development of checklists and procedures and issuing of findings,

- Review of reporting requirements,
- Tracking the status of implemented recommendations, and
- Coordination with the NJDOT SSO program.

The Director of Safety Services is responsible for scheduling the internal safety and security audits. In accordance with the NJDOT SSOPS a three-year schedule of internal safety audits is submitted at the beginning of that three-year cycle by March 31st of the year starting the three-year review. Prior to each Audit, the NJDOT SSO is apprised of the upcoming audit no later than 30-days prior and is invited to participate. The checklists used for each audit are sent to the NJSOA with the notification. NJSOA will notify the PATCO Director of Safety Services of its intention to participate in the audits.

Maintenance Audits/Inspections

Effective maintenance is required for safe and efficient operations of the PATCO system. PATCO takes employee and passenger safety very seriously and has adopted maintenance standards that make safety, reliability, and availability the primary object of the system. These goals will be met by the incorporation of preventive and corrective maintenance programs for all aspects of the system.

The maintenance program is monitored on a regular basis to identify trends in equipment performance. This information is used to identify reliability improvement opportunities, such as replacement of unreliable components, systematic vulnerabilities, etc. Reliability and maintainability data are used to redefine maintenance intervals and maintenance cycles based on experience. These intervals are increased or decreased as needed to provide more reliable and cost-effective maintenance.

The Maintenance and Inspection Procedures are document driven and tracked with recorded information in the procedure document or by checklists completed during work. The checklists are based on the functions and the department involved. All documentation completed for Tracks & Facilities items is monitored by the Tracks & Facilities Manager, Structures, and Mechanical Equipment and all inspection documentation is submitted to the Director of Tracks & Facilities for review and approval. Documents are then filed on the Tracks & Facilities document drive. The Equipment Department captures maintenance activities through electronic and paper documentation.

If a technical manual or procedure is found to contain inaccurate or incomplete maintenance directives; recommended changes shall be vetted/approved through the SMS process. If a system or procedure requires modification; the modification shall also be vetted/approved through the SMS process.

Emergency Response Planning/Coordination/Training

Effective emergency preparedness, response, coordination, and training are essential to minimizing loss during the occurrence of an emergency or disastrous event. The overall objective of emergency preparedness and planning is to ensure fast and efficient response to emergencies or disasters in a manner that minimizes risk to the safety and health of passengers, employees, and emergency response personnel as well as unnecessary property loss. PATCO has developed a SSEPP that assists in emergency response. The SSEPP, along with EOPs created by PATCO, establishes, in detail, the roles and responsibilities to be carried out by PATCO personnel during

an emergency or disastrous event.

Responsibility of the Emergency Preparedness Planning, Coordination and Training for PATCO resides with PATCO management however is spread throughout several functions at DRPA/PATCO including:

- DRPA Public Safety Department and Transit Unit
- DRPA Department of Homeland Security and Emergency Preparedness
- DRPA Safety Services Department

PATCO's response capabilities are within Center Tower which serves as the means of coordination between the operating units, control of trains and power distribution/communications functions of the transit system. This capability is supported by DRPA Public Safety's Transit Unit which provides not only the policing functions for PATCO, but also part of the local and regional training, planning and coordination functions on behalf of PATCO and the DRPA. Their functions are also supported by the Homeland Security/Emergency Management (HS/EM) Department and the Government Relations and Grants Department (GR/G) who participate in regional planning and coordination. HS/EM coordinates with GR/G with input from PATCO to identify security vulnerabilities. HS/EM then works with GR/G to prepare justification for Homeland Security, Transit Security Grant Program monies.

PATCO Safety in coordination with HS/EM conducts exercises, preparedness training for emergency responders, and internal PATCO training which supports annual emergency response exercises.

PATCO routinely conducts annual familiarization tours for local emergency responders and has done so, since 1982. This has been supplemented by TTX and participation in regional and local emergency exercises. The final focus of these efforts is an annual exercise, either conducted by DRPA/PATCO or a regional/county/community exercise in which PATCO participates.

PATCO also improves emergency preparedness by evaluating responses to actual events. After action reviews are conducted for every emergency response. For major events where there are multiple injuries, property damage, or service disruption, formal review meetings are conducted and documented. Minor incidents with no serious injuries, outside response, or protracted service disruption are similarly reviewed. In these cases, the review may take place at a staff meeting, SaCC meeting, or other meeting where incident review is not the primary topic of discussion.

Preference is given to participation in exercises with local emergency responders and to scenarios that evaluate the effectiveness of corrective actions for deficiencies noted during responses to actual events. Emergency preparedness exercises are scheduled, as needed, in either New Jersey or Pennsylvania each year with the main exercise generally alternating between the States and between subway and surface facilities. Consideration is given to scheduling so that an exercise is conducted each calendar year but not at the same time each year while allowing time for preparation between exercises.

The capabilities and procedures to be evaluated are selected by reviewing operating experience and maintaining liaison with local, county, and state emergency management and regional partners. PATCO Safety and the DRPA Homeland Security and Emergency Management Department work closely together with regional emergency planning organizations and activities. This participation ensures PATCO's emergency preparedness activities are coordinated along with the needs of local and regional responders.

PARTSWG prepares a five-year strategy to fill gaps in regional transit security planning. It is hosted by the PEMA and chaired by DRPA. It includes Pennsylvania and New Jersey providers of transit. Efforts to identify regional gaps and act on filling them included running a freight rail exercise in 2009.

The RIMIS system is a web-based information exchange network connecting highway operation centers, transit control centers, and 911 call centers in the Delaware Valley. RIMIS shares information and shows mapping of incidents, construction or maintenance activities, and special events. It is oriented to coordination among transportation operators, emergency responders, and other agencies.

The Camden County Rail Response Committee is comprised of emergency response planners from county, local, and state agencies that are organized to coordinate resources in PATCO's New Jersey operating environment. The group was formed to ensure each response agency with rail transportation assets in their jurisdiction is provided with the required training and resources needed for safe and effective response to rail emergencies.

Emergency Exercises

The Director Safety Services is responsible for organizing the annual emergency preparedness exercise. Exercise planning is a standing item on the monthly SaCC agenda. Funds are included in the Safety budget each year to assist with funding to conduct an exercise; exercise planning is a continuous process with preliminary plans for subsequent activities established as each exercise is planned and conducted. Through close coordination with Public Safety, HS/EM and PATCO a process of discussing plans, policies, procedures, and transit incidents are reviewed. Recommendations and primary safety goals and objectives that PATCO wants to convey to the emergency response agencies are presented to the SaCC, Public Safety and HS/EM to help determine the drill scenario and location each year.

In determining the scenario, location, and schedule for the exercise the SaCC considers;

- Findings from recent after-action reviews of actual events
- Opportunities to participate with and support local emergency responders
- Events at similar transit agencies
- Available staffing, and other events and projects that may be affected by conducting an exercise.

Exercise planning efforts are documented through the minutes of periodic exercise planning meetings, in accordance with Department of Homeland Security (DHS) and Homeland Security

Emergency Evaluation Program (HSEEP) standards. The planning committee, consisting of representatives from each PATCO department, HS/EM, Public Safety and local, state and regional partners, meets as need dictates. The planning committee will meet monthly at a minimum with meetings occurring more frequently as the date of the exercise approaches. A Safety Specialist is assigned to plan, facilitate, and document the meetings and all contacts with outside responders. HSEEP compliant documentation is prepared, disseminated, and directly related to the DRPA Training Exercise Plan.

PATCO will conduct one TTX or one Functional exercise each year prior to conducting or participating in an annual Full-Scale exercise. Any exercise will be HSEEP compliant and all associated documentation will be available and copied for review by PATCO leadership. The intent is to have the TTX and/or Functional exercise support the annual Full-Scale exercise. These exercises will serve as a method of supporting the implementation of corrective actions and completing necessary Improvement Plans.

Homeland Security and Emergency Management will provide copies of all HSEEP compliant documentation to PATCO leadership for internal review or action as deemed appropriate. When PATCO is a participant in a regional exercise, information is gathered to supplement the lead agency's report, PATCO will gather evaluation checklists, command center logs, photographs, and video are assembled into an exercise report. Corrective actions and Improvement Plans developed because of the exercise are tracked through the hazard management program or SaCC meeting minutes as appropriate. The OSSO is continually updated on the progress of exercise planning and the exercise schedule by receiving a copy of the minutes of each SaCC meeting by e-mail.

The execution of these activities will function as part of PATCO's Internal Safety Review Process and will serve to evaluate the emergency response capabilities and procedures of all involved parties. Likely scenarios are acted out to demonstrate and train PATCO personnel and emergency response personnel. They are also conducted to ensure personnel and emergency response personnel are aware of their individual roles and responsibilities. Findings generated through these activities will be documented, and corrective actions will be developed and tracked through completion.

Emergency Procedures and Training

PATCO, Homeland Security and Emergency Management and Public Safety recently formed the Regional Response Working Group (RRWG) comprised of all first responder agencies that operate along the PATCO Transit System from Philadelphia to Lindenwold. This working group includes Police, Fire and EMS personnel. The RRWG meets semi-annually to discuss issues or ideas that affect the working group and they work together on planned exercises that incorporate the towns affected by PATCO line. HS/EM, PATCO and DRPA Police in develop procedures, training sessions, and tours for working group local Police, Fire and EMS units.

These sessions include presentations on board a transit car; discussion/demonstration of communications capabilities; transit car entry; transit car materials and operating procedures. Additionally, observation of the right-of-way including discussion/demonstration of electrical features of the fixed facility and observation of Center Tower for identifying the mechanism for the establishment of a command center are included. They may be supplemented by “walk-throughs” of the areas served by the individual external agencies, simulated disasters or drills. PATCO notifies the NJDOT SSO of all drills and exercises 30-days in advance. CAPs created because of emergency exercises will be included within the monthly CAP report submitted to NJDOT.

PATCO’s Emergency Procedures are primarily focused within Center Tower and its activities in support of responding agencies; emphasis is minimizing the effect of the emergency condition and protection of passengers, employees and emergency responders. Critical elements of those procedures are reviewed annually with responders during the annual familiarization tours.

Training is provided in a variety of methods dependent upon the department and the role of that department in emergency response. Most efforts are focused on the roles of the employees in Transit Services and Public Safety. PATCO provides training to Train Operators from their initial employment with supplemental and refresher training annually. Additional information is provided as needed or in response to any specific events or circumstances that develop. Dispatchers are also trained and retrained to their procedures for response in unusual or emergency circumstances. Further, training is provided to PATCO’s Track and Facilities and Equipment Department employees who may be near an event and would need to assist responders with the in-station response equipment, (fire extinguishers and automated fire detection and suppression systems).

Coordination with Oversight Agency

A section of the Annual Report to the NJ Manager of Fixed Guideway Safety Oversight will address the yearly status and progress of the Internal Safety Audit program with a listing of CAPs and the status of those plans. The annual report must be accompanied by a formal letter of certification signed by the General Manager, indicating PATCO is compliant with regulations. The submission of the annual report and certification letter is required by February 12th of each year. If PATCO determines findings from its internal safety and security reviews indicate the agency is not in compliance, the General Manager must identify the activities that PATCO will take to achieve compliance.

PATCO’s Director of Safety Services will develop and submit to NJDOT (within NJDOT’s specified time frame) an internal safety audit schedule, over a three-year cycle. As schedule information is updated, PATCO’s Director of Safety Services will update NJDOT, at a minimum the NJSOA must be informed annually of the schedule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

7. SAFETY PROMOTION 673.29

Safety Promotion provides visibility of PATCO's executive management's commitment to safety and fosters improved safety performance by increasing safety awareness through communication and training. Through PATCO's communication of lessons learned and comprehensive safety information, employees are made aware of safety priorities and safety concerns. Appropriate training for all ensures personnel relate to their duties and responsibilities, enabling them to perform their job safely, providing accountability to uphold PATCO's safety mission.

7.1 Safety Communication

PATCO utilizes 11 means of communication capable of transmitting safety information: train phone, radio, PATCO telephone, public address system, onboard announcements, closed-circuit television, passenger call-for-aid phone, IP Telephone, Nextel, Variable Message Signs (VMS) and computer resources.

Hazard Management

The dynamic evolution of PATCO's rail transit facilities requires it's PTASP be effective in helping to identify and minimize the hazards in a mature operational environment. Hazardous conditions are identified, investigated and resolved to an acceptable level. This Plan and the specific SMS tasks contained within provide a method of identifying, analyzing, assessing, and resolving conditions or circumstances that are deemed to present a threat to the safe operation of the PATCO system.

The Plan incorporates the proven methods of tests and inspections historically and presently employed by each PATCO division and department, enabling the SaCC to examine all aspects of operation and review their interdisciplinary ramifications. This provides management with hazard and risk visibility and the likely causes and effects of potential accidents. In addition, continual monitoring verifies the total system, which includes patrons, the public, employees, contractors, equipment, and the environment, maintains an acceptable level of safety, and that potential hazards do not exist in operational areas previously determined to be safe.

Departmental and Organizational Data Sources

Each Department is responsible for gathering applicable safety data; fatalities, injuries, safety events, and system reliability; which adversely impacts the attainment of the division/department's goals. Center Tower generates several reports that are distributed throughout PATCO. These reports include the daily Unusual Occurrence Report and Dispatcher's Log along with the SD 501 Telephone Report of Personal Injury and SD 501A Telephone Report of Property Damage. The Director of Safety Services is included in the distribution of operating data and is responsible for analyzing all pertinent data, which is gathered, compiled, organized, stored, and maintained by the various departments.

Safety Department Data Collection/Analysis

SMS is a comprehensive model for collecting and analyzing safety data, proactively addressing hazards at the lowest levels in a system and working collaboratively with all levels of transit system employees to ensure a robust safety culture that emphasizes safety performance and examines the root cause to prevent future occurrences. The process is not immediate, but PATCO will continue to grow and will require changes to safety function activities, operational monitoring of safety performance, and collaboration between the Safety Department and other PATCO departments.

Each Division is responsible for conducting trend analysis of critical failure events to identify trends and report noteworthy data to the Safety Department. The analysis of information gathered during this process is used by the Safety Department to identify hazards. If a trend pattern is determined through the analysis, the trend is further investigated to determine the cause(s).

Data Usage

Safety Department staff assists other PATCO departments in the evaluation of all safety data information to identify, investigate, and resolve hazards that may be encountered. Once the data is evaluated the Safety Department staff assists the department where the hazard originated, in determining the best course(s) of action which include, but are not limited to, the following: hazard analyses, safety and/or security audits, departmental meetings, policy and/or procedure revisions, new policy and/or procedure development, additional safety and/or security equipment, additional PPE, increased safety and/or security staff measures, additional training, additional signage, safety and/or security drills with outside agencies, safety and/or security bulletins/memos, video review, disciplinary actions, and additional public outreach.

As required by the NJ SSOA, PATCO uses the Electronic Accident and Incident Report Database (EAR) to report accidents & incidents (24-hour report & investigation report) and corrective action plans from all sources. A local copy of the database is used at each of the four properties under NJOFGSSO jurisdiction with a separate copy at NJDOT.

Once the evaluation is complete, the department where the issue or hazard originated will provide Safety Department staff the data from the incident. The data will be compiled into reports for the SaCC and evaluation of PATCO's SMS; ensuring safety objectives and performance targets are being met efficiently and effectively.

Annual goals are aligned with the Core Value Competencies and the Strategic Plan and Executive Management will hold Directors accountable through the performance management system. When needed to address deficient safety performance, Directors can request additional resources from Executive Management through the annual budget process.

Compliance with Local, State and Federal Requirements

The New Jersey Public Employees Occupational Safety and Health Act (N.J.S.A.34: 6A-25 et. seq.), Safety and Health Standards for Public Employees (N.J.A.C.12: 100) and Federal Occupational Safety and Health Act requirements are not enforceable at DRPA and PATCO. However, while not subject to inspection or penalty for failing to comply with these standards, PATCO uses them as guidance in establishing a safe and healthful workplace.

DRPA and PATCO value safety and its important role in fulfilling their mission while realizing the benefit of not being subject to penalties for non-compliance. PATCO maintains a safe workplace because it's the right and smart thing to do for employees, patrons, contractors, and the public, not due to fear of penalty.

PATCO Safety Rules

Safety is of primary importance to all who work at PATCO. The protection of PATCO staff, passengers and others from hazards is essential. The rules and instructions contained within PATCO Safety Rules for Employees are intended to protect staff, patrons, and the property of the Port Authority Transit Corporation.

The rules and instructions are grouped under specific headings for convenience, however, a rule or instruction under any heading must be observed if it covers the duties being performed. Federal and State regulations must also be observed where applicable. All employees must read and understand the General Rules, as well as all rules and instructions which in any way will affect their duties. These important practices of training and compliance monitoring help PATCO to ensure the safety of employees and contractors through the knowledge of safety practices and the oversight of their ongoing practice.

Working on or Near Rail Transit Controlled Property

PATCO employees and contractors shall adhere to PATCO's Right-of-Way Safety Plan for working within, or adjacent to, active PATCO rail system ROW. The contractors have primary responsibility for developing and implementing their safety programs. PATCO's project managers review contractor safety programs with the assistance of the Safety Department.

The Director of Safety Services (or designee), PATCO rail Supervisors, and PATCO project managers monitor compliance with the rules contained in the PATCO Right-of-Way Safety Plan, and have the authority to issue a stop work order to any contractor or subcontractor if imminent danger exists, or for one who does not take or refuses to take prompt corrective action when given notice of noncompliance with any applicable safety requirements.

Contractor Compliance with Required Safety Programs

PATCO employees and contractors working within or adjacent to PATCO controlled property will be monitored to ensure compliance with PATCO established rules and procedures. Contractors working on DRPA contracts, are required to comply with information included in the DRPA's

Administrative Safety Manual. As part of the contract process, they are also required to submit their own Safety Plan tailored to the work to be accomplished. These Plans are reviewed by DRPA Engineering, PATCO Safety Staff and the Authority's loss control consultant. Once work begins, site visits by Safety Staff and the loss control consultants assigned, monitor compliance with Contractor's Safety Plan as well as the OCIP requirements and any other applicable state or federal regulations.

All contractors for PATCO must comply with applicable local, state, federal and PATCO rules, regulations, and requirements. The Director of Safety Services (or designee) is responsible for tracking proposed regulatory development and requirements and informing senior management and operations personnel of potential impacts and requirements. Compliance with safety regulations is initiated by the Director of Safety Services and implemented by all PATCO contractors and employees as appropriate.

Contractor Security Requirements

The DRPA Security Handbook describes the requirements and other mandatory safeguards that are necessary to prevent unauthorized disclosure of Confidential and Privileged Security Information as well as Sensitive Security Information and to control the authorized disclosure of this information for use internally within the DRPA or when released by the DRPA to outside entities.

Hazardous Materials Program

PATCO has established a comprehensive training program for its employee to help reduce their personal exposure to hazardous chemicals and materials in the workplace and to also help ensure that PATCO acts as a good neighbor in the environmentally sound management of its waste streams and the impact to the environment. It is the responsibility of department managers and supervisors to ensure all hazardous materials are properly labeled, stored according to the requirements and recommendations of the SDSs and material labels, and that proper PPE is used. Emphasis is placed on ensuring incompatible materials are not stored in the same location. This requirement applies not only to storage facilities, but to all work areas in which the materials are used.

Storage locations are designed to appropriately accommodate, contain, and maintain material stability (both chemical and physical). All material containers must be properly labeled regarding their contents. The labels also provide appropriate hazard warnings, and the name, telephone number, and address of the manufacturer. All activities involving hazardous materials must comply with applicable federal, state, and local environmental protection laws and regulations, including those contained in the following:

- Clean Water Act

- Clean Air Act
- Resource Conservation and Recovery Act
- Comprehensive Environmental Response and Compensation and Liability Act

General responsibilities of personnel and departments with respect to the Hazardous Materials Program are provided as follows for all Department Managers and Supervisors:

- To thoroughly evaluate materials with regards to the hazard management program prior to purchase and use
- To ensure all employees and contractors under their supervision receive the proper training with regards to the hazardous materials present in their work areas
- To ensure that all hazardous materials in the areas under their supervision are properly labeled, stored, used and maintained
- To ensure that SDSs are easily accessible to all employees and contractors under their supervision for all hazardous materials used in work areas under their supervision
- To ensure that all hazardous materials are properly disposed of to limit environmental impacts.

Coordination with the Hazard Management Process

Safety critical equipment that does not meet established requirements is removed from service and tagged or locked-out. Vehicles or equipment that are involved in an accident are inspected by qualified personnel prior to being placed back into service. As maintenance and inspections occur, repairs are either made at the time, or depending on the nature of the findings, repairs are scheduled for follow-up with the equipment remaining in service or taken out of service pending repair. As with inspections, if conditions or results are determined to be a hazard of sufficient degree, and thus are deemed an Unacceptable Hazard by the General Manager, a CAP is developed and tracked through the SaCC on official meeting agendas and minutes, as well as on the PATCO CAP log.

Drug and Alcohol Program

The Director of Safety Services is responsible for the administration of the Drug and Alcohol Program at PATCO. DRPA PATCO Policy Series 147A: *Drug and Alcohol Abuse Testing Policy for Safety-Sensitive Employees Subject to Federal Transit Administration Regulations* sets forth the drug and alcohol abuse program and the testing and reporting guidelines for employees who:

- Are engaged in Safety-Sensitive functions
- Have a commercial driver's license
- Are involved in transporting customers in PATCO trains
- Work in Public Safety

While all PATCO employees have a responsibility to safety and daily decisions may impact safety within the agency, PATCO Safety Sensitive employees are those whose daily decisions may immediately impact safety of the PATCO system. These employees are typically:

- Transit Service Operators

- Transit Service Supervisors
- Signal Maintainers
- Rail Equipment Maintenance Employees
- Track & Facilities and Power & Signals Employees
- Equipment Maintenance, Tracks & Facilities and Power & Signals Supervisors
- Power Maintainers & Dispatchers
- PATCO Police Officers

The PATCO Policy also sets forth the drug and alcohol abuse program and guidelines for employees not performing Safety-Sensitive Functions as they are also subject to the PATCO's Drug and Alcohol Awareness Program and the Drug and Alcohol Abuse and Testing Policy.

PATCO makes every reasonable attempt to establish a work environment that is free from the adverse effects of drug and alcohol abuse. The purpose of PATCO's policy on drug and alcohol is to ensure the safety of the Authority's operations and the safety of the public it serves.

PATCO also seeks to assist its employees to resolve their drug and alcohol abuse problems through counseling and rehabilitation. PATCO offers proactive assistance to any employee who seeks help for any drug, alcohol, or personal medical problems that now, or later, may adversely affect the employee's ability to perform his/her assigned duties. The PATCO Employee Assistance Program (EAP) is available to any employee, regardless of length of employment, race, marital status, gender, religion, or age.

It is also the policy of DRPA/PATCO to require each of its prime contractors, subcontractors, consultants, vendors, suppliers, or any other party performing any Safety Sensitive Function for PATCO, or performing work on the PATCO transit system, to comply with DOT regulations governing drug and alcohol testing requirements.

7.2 Competencies and Training

Due to the size of PATCO, Safety Staff participate directly in most elements of the initial training of new employees that serve to introduce them to the system. This presence also serves to emphasize the importance of safety from both the perspectives of employee safety as well as the safety of the riding public. Individual departments provide job specific training from On-Job-Training (OJT) in the maintenance function areas to more formalized classroom and monitored job performance training in the areas of Transit Services. PATCO Safety provides support services and training in the areas of topic specific safety practices where specific training would be required under State or Federal regulation. Such training is either provided directly by PATCO staff or by specialized contractors, depending upon subject material and availability of staff.

Employee Safety

Depending upon job classification, candidates for employment with PATCO are employed as either skilled labor or into entry level positions. Depending on the requisite skills and the skills of the pool of candidates, employees will require varying degrees of OJT to be proficient in their jobs.

Those employed as skilled workers are interviewed and tested to the skill levels required for employment by the management of those departments. Once employed the need for additional training is determined and the employee is assigned to work with experienced employees in the field to determine the need for additional training.

Entry level candidates are evaluated on their general knowledge and ability to learn and are then selected for their position based on graded criteria. Once employed, successful candidates are then placed into training programs that, dependent on the job, may require hours of training e.g., Custodians, Customer Service Agents to years of training, e.g., Train Operators.

All employees, once on the job, start with an initial employee safety orientation that includes an overview of the system and its associated hazards. Additional safety training is provided dependent on job classification and the other types of training required.

The Director of Safety Services or their designee, is responsible for reviewing and approving all safety related training programs administered by PATCO; depicted in Appendix D, PATCO's Safety Training Matrix. PATCO also provides a variety of physical examinations for those who may have had exposure to asbestos, requisite CDL exams, periodic examinations for Train Operators, respiratory exams, as well as miscellaneous examinations that are provided during The Annual Health and Safety Open House.

Contractor Safety

PATCO does not specifically train or certify contractor employees on specific job-related safety practices or activities. Contractors are required to comply with all applicable State and Federal Regulations as well as those established by DRPA/PATCO. Job site visits and inspections are made by PATCO personnel focusing primarily on work activities and their impact on the safe operation of PATCO. DRPA inspections look at the activities from the perspective of compliance to DRPA standards both in terms of workplace safety as well as adherence to DRPA's construction and security standards. On larger DRPA capital projects construction safety specialists perform worker safety inspections that are more tailored to on-job safety that supplements the efforts of the contractor.

Contractor Safety Briefing

Contractors working on PATCO projects are required to attend a Contractor Safety Briefing (CSB) tailored to provide specific information for contractors' employees. The program includes an overview of the system including nomenclature, PATCO operations, communications, track and third rail safety, PATCO specific personal safety issues and information concerning system security. There is no certification as such, however, at the end of the program, a letter is issued, indicating that the employee has attended the CSB.

Training Requirements

Training material, testing, and grading processes shall be reviewed and evaluated for completeness and accuracy. The internal audit process shall include a means of determining that all necessary training is being conducted and documented to include proper qualification, identification and categories of operating and maintenance personnel. To ensure standardization of all PATCO training, the following documentation and processes need to be used for each specific training courses:

- Curriculum, classroom notes, lesson plans, written tests and practical's
- Pass/fail criteria for training and certification
- Efficiency test results as applied to the rules
- On-the-job training programs, apprenticeship and journeyman programs
- Vendor training attended by contract employees
- Appropriate Training Completion Forms (if applicable)
- Means for determining appropriate recertification timeframes (if applicable)

*See individual departmental training plans for department and position specific training requirements.

Training and Exercise Plan

The Multi-year Training and Exercise Plan (TEP) presents a combination of progressively building exercises – along with the associated training requirements – which address the priorities identified in the Training and Exercise Planning Workshop (TEPW). A progressive, multi-year training and exercise program will enable PATCO to participate in a series of increasingly complex exercises, with each successive exercise building upon the previous until mastery is achieved. Further, by including training requirements in the planning process, PATCO can address known shortfalls prior to exercising capabilities

The purpose of the Multi-year TEP is to document the Delaware River Port Authority and Port Authority Transit Corporation overall training and exercise program priorities for a specific multi-year time period. These priorities are linked to corresponding core capabilities, and, if applicable, a rationale based on existing strategic guidance, threat assessments, corrective actions from previous exercises, or other factors. This Multi-year TEP identifies the training and exercises that will help PATCO build and sustain the core capabilities needed to address its safety training and exercise program priorities.

Hazardous Materials Training

PATCO is considered a Small Quantity Generator (SQG) providing annual training on hazardous chemicals when employees may be exposed in the workplace; proper management of our hazardous waste program is required to maintain our “SQG” status. Training includes recognition

of hazardous wastes, waste management, proper selection and labeling of waste containers, management of storage and disposal facilities, and records management for compliance and enforcement. This training is provided to conform to Worker and Community Right to Know and Hazard Communications criteria and is for our storeroom and safety specialists who provide oversight of PATCO responsibilities and compliance.

Training is conducted annually or provided upon an employee's initial assignment, and whenever a new hazard is introduced into the work area. Departments required to attend this training include Tracks & Facilities, Power & Signals, Equipment, and Storeroom personnel. Further, this information is shared with local emergency responders and helps firefighters, police and other emergency response personnel to adequately plan for and respond to hazardous substance incidents such as fires, explosions or spills at our facilities.

Storeroom personnel and Safety Specialists also receive safety training concerning emergency response associated with hazardous materials to which they may be exposed in the work place including specific measures the employer has implemented to protect employees from exposure. This training includes the manifesting process and security awareness. Training is completed within 90 days after employment or a change in job function must occur. Refresher training is required once every three years.

PATCO provides training for all employees who have a potential for exposure to airborne concentrations of asbestos at or above the Permissible Exposure Limit and/or excursion limit and ensures their participation in the program. Training is provided prior to or at the time of initial assignment and at least annually thereafter. Asbestos Awareness training is provided for all Track & Facilities and Power & Signals personnel. Additional training beyond this course is provided for personnel who may disturb asbestos by work or otherwise handling an Asbestos-Containing Material not intact.

Drug and Alcohol Training

PATCO has established an employee education and Drug and Alcohol training program for all covered employees. Covered employees must receive at least 60 minutes of training on the effects and consequences of prohibited drug use on personal health, safety, the work environment, and on the signs and symptoms that may indicate prohibited drug use. Supervisors must receive at least 60 minutes of training on the role and responsibilities of supervisors and other PATCO officials responsible for determining reasonable suspicion. To ensure compliance with state and federal regulations, and to confirm policies and procedures related to the PATCO Drug and Alcohol program are followed and implemented correctly, PATCO performs Drug and Alcohol program audits per the NJDOT SSOPS. PATCO's D&A Program is also subject to periodic audits by the FTA and NJDOT SSO Agency.

Safety Certification Training

Safety Certification is the process of verifying safety requirements are included as early as the planning phase through the life of a project, ensuring the safety and security of customers, employees, emergency responders, and the public. Safety objectives are incorporated into all

projects requiring safety certification in accordance with configuration management. Therefore, to comply with state and federal requirements PATCO personnel are required to participate in safety training and continuing safety education and training. Further, to enhance the technical proficiency of individuals directly responsible for safety oversight of public transportation systems, PATCO personnel and contractors who conduct safety audits, investigations and examinations of public transportation systems, including managers and supervisors of such personnel, must complete applicable training requirements of 49 CFR Part 672, within three (3) years of their initial designation. Thereafter, refresher training shall be completed every two (2) years. The recipient shall determine refresher training requirements which must include, at a minimum, one (1) hour of safety oversight training.

De-escalation Training

To ensure compliance with de-escalation training requirements, PATCO has established and implemented de-escalation training programs consistent with the FTA program requirements. The FTA training and educational opportunities to the transit industry is supported by the Transportation Safety Institute. Additionally, the FTA utilizes the National Transit Institute to provide training, and education in support of the public transportation and quality of life in the United States as it pertains to de-escalation training. Some of these areas of training available include: Assault Awareness and Prevention for Transit Operators and Violence in the Transit Workplace – Prevention, Response and Recovery. All maintenance and operation personnel are required to participate in de-escalation training, demonstrating PATCO’s commitment to the safety of front-line employees.. Further, personnel are required to participate in de-escalation training every (3) years. De-escalation training is tracked through the PowerDMS system.

7.3 Recordkeeping

49 CFR 673.31 Safety Plan Documentation requires PATCO maintain documents in its PTASP, including those related to the implementation of its SMS such as the results from SMS processes and activities. For reviews, investigations, audits, or other purposes, this section requires PATCO to make these documents available to FTA, NJDOT SSO Agency in the case of rail transit systems, and other Federal agencies as appropriate. To remain compliant, PATCO maintains documentation for a minimum of three years. This task is shared between the Safety Department and individual departments, depending on the documentation and remain in compliance with the DRPA/PATCO, Policy 212 Records Retention.

PATCO also maintains training records in PowerDMS; the application permits assignment of training requirements based on job title and task. Records of safety related training are maintained by both the PATCO Safety Department and the individual department of the specific employees trained. Records are checked against a training matrix for generic safety topic training and schedules for refresher training set accordingly. Departmental training and refresher training are maintained and set by the individual departments.

**PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
FOR PORT AUTHORITY TRANSIT COMPANY**

APPENDIX A

49 CFR 673 FINAL RULE:

[HTTPS://WWW.FEDERALREGISTER.GOV/DOCUMENTS/2018/07/19/2018-15167/PUBLIC-TRANSPORTATION-AGENCY-SAFETY-PLAN](https://www.federalregister.gov/documents/2018/07/19/2018-15167/public-transportation-agency-safety-plan)

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**PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
FOR PORT AUTHORITY TRANSIT COMPANY**

APPENDIX B

SMS IMPLEMENTATION & ONGOING ACTIONS:

PTASP Adoption/Program Development Activity	Timeline	Responsible Department/Person(s)
Adoption of the PTASP	March 2020	Board
Implement PTASP through Board	May 2020	Safety/Operations
Safety Management Policy Communication-existing and new employees	July 2020/Ongoing	HR/Safety/Operations
Establish and/or expand SMS reporting tools and strategies	July-December 2020	Safety/Operations
SMS Related Staff Training	July 2020-Ongoing	HR/Safety/Operations
Safety Performance Monitoring, Measuring, and Communication	July 202-Ongoing	All PATCO employees /Safety/Operations
Review PTASP to Ensure All Processes in the PTASP are Documented in a Policy or Procedure and are Current Practice	July-December 2020/Ongoing	HR/Safety/Operations
Establish Safety Labor-Management Committee	April 2022	Safety/Operations
Establish Safety Subcommittee	April 2022	Safety/Operations
Safety Labor-Management Committee PTASP Approval & Annual Review/Update Approval	May 2022-Ongoing	Safety/Operations
Internal Departmental Assessments and Inspections	Ongoing	Safety/Operations
Internal PTASP Review/Revision	Annual	Safety/Operations
Submit updated PTASP to Board for approval	Annual	Board
Independent PTASP/SMS Audits	Annual/Triennial	Internal Audit
Periodic External PTASP/SMS Audits by SSO and FTA	Annual/Triennial	State/Federal

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN FOR PORT AUTHORITY TRANSIT COMPANY

APPENDIX C DRPA/PATCO SAFETY ROLES AND RESPONSIBILITIES

SAFETY/SMS RELATED TASKS OF: Safety/ Risk Management	Director of Safety Services	Safety Specialist		Director of Risk Management	Claims Administration (General Counsel)	D-Daily M-Monthly Q-Quarterly Y-Yearly AR-As Required
Gather and Analyze Safety Data	P	P		S	P	D
Conduct/Participate in Safety Committees	P	P				AR
Review and Update PTASP	P	S				Y
Liaison with SSOA	S	S				AR
External Audits	P	S				AR
Conduct Internal Safety Audits	S	P		S		AR
Develop Emergency Response Plans	RC	RC				AR
Collect and classify all Traffic and Passenger Accidents/Incidents	RC	P			P	D
Maintain Database of Traffic and Passenger Accidents/Incidents	RC	P			P	D
Maintain Database of Hazardous Conditions	S	P				D
Issue Accident/Incident Statistics and Reports	P	P			P	AR
Review Passenger Accident Trends	P	P		P	P	M
Conduct Traffic and Passenger Serious Accident/Incident Investigations	S	P			P	AR
Report required threshold Accidents to Outside Agencies	P	S				AR
Hazard Management	P	P				D
Configuration Management	RC	S				AR
Safety/Security Certification	RC	S				AR
Design Reviews	P	P				AR
Occupational Safety and Health Programs	S	P		S	S	D
Maintain accident record keeping, employee injury reporting forms, and related data	S	P			P	D
Provide claims administration and investigation	S	S			P	D
Corrective Action Plans	S	P				D
Provide Safety Training	RC	P				AR
Legend:						
A	Approval	The identified participant(s) is (are) responsible for approval of specified documentation				
P	Primary Task Responsibility	The identified participant(s) is (are) responsible for the preparation of the specified documentation.				
S	Secondary/Support Task Responsibility	The identified participant(s) is (are) to provide the necessary support to accomplish and document the task.				
RC	Review & Comment Task Responsibility	The identified participant(s) may review and provide comment on the task or requirement.				

SAFETY/SMS RELATED TASKS OF: Transit Services, Power Signals & Communication, Track & Facilities, Emergency Management & Homeland Security, and Equipment	Director, Transit Services	Director, Power, Signals & Communication	Director, Track & Facilities	Director, Emergency Mgmt. & Homeland Security	Director, Equipment	Equipment Mech.	Equipment Electrical	General Staff	D-Day M- Month Q- Quarter Y-Year AR-As Require d
Administer and monitor standardized programs, policies and procedures for Rail Transportation	P	P	S	P	P	S	S	S	D
Participate in Safety Related Committees	P	P	P	P	P	S	S	S	M
Report Safety Related Data	P	P	P	P	P	P	P	P	M
Coordinate daily activities of Transit Operations Department supervisors, instructors, controllers and operators	P	S	S	P	P	P	P	P	D
Ensures Rail Transportation staff adheres to established standard operating procedures, bulletins, rules, and processes set out in PTASP.	P	P	P	P	P	S	S	S	D
Implement and monitor Drug and Alcohol Program	S	S	S	S	S	S	S	S	D
Take appropriate actions to resolve identified hazards in a timely manner	P	P	P	P	P	P	P	P	AR
Assist in coordination of internal safety audits and participate in emergency response plans as required	S	S	P	P	S	S	S	S	AR
Train and qualify new rail operators on routes and equipment operation, pre-trip inspection, emergency procedures and injury and illness prevention	P	S	S	S	S	S	S	S	AR
Perform re-training following accidents and occupational injuries as warranted	P	P	P	P	P	S	S	S	AR
Coordinate safety-related activities of Transit Operations Department staff and ensure compliance with PTASP	P	P	P	P	P	P	P	P	D
Coordinate with the Safety Department to incorporate safety policy, rules and procedures in verbal instruction and hands-on training	RC	RC	RC	P	RC	S	S	S	AR
Continuously identify any operating hazards that require implementation of the Hazard Resolution Procedure	P	P	P	P	P	P	P	P	D
Ensure Transit Operations staff adheres to established standard operating procedures, bulletins, rules and processes set out in PTASP	P	P	P	P	P	P	P	S	D
Oversee and coordinate operator training programs and practices and ensure compliance with PTASP	P	P	P	P	S	S	S	N/A	AR
Assist the Safety Department in the investigation of accidents and incidents (traffic, passenger, and occupational). Take corrective action, including discipline and counseling, to prevent or mitigate recurrence.	P	P	P	P	P	P	P	S	AR
Maintain safety records for Transit Operations Department employees relative to accidents and rule violations	P	P	P	P	P	P	P	S	AR
Assign staff as appropriate to participate in a meaningful way on safety-related committees. Provide data and other assistance as required.	P	P	P	P	P	P	P	S	AR
Assure rail car fleet is maintained and available in safe operating condition according to procedures. Provide necessary mechanisms for reporting defects and hazards. Coordinate with the Safety Department on system requirements.	S	S	N/A	P	P	P	P	S	D
Administer and monitor safety program for department employees	P	P	P	P	P	P	P	S	D
Monitor the collection and disposal of waste (e.g., oils, clarified waste water sludge) to affect safe handling, and minimize employee and environmental exposure to potentially hazardous products and materials.	S	S	S	P	P	P	N/A	S	AR
Take appropriate action to resolve reported or otherwise identified hazards in a timely manner. As appropriate, coordinate the development and testing of engineering solutions as a means of addressing vehicle related hazards.	P	P	P	P	P	P	P	P	AR
Coordinate with the Safety Department in the development and implementation of risk reduction measures associated with the operation	P	P	P	P	P	P	P	S	D

SAFETY/SMS RELATED TASKS OF: Transit Services, Power Signals & Communication, Track & Facilities, Emergency Management & Homeland Security, and Equipment	Director, Transit Services	Director, Power, Signals & Communication	Director, Track & Facilities	Director, Emergency Mgmt. & Homeland Security	Director, Equipment	Equipment Mech.	Equipment Electrical	General Staff	D-Day M- Month Q- Quarter Y-Year AR-As Require d
and maintenance of rail revenue vehicles. Monitor procurement practices to ensure that safety is not compromised in replacing parts. Monitor man-machine interfaces.									
Where applicable, participate in the development of technical equipment specifications and procedures that address safety requirements of regulatory agencies and PATCO.	P	P	P	P	P	P	P	S	AR
Ensure replacement equipment meets safety requirements prior to acceptance. Examine equipment and systems to explore the potential for increased efficiencies and improvements in user and fire safety as well as in performance.	P	P	P	P	P	P	P	S	D
Assure the communications electronic systems are properly maintained and operational daily. Ensure equipment is compliant with manufacturer specifications, federal requirements and directives.	P	P	N/A	P	P	P	P	S	D
Ensure all emergency communications electronic equipment is compliant with organizational requirements along with associated guidelines.	P	P	P	P	P	P	P	S	D
Coordinate communications concerns relative to joint missions and training exercises.	P	P	S	P	P	S	S	S	AR
Monitor compliance of organizational policies and procedures.	P	P	P	P	P	P	P	P	D
Ensure necessary procedures are in place and implemented for conducting maintenance activities in a safe and effective manner.	P	P	P	P	P	P	P	S	D
Monitor the performance of preventive maintenance efforts.	P	P	P	P	P	S	S	S	D
Assist SAFETY in conducting safety/fire inspections and correcting any identified safety deficiencies.	P	P	P	P	P	P	P	P	AR
Document and maintain accurate records of inspections, maintenance work, accident-related activities and emergency responses.	P	P	P	P	P	P	P	P	D
Develop training curriculums for Rail maintenance positions	P	P	P	P	P	S	S	N/A	AR

Legend:		
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SAFETY/SMS RELATED TASKS OF: Finance and Procurement	Chief Financial Officer	Director of DRPA Finance	Director of PATCO Finance	Director of Procurement	General Staff	D-Day M-Month Q-Quarter Y-Year AR-As Required
Facilitate achievement of PTASP objectives through preparation and control of budget and staffing level recommendations.	P	P	P	P	S	D
Ensure necessary funding for safety programs/projects	P	P	P	P	S	D
Participate in Safety Related Committees	S	S	S	S	S	AR
Report Safety Related Data	P	S	S	P	S	M
Ensure the procurement process complies with established procedures for evaluating materials and products for use by PATCO	P	S	P	P	S	AR
Ensure all contracts comply with PTASP requirements, all federal, state, and local fire/safety regulations	P			P	S	AR

SAFETY/SMS RELATED TASKS OF: Information Systems	Director of Information Services	General Staff	D-Day M-Month Q-Quarter Y-Year AR-As Required
Facilitate achievement of PTASP objectives through the development and maintenance of agency databases	P	P	D
Install, Maintain, and repair agency-wide technological equipment	P	S	D
Participate in Safety Related Committees			
Report Safety Related Data	P	P	M
Participate in Emergency Drills/Exercises	S	S	AR

SAFETY/SMS RELATED TASKS OF: Strategic Initiatives and Communications	Director of Communications & Community Relations	Director of Strategic Initiatives	Community Relations	General Staff	D-Day M-Month Q-Quarter Y-Year AR-As Required
Facilitate achievement of PTASP objectives through public outreach and internal/external safety communications	P	P	P	P	D
Acquire funding for safety programs/projects					
Participate in Safety Related Committees					
Report Safety Related Data		P		S	M
Participate in Emergency Drills/Exercises	P	P	S	S	AR
Develop marketing tools to increase transit safety awareness of riders	P			S	D
Maintain liaison with media following accidents and emergencies	P				AR

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SAFETY/SMS RELATED TASKS OF: Human Resources	Director of Resources Officer	Training	Employee Relations	Staffing & Recruiting	D-Day M-Month Q-Quarter Y-Year AR-As Required
	Develop position descriptions that address safety/SMS-related restrictions and requirements	P	P	P	P
Ensure employee evaluations include safety/SMS related tasks	P	S	S		AR
Participate in Safety Related Committees					
Report Safety Related Data					
Negotiating, interpreting and administering various agreements, and providing direction to line management in all matters concerning labor and employee relations	P	S	P	P	AR
Oversight of grievance procedures and arbitrations	P	S	P	S	AR
Develop and administer medical standards for specific job positions, as warranted	P	S	P	P	AR
Ensure successful candidates for positions are capable of safely performing the tasks of these positions on a repetitive basis.	P	P	P	P	D
Administer the application of employee discipline policy	P		P		AR
Provide oversight and follow-up site visits by health professionals (e.g., in connection with drug and alcohol testing program)					
Maintain complete and current documentation in personnel files	P	P	P	P	D
Assist trainers and instructors in training program development	S	P	S	S	AR

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APPENDIX D PATCO SAFETY TRAINING MATRIX

Training Position	Hazard Materials/Communication	PPE	Respiratory Protection	Bloodborne Pathogen	Hearing Conservation	First Aid, CPR, AED	Fall Protection	Ladders	Aerial Lift	Air Systems	Hand Power Tool Safety	Compressed Gas Cylinders	Hat, Stress	Asbestos Maint Ops	Roadway Protection Track	Cutting & Welding	Lock-out/Tag-out	Fire Prevention	Confined Space Entry	Defensive Driving	Ergonomics	Rigging	Flammable & Combustible Storage	Hazard Warning	Use & Care of Hand Tools	Housekeeping & Material Handling	De-escalation
Administrative Coordinator - Safety Services	Yellow			Yellow		Yellow									Yellow					Yellow							
Administrative Coordinator - Transit Services	Yellow			Yellow		Yellow									Yellow					Yellow							
Administrative Coordinator, Tracks &	Yellow			Yellow		Yellow									Yellow					Yellow							
Assistant General Manager	Yellow			Yellow		Yellow									Yellow					Yellow							
Auditor	Yellow			Yellow		Yellow									Yellow					Yellow							
Business Analyst	Yellow			Yellow		Yellow									Yellow					Yellow							
Communications Specialist	Yellow			Yellow		Yellow									Yellow					Yellow		Green					
Custodian - Tracks & Facilities	Yellow	Yellow		Yellow		Yellow							Yellow	Yellow	Yellow					Yellow		Green	Yellow			Yellow	
Customer Service Agent	Yellow			Yellow		Yellow									Yellow					Yellow		Green				Yellow	
Director, Fare Collection	Yellow	Yellow		Yellow		Yellow									Yellow			Yellow		Yellow		Green				Yellow	
Director, Fleet Management	Yellow			Yellow		Yellow									Yellow					Yellow		Green				Yellow	
Director, Transit Services	Yellow			Yellow		Yellow									Yellow					Yellow		Green				Yellow	
Director, Tracks & Facilities	Yellow			Yellow		Yellow									Yellow					Yellow		Green	Yellow			Yellow	
Dispatcher Trainee	Yellow			Yellow		Yellow									Yellow					Yellow		Green				Yellow	
Electronic Technician – Tracks & Facilities	Yellow		Yellow	Yellow		Yellow		Green			Yellow				Yellow				Yellow		Green		Yellow		Green		
Electronic Technician, Fare Collection	Yellow			Yellow		Yellow					Yellow				Yellow				Yellow		Green				Green		
Equipment - Administrative Coordinator	Yellow			Yellow		Yellow									Yellow					Yellow		Green				Yellow	
Equipment - Custodian	Yellow			Yellow		Yellow		Green							Yellow					Yellow		Green				Yellow	
Equipment - Electrician	Yellow			Yellow		Yellow		Green			Yellow				Yellow					Yellow		Green			Green		
Equipment - Electrician A/C	Yellow			Yellow		Yellow		Green			Yellow				Yellow					Yellow		Green			Green		
Equipment - Electronic Technician	Yellow			Yellow		Yellow		Green			Yellow				Yellow					Yellow		Green			Green		
Equipment - Foreman, Electrical	Yellow			Yellow		Yellow		Green			Yellow				Yellow					Yellow		Green			Green		

Supervisor/Traffic Analyst	MANDATORY	MANDATORY		MANDATORY		MANDATORY				RECOMMENDED					MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Director of Safety Services	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Technical Supervisor, Civil & Mechanical Systems	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Technical Supervisor, Transit Services	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Technical Supv. Admin & Projects	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Track Mechanic	MANDATORY	MANDATORY	OPTIONAL	MANDATORY						RECOMMENDED			MANDATORY		MANDATORY			MANDATORY		RECOMMENDED		MANDATORY		MANDATORY		RECOMMENDED
Train Operator	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	
Transit Services Supervisor	MANDATORY	MANDATORY		MANDATORY											MANDATORY			MANDATORY		RECOMMENDED			MANDATORY		MANDATORY	

LEGEND:
MANDATORY
OPTIONAL
RECOMMENDED

SUMMARY STATEMENT

ITEM NO. DRPA-23-020

SUBJECT: Procurement and Delivery of Eighty (80) Machined Axles for PATCO

COMMITTEE: Operations & Maintenance

COMMITTEE MEETING DATE: February 7, 2023

BOARD ACTION DATE: February 15, 2023

PROPOSAL: That the Board of Commissioners authorizes staff to negotiate a contract with ORX Railway Corporation for the procurement and delivery of eighty (80) machined axles.

Amount: \$272,960.00

Contractor: ORX Railway Corporation
Tipton, PA 16684

Other Bidders: None

PURPOSE: To procure axles for use in overhauled Transit Car trucks.

BACKGROUND: The 2023 budget includes funds for overhaul of PATCO Transit Car trucks. As part of this project to overhaul transit car trucks, worn transit car wheels are procured, placed in inventory and when withdrawn from inventory, charged against the project. Axles are a component of the trucks and are re-used if they pass inspection and test. These axles will replace the axles that fail inspection. Axles are a critical component of the Transit Cars.

On December 5, 2022, Requests for Bid were sent to five (5) suppliers potentially capable of providing this material. The procurement was also publicly advertised on the DRPA web site. Only one (1) bid was received. The bid submitted by ORX Railway Corporation was in the total amount of \$272,960.00.

It is recommended that a contract be negotiated for the procurement and delivery of eighty (80) machined axles with ORX Railway Corporation in the total amount of \$272,960.00.

SUMMARY:	Amount	\$272,960.00
	Source of Funding:	General Fund
	Operating Budget:	N/A
	Capital Project #:	PTD.32302
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	N/A
	Other Parties:	N/A

DRPA-23-020
Operations & Maintenance Committee: February 7, 2023
Board Date: February 15, 2023
Procurement and Delivery of
Eighty (80) Machined Axles for PATCO

RESOLUTION

RESOLVED: That the Board hereby authorizes staff to negotiate a procurement agreement with ORX Railway Corporation for the procurement and delivery of eighty (80) machined axles for a total cost not to exceed \$272,960.00; and be it further

RESOLVED: The Chairwoman, 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 Chairwoman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairwoman 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 Chairwoman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY:	Amount	\$272,960.00
	Source of Funding:	General Fund
	Operating Budget:	N/A
	Capital Project #:	PTD.32302
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	N/A
	Other Parties:	N/A

SUMMARY STATEMENT

ITEM NO.	DRPA-23-021
SUBJECT:	DRPA/PennDOT Grant Reimbursement
COMMITTEE:	Operations & Maintenance
COMMITTEE MEETING DATE:	February 7, 2023
BOARD ACTION DATE:	February 15, 2023
PROPOSAL:	That the Board authorizes the execution of one or more funding agreements with the Commonwealth of Pennsylvania, Department of Transportation through which DRPA would progress the Ben Franklin Bridge Safety Improvements (MPMS# 72597) and Ben Franklin Bridge Eastbound Operational Improvements (MPMS# 105290) Projects and be reimbursed by PennDOT for the work performed.
PURPOSE:	To obtain authorization for DRPA CEO to execute necessary documents to amend Agreement No. 0651118 with the Commonwealth of Pennsylvania, Department of Transportation.
BACKGROUND:	<p>The Authority is the owner and operator of the Benjamin Franklin Bridge ("BFB") and its ancillary roadway approaches connecting the City of Philadelphia and the City of Camden. PennDOT has jurisdiction over Interstate 676 which interchanges with the access roadways to the BFB. The City of Philadelphia also owns and controls certain City streets in the vicinity of the BFB.</p> <p>In FY2003, The Board approved a Federal Highway Administration (FHWA) earmark in the amount of \$5,000,000, administered through PennDOT to evaluate and identify potential solutions to westbound traffic congestion. The study determined that any substantial remediation of west bound traffic would need to be constructed on non-DRPA property at a substantially higher project estimate. The agreement expired prior to any improvements.</p> <p>PennDOT authorized new funds in the amount of \$5,000,000 via Agreement No. 0651118 which allowed the DRPA to repurpose those funds to two new projects currently identified as Ben Franklin Bridge Safety Improvements (MPMS# 72597) and Ben Franklin Bridge Eastbound Operational Improvements (MPMS# 105290). Ben Franklin Bridge Safety Improvements will resurface/rehabilitate the pavement on the bridge, rehabilitate the expansion joints, and repair the 5th Street Pedestrian Tunnel while Ben Franklin Bridge Eastbound</p>

Operational Improvements will improve eastbound traffic operations and bicycle/pedestrian safety in the Philadelphia Plaza. Both are projects PennDOT has included in the region's Transportation Improvement Program (TIP). The Agreement has been subsequently amended to increase the total reimbursement amount for the BFB projects to \$15,380,000 effective December 30, 2020.

As part of the FY2023 regional TIP, an additional \$3,292,000 was allocated to Agreement No. 0651118, making the total reimbursement amount \$18,672,000. PennDOT has requested that the DRPA Board adopt a resolution authorizing the DRPA to execute Amendment 2 of Agreement No. 0651118 and directing the Corporate Secretary to attest to same. To meet PennDOT's requirement, DRPA staff requests that the Board authorize the CEO to execute any future related Amendments to the funding amount without the necessity of obtaining further Chair/Vice Chair Authorization.

SUMMARY:	Amount:	\$3,292,000 and any future increases pursuant to this grant application
	Source of Funds:	FHWA/PennDOT
	Capital Project #:	BFB.02102 and BFB.02103
	Operating Budget:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	Terminates upon completion of the Project
	Other Parties Involved:	FHWA/PennDOT

DRPA-23-021
Operations & Maintenance Committee: February 7, 2023
Board Date: February 15, 2023
DRPA/PennDOT Grant Reimbursement

RESOLUTION

RESOLVED: That the Board authorizes the Chief Executive Officer of the DRPA to execute one or more reimbursement and/or funding amendments(s) with the Pennsylvania Department of Transportation for the purpose of funding one or more phases of Ben Franklin Bridge Safety Improvements (MPMS# 72597) and Ben Franklin Bridge Eastbound Operational Improvements (MPMS# 105290) Projects and authorizes and directs the Corporate Secretary or his designee to attest same; and be it further

RESOLVED: The Chief Executive Officer, upon the advice of appropriate DRPA staff must approve and is hereby authorized to approve and execute all necessary and related funding agreements, contracts, or other documents on behalf of the DRPA.

SUMMARY:

Amount:	\$3,292,000 and any future increases pursuant to this grant application
Source of Funds:	FHWA/PennDOT
Capital Project #:	BFB.02102 and BFB.02103
Operating Budget:	N/A
Master Plan Status:	N/A
Other Fund Sources:	N/A
Duration of Contract:	Terminates upon completion of the Project
Other Parties Involved:	FHWA/PennDOT

LABOR COMMITTEE

DELAWARE RIVER PORT AUTHORITY
Labor Committee Meeting

One Port Center
 2 Riverside Drive
 Camden, New Jersey
 Tuesday, February 7, 2023

Commissioners:

Cherelle Parker, Chairwoman (by Zoom)
 Albert Frattali, Labor Committee Vice Chair
 Charles Fentress (by Zoom)
 Richard Sweeney (by Zoom)
 Hayden Rigo (for Timothy DeFoor, Pennsylvania Auditor General) (by Zoom)
 James Snell (for Stacy Garrity, Pennsylvania State Treasurer)

DRPA/PATCO Staff:

John Hanson, Chief Executive Officer
 Jalila Parker, Deputy Chief Executive Officer
 Raymond Santarelli, General Counsel and Corporate Secretary
 Toni Brown, Chief Administrative Officer
 John Rink, PATCO General Manager (by Zoom)
 Edward Cobbs, Chief of Police
 John Santry, Lieutenant of Police
 Stephen Holden, Deputy General Counsel
 David Aubrey, Inspector General
 Rohan Hepkins, PATCO Assistant General Manager
 Kathleen Vandy, Assistant General Counsel
 Tracey Overton, Assistant General Counsel
 Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present:

Janice Venables, Associate Counsel, New Jersey Governor's Authorities Unit (by Zoom)

CALL TO ORDER

Chairwoman Parker called the meeting of the Labor Committee of the Delaware River Port Authority to order at 10:30 a.m. and asked the Corporate Secretary to call the roll.

ROLL CALL

The following Commissioners were present, constituting a quorum: Chairwoman Parker Committee Vice Chair Frattali, Commissioners Fentress, Rigo, Snell, and Sweeney.

Chairwoman Parker officially welcomed James Snell to the Board as the designee for Pennsylvania State Treasurer Stacy Garrity.

OPEN SESSION

Summary Statements and Resolutions for Consideration

Chairwoman Parker stated that there was one (1) item for the Committee's consideration:

1) DRPA-23-017 2023 Outside Employment Requests for Approval.

Chief Administrative Officer Toni Brown presented Summary Statement and Resolution No. DRPA-23-017 seeking Board approval for certain director level or above employees seeking approval for outside employment that does not pose a conflict with their employment at the DRPA/PATCO for a period of one (1) year. Robert Finnegan, Chief Safety and Security Officer, requested authorization to serve as Board Member of the Washington Township Zoning Board of Adjustment, with no compensation, and as a Board Member of the Washington Township Municipal Utilities Authority (MUA), with compensation of \$35.00 per month. Commissioner Fentress moved to forward DRPA-23-017 to the Board for consideration and Commissioner Frattali seconded the motion. There were no questions or comments. All Commissioners in attendance voted to approve the motion.

General Discussion

Chairwoman Parker stated there was one (1) item for discussion.

Public Safety Training.

Chief of Police Ed Cobbs stated that the Public Safety Department is aware of what happened in Memphis involving the tragic death of Tyre Nichols in Memphis, TN and that the Public Safety Department is constantly monitoring local, state, and national incidents and determining how they may affect policing practices. He introduced Lieutenant Santry, noting that Lieutenant Santry oversees professional standards within the department, including training and policy development. Chief Cobbs explained that the department has developed a culture that complies with our shared and core values which involves collaboration, humility, growth and development, professionalism, and accountability.

Chairwoman Parker thanked the Chief and Lieutenant, expressing, on behalf of herself and the Board, appreciation for the Public Safety Department's professionalism and training, the values those embody, and pride in the Department's work.

Chief Executive Officer Hanson added that he is proud of the Public Safety Department and the officers' ability to do their work well and with the right temperament. He commended former Chief Stief and current Chief Cobbs and CSSO Finnegan for incorporating the right values into the Department, and Lieutenant Santry for his recent promotion to Lieutenant.

Chairwoman Parker added that with Police accountability there must be zero tolerance for any issues and/or abuse of authority. She also noted that, at the same time, we have to be unapologetic about supporting the men and women who are sworn to protect and serve us. In closing, Chairwoman Parker stated, "As Chair of this Committee and Board, and on behalf of the Commissioners, I want to make sure that DRPA Police Officers know that we are proud to work in partnership with them

and recognize and appreciate what they put on the line to do the job every day for us and those that use our facilities.”

Commissioner Rigo seconded Chairwoman Parker’s remarks.

There were no further comments or questions from Commissioners.

ADJOURNMENT

With no further business, Chairwoman Parker called for a motion to adjourn the Labor Committee meeting. Commissioner Fentress made the motion. Commissioner Rigo seconded the motion. All Commissioners in attendance voted to approve the motion. The Labor Committee Meeting adjourned at 10:42 a.m.

SUMMARY STATEMENT

ITEM NO.: DRPA-23-017

SUBJECT: 2023 Outside Employment Request for Approval

COMMITTEE: Labor

COMMITTEE MEETING DATE: February 7, 2023

BOARD ACTION DATE: February 15, 2023

PROPOSAL: That the Board evaluate and authorize outside employment for employees at the level of director and above as specifically listed below.

PURPOSE: To evaluate outside employment for potential conflicts with employment at DRPA/PATCO that may reduce the employee's efficiency in performing work for DPRA/PATCO or which would involve an employment relationship with a contractor, vendor or other organization that transacts significant business with DPRA/PATCO.

BACKGROUND: The Reform Resolutions passed by the Board on October 17, 2012 (DRPA-10-052) require that all employment or compensation received by employees at the level of director or above is approved by the Board. All requests are evaluated by the appropriate supervisors and also by the Chief Executive Officer for potential conflicts. In all cases, it was determined that the outside employment will not conflict with the business of the DRPA/PATCO and will not reduce the employee's efficiency in performing work for DRPA/PATCO. If approved, the outside employment would be authorized for a period of one (1) year, after which the employee will have to seek approval to continue the outside employment engagement. The following employee has requested authorization for outside employment as listed below:

Robert Finnegan, Chief Safety and Security Officer-Board Member, Washington Township Zoning Board of Adjustment and Board Member, Washington Township Municipal Utilities Authority (MUA). Chief Finnegan is not compensated for his work on the Washington Township Zoning Board. He is paid Thirty-Five Dollars (\$35.00) per month for his work on the Washing Township MUA Board.

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

DRPA-23-017
Committee Meeting Date: February 7, 2023
Board Meeting Date: February 15, 2023
2023 Outside Employment Request for Approval

RESOLUTION

RESOLVED: That the Board authorizes the outside employment of the following employee:

Robert Finnegan, Chief Safety and Security Officer-Board Member, Washington Township Zoning Board of Adjustment and Board Member, Washington Township Municipal Utilities Authority (MUA). Chief Finnegan is not compensated for his work on the Washington Township Zoning Board. He is paid Thirty-Five Dollars (\$35.00) per month for his work on the Washing Township MUA Board.

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

NEW BUSINESS

SUMMARY STATEMENT

ITEM NO.: DRPA-23-022

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, 2023

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:

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

DRPA-23-022
New Business: February 15, 2023
Board Date: February 15, 2023
Consideration of Pending DRPA Contracts
(Between \$25,000 and \$100,000)

RESOLUTION

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

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



CONSIDERATION OF PENDING DRPA CONTRACTS (VALUED BETWEEN \$25,000 - \$100,000) – Wednesday, February 15, 2023

DRPA

Item #	Vendor/Contractor	Description	Amount	Procurement Method	Bids Received	Bid Amounts	Source of Funds
A	Atlantic Uniform Co. Belleville, NJ	Purchase of Armor Express outer carriers and body armor for police officers	\$72,914.00	NJ State Contract 17-Fleet-00763.	1. Atlantic Uniform Co. Belleville, NJ	\$72,914.00	Revenue Fund & NJ State Law Enforcement Seizure Fund
B	Pennoni Associates, Inc. Haddon Heights, NJ	DRPA requires the ongoing expertise and oversight of Pennoni Associates, Inc. as its Licensed Site Remediation Professional (LSRP) to provide support, responses and other efforts regarding requests made by the NJDEP related to DRPA's obligations associated with the environmental remediation of the Victor Lofts Site. Pennoni possesses the proprietary technical knowledge and expertise required to carry out the DRPA's obligations in a timely and satisfactory manner.	\$50,000	Sole Source Provider- See attached Sole Source Justification Memo marked as Exhibit "1"	N/A	N/A	General Fund



CONSIDERATION OF PENDING DRPA CONTRACTS (VALUED BETWEEN \$25,000 - \$100,000) – Wednesday, February 15, 2023

DRPA

Item #	Vendor/Contractor	Description	Amount	Procurement Method	Bids Received	Bid Amounts	Source of Funds
C	General Sales Administration T/A Major Police Supply Kenvil, NJ	Purchase of Police Lighting and Equipment for 2023 Ford Police Utility Vehicles Pricing Change	\$70,000.00	In Accordance with NJ State Contract 17-Fleet-00760 (Federal) NJ State Contract 17-Fleet-00719 (Havis) NJ State Contract 17-FLEET-00768 (Progard)	1. General Sales Administration T/A Major Police Supply Kenvil, NJ	\$70,000.00	General Fund
D	Dell Marketing L.P. Round Rock, TX	Purchase of Thirty (30) OptiPlex 7000 Small Form Factor PCs to Replace Aging Personal Computers	\$29,550.00	In Accordance with NJ State Contract 19-TELE-00656, M0483 - Dell NASPO C000000005003	1. Dell Technologies L.P. Round Rock, TX	\$29,550.00	Revenue Fund

"Exhibit 1"

Memorandum: Purchases Greater Than \$25,000

DRPA - Sole Source Purchase Order Request

TO: James White, Chief Financial Officer

John T. Hanson, CEO-DRPA / President-PATCO

FROM: NAME

Christina Maroney

Division Director/
Project Manager

DEPARTMENT

Strategic Initiatives

SUBJECT: Sole Source
Approval

COMPANY PROVIDING SERVICE / PRODUCT

Pennoni Associates, Inc.

PURCHASE REQUISITION NUMBER

DATE

02/02/2023

Background:

DRPA has a legal obligation to complete the environmental remediation of the Victor Lofts Site in Camden, NJ. Pennoni has been DRPA's consultant on the project since 2001 and its LSRP of Record since 2013. DRPA requires ongoing LSRP support to engage with the NJDEP and others to clarify the limits of DRPA's responsibilities for off-site remediation activities which DRPA asserts is the responsibility of other parties.

Justification for Proprietary/ Sole Source:

DRPA requires the ongoing expertise and oversight of Pennoni Associates, Inc. as its Licensed Site Remediation Professional (LSRP) to provide support, responses and other efforts regarding requests made by the NJDEP related to DRPA's obligations related to the environmental remediation of the Victor Lofts Site. Pennoni possesses the proprietary technical knowledge and expertise required to carry out the DRPA's obligations related to the environmental remediation of the Victor Lofts site in a timely and satisfactory manner.

Cost:

Not to exceed \$50,000

Division Director

Christina M. Maroney

Digitally signed by Christina M. Maroney
Date: 2023.02.02 16:05:26 -05'00'

Signature

James White

James White

Digitally signed by James White
Date: 2023.02.02 16:26:07 -05'00'

Signature

John T. Hanson, CEO-DRPA/
President-PATCO

John Hanson

Digitally signed by John Hanson
Date: 2023.02.03 13:38:45 -05'00'

Signature

Jan 2021

PORT AUTHORITY TRANSIT CORP. BOARD MEETING



Wednesday, February 15, 2023

Immediately following the DRPA Board Meeting

One Port Center

11th Floor Board Room

Camden, NJ

John T. Hanson, President



PATCO BOARD



**PORT AUTHORITY TRANSIT CORPORATION
BOARD MEETING**

**Wednesday, February 15, 2023
Immediately following the DRPA Board Meeting
One Port Center
Camden, New Jersey**

ORDER OF BUSINESS

1. Roll Call
2. Public Comment
3. Report of the General Manager – February 2023
4. Approval of January 18, 2023 PATCO Board Meeting Minutes
5. Monthly List of Previously Approved Payments – January 2023
6. Monthly List of Previously Approved Purchase Orders and Contracts – January 2023
7. Approval of Balance Sheet and Equity Statement dated November 30, 2022.
8. Approval of Operations & Maintenance Committee Meeting Minutes – February 7, 2023
9. Adoption of Resolutions Approved by Operations & Maintenance Committee – February 7, 2023
 - PATCO-23-004 PATCO’s Public Transportation Agency Safety Plan - PATCO.
 - PATCO-23-005 Webhosting and Maintenance of FREEDOM Card e-Commerce Application.
10. Unfinished Business
11. New Business
12. Executive Session
13. Adjournment

GENERAL MANAGER'S REPORT



REPORT OF THE GENERAL MANAGER

*As stewards of public assets,
we provide for the safe and efficient operation
of transportation services and facilities
in a manner that creates value for the public we serve.*

February 15, 2023

To the Commissioners:

The following is a summary of recent PATCO activities, with supplemental information attached.

HIGHLIGHTS



Official Commendation - Chief Cobbs and Captain Dougherty surprised Media Specialist Rob Alesiani with a Certificate of Appreciation at PATCO's staff meeting. They commended Mr. Alesiani for his dedication and professionalism. They extolled his exemplary efforts, going above and beyond at all hours of the day and night, providing quick responses and updates, delivering detailed descriptions, and thereby ultimately assisting in finalizing police investigations.

Police also recognized the efforts of Equipment Maintenance Department Director John Barrett for his professionalism and role in providing train car footage needed for investigations.

STEWARDSHIP

Is a Monster with 4 Eyes Prowling the PATCO Line at Night? – No, it’s a Vulcano rail grinder. The rail grinding initiative is proceeding, resulting in

- noise abatement for our neighbors as our trains pass by each day,
- a smoother and quieter ride for our customers, and
- significantly less wear on our rails and train wheels.

Reducing wheel wear saves significant labor costs and improves car availability because reprofiling wheels is a time intensive process. A total of 18 rail miles of track on the mainline will be ground and switch rail grinding shall be performed on every turnout in all 13 interlockings and the Camden Yard.

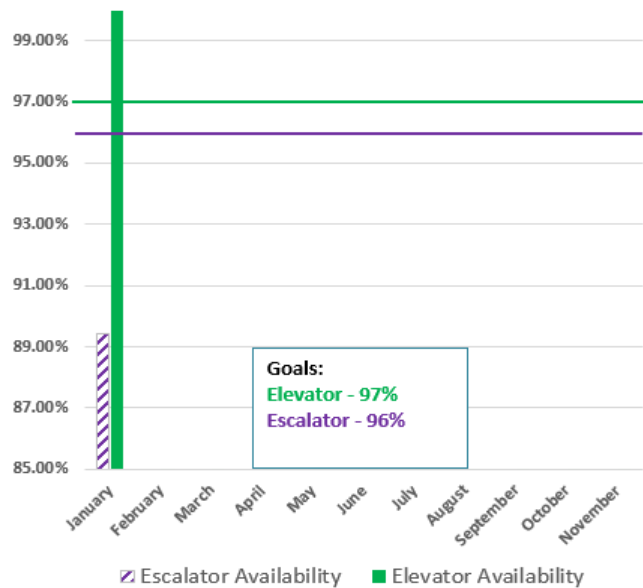


Elevators and Escalators

• **Availability**

- Availability of all **elevators** was **99.95%** in January, far surpassing our goal of 97%.
- Availability of all **escalators** was **89.41%** in January, falling short of our goal of 96%. Eighty percent (80%) of the outages involved a single unit, the down escalator from the Woodcrest eastbound platform. Unfortunately, supply chain issues resulted in a long lead-time for delivery of a non-stock replacement component, which then did not resolve the issue. We have arranged for a site visit by the manufacturer of the unit, who acknowledged a need for reprogramming. Recalculating without that one unit yields an availability rate of **97.66%** for the other escalators.

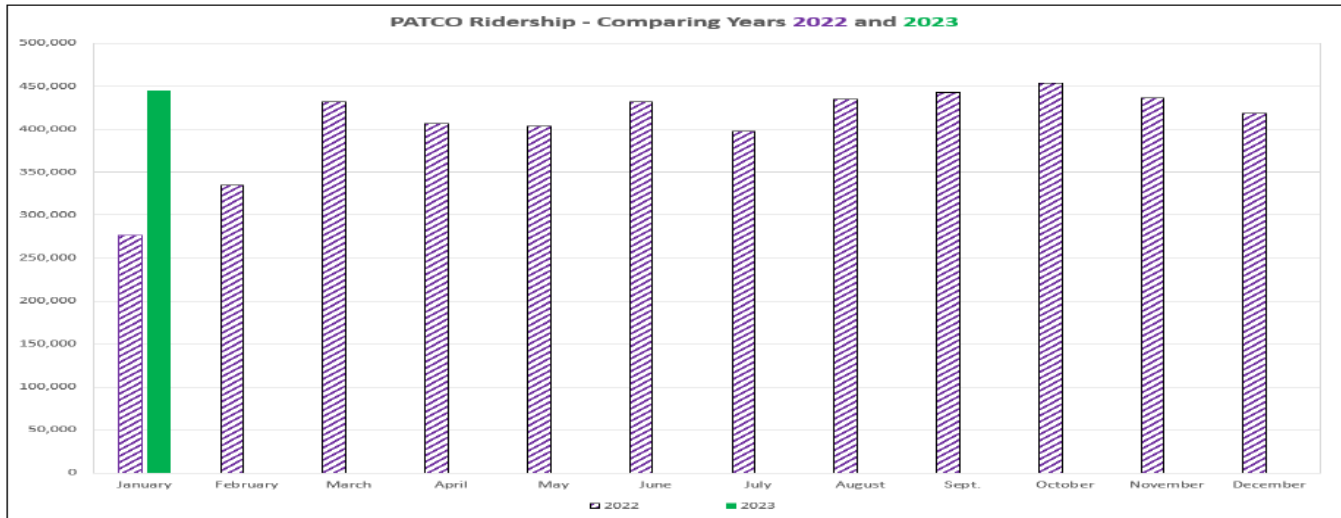
Elevator / Escalator Availability - 2023



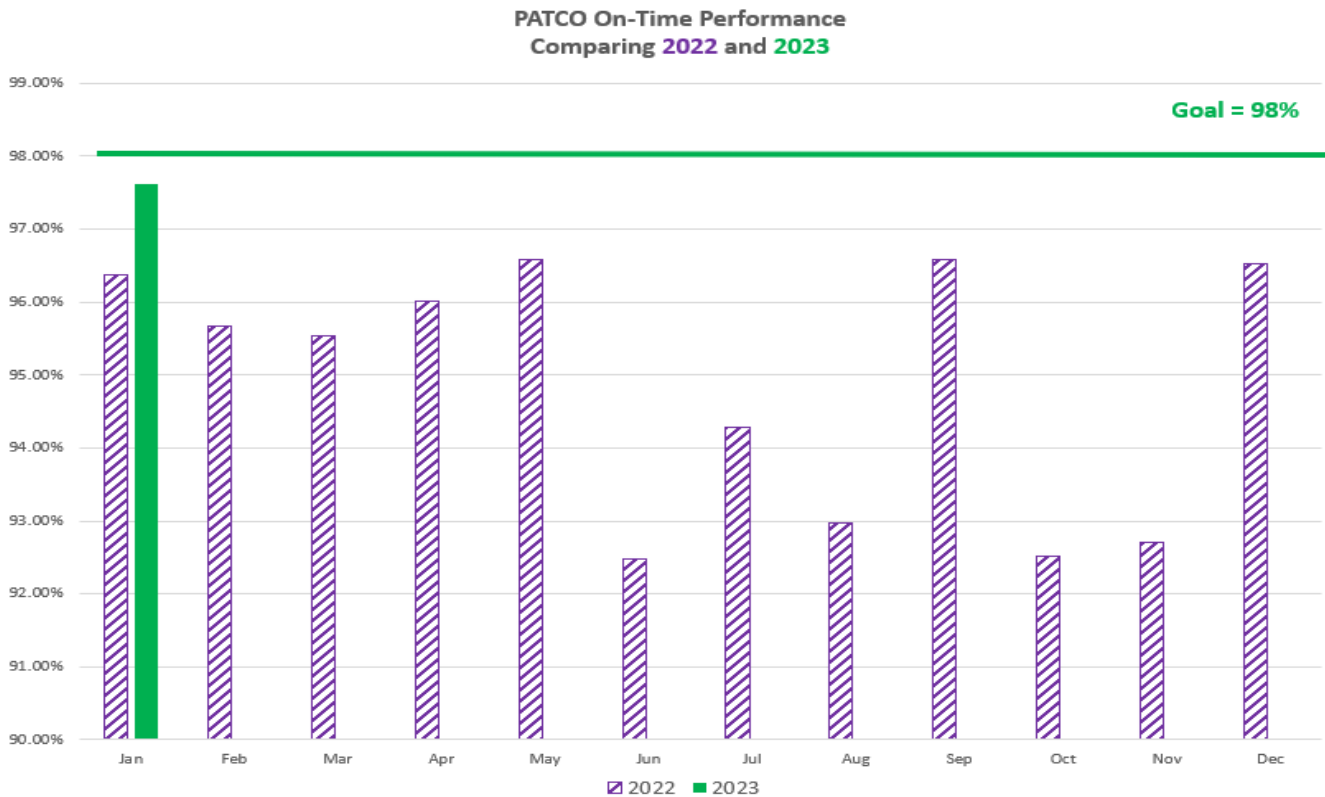
- **Performance of Preventive Maintenance** - Monthly preventive maintenance was performed on all available elevators and escalators in January.

SERVICE

Ridership – Ridership in January was 444,774, an **increase** of **168,450 (+60.96%)** when compared to January of 2022 but still below pre-pandemic levels.



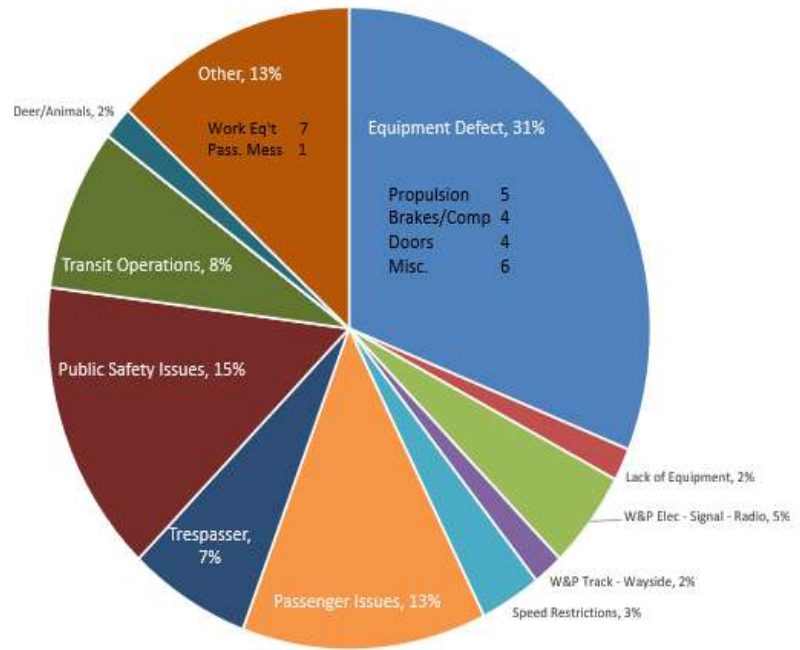
On-Time Performance – In January, on-time performance was **97.62%**. Of the 4,815 scheduled trips, 6 were cancelled, 104 were late, and 62 stations were bypassed. December’s performance had been significantly better than November, and January was even better than December.



Most delays involved only a single train. However, the presence of a trespasser in the track area near 8th/Market Street Station resulted in the delay of six trains, and several delays arose because of trackwork.

Availability of Transit Equipment – PATCO closely monitors the availability of equipment to meet the needs of our peak service customers. Our Equipment Department’s multi-pronged strategies continue to be effective in improving car availability despite continuing supply chain challenges.

Causes of Delays - January, 2023



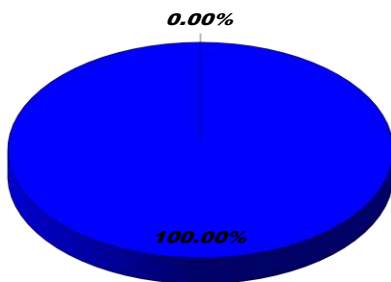
DAILY LOADLINE CAR REQUIREMENT FOR January 2023

A.M. RUSH HOUR (48 CARS REQUIRED)

P.M. RUSH HOUR (48 CARS REQUIRED)

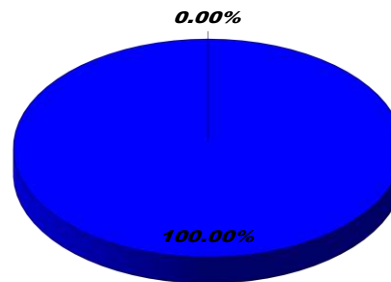
Achieved	21	100.00%	Achieved	21	100.00%
Not Achieved	0	0.00%	Not Achieved	0	0.00%
TOTAL DAYS 21			TOTAL DAYS 21		

***A.M. RUSH HOUR
CAR REQUIREMENT
EFFICIENCY***



- Days Consist Requirement Achieved
- Days Consist Requirement Not Achieved

***P.M. RUSH HOUR
CAR REQUIREMENT
EFFICIENCY***



- Days Consist Requirement Achieved
- Days Consist Requirement Not Achieved

FREEDOM Card Service Center – The Service Center at Woodcrest Station is open every weekday from 7 a.m. to 6 p.m. and at Broadway on Mondays from 10 a.m. to 2 p.m. In addition, many customers use our FREEDOM website to add value to their cards, report lost cards, and change credit card information.

Service	# of Customers Served in January
Calls	732
Walk-Ups	688
Replacement Cards Issued	503
SHARE Card Sign-ups	42
Reduced Fare Program Sign-ups	116
Student Sign-ups	7
"T" Card sign-ups	22

FINANCE

(The following unaudited data are preliminary.)

PATCO Income year to date (through 11/30/2022) amounted to \$11,310,957, compared with a Budget Anticipated Income of \$14,809,445, an **unfavorable** variance of \$3,498,488 **(-23.62%)**.

Operating expenses during November amounted to \$5,359,972, compared with a Budget Anticipated Expense of \$5,198,049, an **unfavorable** variance of \$161,924 or **3.12%**. Year to date expenses totaled \$53,196,260 compared with a Budget Anticipated Expense of \$58,111,648, a **favorable** variance of \$4,915,388 or **8.46%**.

During the month of November, PATCO experienced a Net Operating Loss (excluding rental and non-recurring charges) of \$4,259,298. Total Cumulative Loss year to date (excluding rental and non-recurring charges) equaled \$41,885,303. Total Cumulative Loss year to date (including Lease Rental charges) equaled \$47,497,136.

Net Transit Loss (including lease expense) for the month of November 2022 was \$4,769,465.

	<u>Year to Date as of 11/30/2022</u>			
<u>Through November 30, 2022</u>	<u>2022 Budget</u>	<u>2022 Actual</u>	<u>Variance</u>	
Income	\$14,809,445	\$11,310,957	\$3,498,488	U
Expenses	\$58,111,648	\$53,196,260	\$4,915,388	F
Operating Ratio	.2548	2126		U
Passengers	5,904,447	4,451,909	1,452,538	U
Car Miles	4,449,530	4,687,036	237,506	

PERSONNEL TRANSACTIONS

The following personnel transactions occurred in January 2023:

NAME	POSITION	DEPT.	DATE
<u>APPOINTMENT(S)</u>			
Geoffrey R. Cox NJ	Train Operator	Transit Services	1/09/2023
Alan K. Haley NJ	Train Operator	Transit Services	1/09/2023
Keene V. Limbaga NJ	Train Operator	Transit Services	1/09/2023
Harry W. Strand PA	Custodian	Track & Facilities	1/09/2023
Melissa Cloud NJ	Customer Service Agent/ Traffic Checker	Transit Services	1/16/2023
Hector L. Maldonado-Martinez NJ	Maintenance Mechanic 1/C	Track & Facilities	1/23/2023

TEMPORARY APPOINTMENTS - None

PROMOTION(S) - None

TEMPORARY ASSIGNMENT TO HIGHER CLASSIFICATION

Kevin J. Hyslop NJ	From: Senior Accountant To: Acting Director	Finance Finance	1/28 - 2/10/2023
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UPGRADE (GRADE CHANGE) - None

TITLE CHANGES (TRANSFER) - None

INTERAGENCY PROMOTIONS FROM PATCO TO DRPA

David R. Brown NJ	From: Equipment Mechanic To: C&M Mechanic	Equipment Operations – WWB	1/21/2023
J.D. Richardson NJ	From: Track Mechanic To: C&M Mechanic	Track & Facilities Operations – WWB	1/21/2023

INTERAGENCY TRANSFERS - None

RETIREMENT(S) - None

RESIGNATION(S)

Shirla D. Mitchell-Reed NJ	Customer Service Agent/ Traffic Checker	Transit Services	1/06/2023
Lisa A. Stratton NJ	Station Supervisor	Passenger Services	1/13/2023
Melissa Cloud NJ	Customer Service Agent/ Traffic Checker	Passenger Services	1/26/2023
David W. Farren PA	Train Operator	Transit Services	1/27/2023

LAY OFFS - None

END OF TEMPORARY ASSIGNMENT - None

DECEASED – None

PURCHASING & MATERIAL MANAGEMENT

During the month of January, 126 purchase orders were issued with a total value of \$1,123,006. Of the \$42,290 in monthly purchases where minority vendors could have served PATCO needs, \$12,284 was awarded to MBEs and \$13,168 to WBEs. The \$25,452 total MBE/WBE purchases in January represent 2.26% of the total spent and 60.18% of the purchases available to MBE/WBEs.

MAINTENANCE OF TRAINS (EQUIPMENT DEPARTMENT)

The following significant maintenance initiatives progressed in January:

- Nineteen (19) overhauled motors were available for installation as needed. Eighty (80) are in the overhaul process, including twenty-five (25) at Swiger Coil, seventeen (17) at RAM, twenty (20) at WALCO, fifteen (15) at Sherwood, zero (0) pending outbound shipment, and three (3) undergoing in-house mini overhaul.

There was no change to the traction motor KPI this month.

**Traction Motor Overhaul
Thru January 31, 2023**

	2020	2021	2022	2023	Total
Resolution P-19-018	\$ 2,658,439.76	\$ 2,581,538.55	\$ 2,943,578.83		\$ 8,183,557.14
Totals	\$ 2,658,439.76	\$ 2,581,538.55	\$ 2,943,578.83		\$ 8,183,557.14

Vendor Breakdown

RAM Industrial	\$ 761,512.00	\$ 566,237.00	\$ 831,457.00		\$ 2,159,206.00
Sherwood	\$ 315,583.00	\$ 564,567.00	\$ 713,403.00		\$ 1,593,553.00
Swiger Coil (DBA Motive Power)	\$ 816,488.76	\$ 666,757.55	\$ 396,040.83		\$ 1,879,287.14
Walco Electric	\$ 764,856.00	\$ 783,977.00	\$ 1,002,678.00		\$ 2,551,511.00
Totals	\$ 2,658,439.76	\$ 2,581,538.55	\$ 2,943,578.83		\$ 8,183,557.14

Remaining Contract Funds

\$2,316,442.86

- We established a goal of thirty-two (32) truck overhauls in 2023. Zero (0) have been assembled so far, with four (4) in progress.
- Thirty-eight (38) rebuilt gearboxes are currently available, and zero (0) wheelsets are assembled for truck building. Twenty-two (22) gearboxes are in the overhaul process with three (3) at UTC, fifteen (15) at Penn Machine, zero (0) at PATCO and four (4) pending outbound shipment. There was no change to the gearbox KPI this month.

**Gearbox Overhaul
Thru January 31, 2023**

Resolution	2022	2023	Grand Total
P-21-085	\$ 416,856.31		\$ 416,856.31

Vendor Breakdown

UTC/RAS & PENN MACHINE			
UTC/RAS			\$ -
PENN MACHINE COMPANY LLC	\$ 416,856.31		\$ 416,856.31
Totals	\$ 416,856.31		\$ 416,856.31

Remaining Contract Funds

\$ 1,083,143.69

- In January, custodial employees scrubbed twenty-six (26) cars (intensive interior cleaning and buffing floors). In addition, we completed one hundred forty-four (144) exterior washes. Exterior washes are canceled when temperatures are below freezing.
- The wayside monitoring and diagnostic system demonstration took place on March 10, 2021. Quester Tangent upper management witnessed slow performance of WMDS system. QT acknowledges the problem with the system and is working on a resolution.

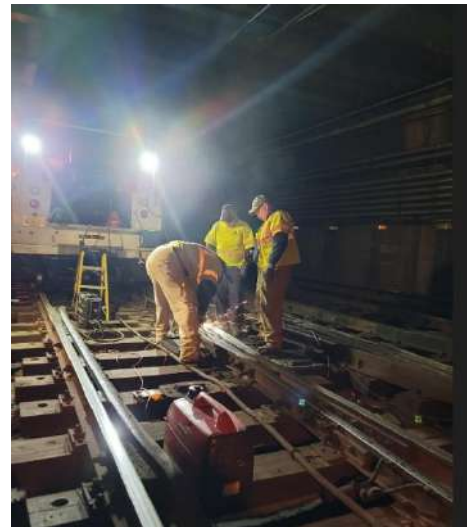
TRACK & FACILITIES

- In January, Track & Facilities crews performed ROW (right of way), station, parking lot and track inspections.
- Support services (flagging and scheduling) were provided as required for the following projects:

- Ben Franklin Rehabilitation capital project (Contract No. BF-54-2019)
- PATCO Elevators at Remaining Station (Project 12-1)
- DELTA Rail Grinding
- Part of the rail grinding project included hand grinding of rail at Ferry.



- Ultrasonic testing was performed on tracks. PS03 relocation work began.
- M&S Techs welded 25 frog on #2 track at Camden Portal. The Techs also welded 31 frog at Hall interlocking and dressed other frogs at Hall.
- M&S Techs remodeled Lindenwold offices and the Woodcrest Station police area.
- Custodians pressure washed carpets in the Auto Shop.



POWER AND SIGNALS

- Right of Way (ROW), switch and signal inspections were performed.
- Substation breaker maintenance was performed.
- Relay testing and repairs were performed at interlockings and substations.
- Stations, subway tunnels, and parking lots were re-lamped as necessary.
- Staff established mainline track outages for the Track & Facilities Department.
- Traction return bonding was applied to new rail replacement as required.
- Support services were also provided as required for the following projects:
 - Selective Rail Grinding and Profiling
 - Birch Street Substation Equipment Upgrades (Contract PATCO-71-2019)
 - High voltage relay testing performed at Ashland East Substation
 - BFB suspension cable
 - Franklin Square Station Rehabilitation
 - Maintenance and repairs of escalators and elevators

SAFETY

The monthly report of the Safety Department is enclosed with this report.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John D. Rink".

John D. Rink
General Manager

PORT AUTHORITY TRANSIT CORPORATION
COMPARATIVE STATEMENT OF REVENUE AND EXPENSES
November 30, 2022 Monthly and YTD

	1ST A/P 1/31/2022	2ND A/P 2/28/2022	3RD A/P 3/31/2022	4TH A/P 4/30/2022	5TH A/P 5/31/2022	6TH A/P 6/30/2022	7TH A/P 7/31/2022	8TH A/P 8/31/2022	9TH A/P 9/30/2022	10TH A/P 10/31/2022	11TH A/P 11/30/2022
INCOME											
Operating	663,455	800,899	1,051,191	981,947	980,596	1,056,775	962,768	1,052,425	1,062,110	1,093,213	1,056,072
Non-Operating	<u>33,540</u>	<u>32,926</u>	<u>56,537</u>	<u>40,985</u>	<u>41,722</u>	<u>38,106</u>	<u>42,950</u>	<u>53,044</u>	<u>97,131</u>	<u>67,964</u>	<u>44,602</u>
Total Income-Pd	696,995	833,825	1,107,728	1,022,932	1,022,318	1,094,881	1,005,718	1,105,468	1,159,241	1,161,177	1,100,674
Total Oper.Inc.-YTD		1,464,354	2,515,545	3,497,492	4,478,088	5,534,863	6,497,630	7,550,055	8,612,164	9,705,377	10,761,449
Total NonOper.Inc.-YTD		66,466	123,003	163,988	205,710	243,816	286,767	339,810	436,942	504,906	549,508
Total Income-YTD		1,530,820	2,638,548	3,661,480	4,683,798	5,778,679	6,784,397	7,889,865	9,049,106	10,210,283	11,310,957
EXPENSE											
Way & Power	1,254,836	1,154,891	1,078,825	1,096,022	1,258,033	1,126,895	1,331,933	1,316,255	1,049,167	1,086,689	1,294,874
Equipment	645,033	600,214	661,053	528,860	631,023	818,273	674,971	949,789	822,606	693,604	763,319
Transportation	1,513,419	1,422,577	1,528,502	1,486,798	1,577,384	1,587,125	1,656,371	1,679,702	1,512,790	1,548,940	1,971,464
Administration	746,868	1,015,547	876,790	589,220	785,709	977,927	1,021,680	750,242	902,570	634,115	553,071
Purchased Power	455,923	405,552	426,480	264,908	314,753	327,826	400,543	402,673	398,113	353,353	353,611
Ins & Claims	150,701	145,149	202,195	145,248	145,247	122,747	145,886	145,248	145,247	145,247	423,633
Sub-Total-Pd	4,766,780	4,743,930	4,773,845	4,111,056	4,712,147	4,960,793	5,231,384	5,243,907	4,830,493	4,461,948	5,359,972
Sub-Total-YTD		9,510,710	14,284,555	18,395,612	23,107,759	28,068,552	33,299,938	38,543,845	43,374,338	47,836,287	53,196,260
Rent-DRPA-PD	510,163	510,167	510,167	510,167	510,167	510,167	510,167	510,167	510,167	510,167	510,167
Rent-DRPA-YTD		1,020,330	1,530,497	2,040,664	2,550,831	3,060,998	3,571,165	4,081,332	4,591,499	5,101,666	5,611,833
Total Expenses-Pd	5,276,943	5,254,097	5,284,012	4,621,223	5,222,314	5,470,960	5,741,551	5,754,074	5,340,660	4,972,115	5,870,139
Total Expenses-YTD		10,531,040	15,815,052	20,436,276	25,658,590	31,129,550	36,871,103	42,625,177	47,965,837	52,937,953	58,808,093
STATISTICS											
Passengers-PD	276,324	334,869	431,750	406,484	403,996	431,990	397,774	434,864	443,209	453,801	436,848
Passengers-YTD		611,193	1,042,943	1,449,427	1,853,423	2,285,413	2,683,187	3,118,051	3,561,260	4,015,061	4,451,909
Oper Rev. /Pass-Pd	2.40	2.39	2.43	2.42	2.43	2.45	2.42	2.42	2.40	2.41	2.42
Oper Rev. /Pass-YTD		2.40	2.41	2.41	2.42	2.42	2.42	2.42	2.42	2.42	2.42
Oper Exp. /Pass-Pd	17.25	14.17	11.06	10.11	11.66	11.48	13.15	12.06	10.90	9.83	12.27
Oper Exp. /Pass-YTD		15.56	13.70	12.69	12.47	12.28	12.41	12.36	12.18	11.91	11.95
Car Miles-Pd	441,662	400,180	452,304	430,620	450,856	429,534	429,190	440,376	391,080	412,174	409,060
Car Miles-YTD		841,842	1,294,146	1,724,766	2,175,622	2,605,156	3,034,346	3,474,722	3,865,802	4,277,976	4,687,036
Oper Rev. /CM-PD	1.50	2.00	2.32	2.28	2.18	2.46	2.24	2.39	2.72	2.65	2.58
Oper Rev. /CM-YTD		1.74	1.94	2.03	2.06	2.12	2.14	2.17	2.23	2.27	2.30
Oper Exp./CM-PD	10.79	11.85	10.55	9.55	10.45	11.55	12.19	11.91	12.35	10.83	13.10
Oper Exp./CM-YTD		11.30	11.04	10.67	10.62	10.77	10.97	11.09	11.22	11.18	11.35
Avg. Rev. /Pass- YTD	2.52	2.50	2.53	2.53	2.53	2.53	2.53	2.53	2.54	2.54	2.54

Port Authority Transit Corporation
Analysis of Budgeted/Actual Income - Year 2022
11th Accounting Period Ending
November 30, 2022

Income	2022	Current				Year-To-Date			
	<u>Budget</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
Passenger Fare Revenue	\$15,487,518	\$1,422,219	\$1,023,147	(\$399,073)	-28.06% U	\$13,993,044	\$10,420,963	(\$3,572,081)	-25.53% U
Smart Card Sales	55,291	4,608	5,165	557	12.10% F	50,683	69,713	19,030	37.55% F
Total Passenger Revenue	\$15,542,809	\$1,426,827	\$1,028,312	(\$398,515)	-27.93% U	\$14,043,727	\$10,490,676	(\$3,553,051)	-25.30% U
Advertising	224,935	21,230	12,306	(8,924)	-42.04% U	203,679	136,678	(67,001)	-32.90% U
Parking	250,355	23,630	27,760	4,130	17.48% F	226,697	270,773	44,076	19.44% F
Leases & Rentals	340,137	22,847	23,544	697	3.05% F	317,290	338,104	20,814	6.56% F
Interest	333	28	8,564	8,536	+ F	305	30,814	30,509	+ F
Miscellaneous	19,359	1,613	188	(1,425)	- U	17,746	43,912	26,166	+ F
Total Income	\$16,377,928	\$1,496,175	\$1,100,674	(\$395,501)	-26.43% U	\$14,809,445	\$11,310,957	(\$3,498,488)	-23.62% U
Passengers	6,529,751	595,985	436,848	(159,137)	-26.70% U	5,904,447	4,451,909	(1,452,538)	-24.60% U

Port Authority Transit Corporation
Comparative Analysis - 2022
Budget /Actual-Income & Departmental Expenses
for the Month Ending
November 30, 2022

	2022		Current			Year-To-Date			
	BUDGET	BUDGET	ACTUAL	VARIANCE		BUDGET	ACTUAL	VARIANCE	
Passenger Fare Revenue	\$15,487,518	\$1,422,219	\$1,023,147	(\$399,073)	-28.1% U	\$13,993,044	\$10,420,963	(\$3,572,081)	-25.5% U
Smart Card Sales	55,291	4,608	5,165	557	12.1% F	50,683	69,713	19,030	37.5% F
Total Passenger Revenue	\$15,542,809	1,426,827	1,028,312	(398,515)	-27.9% U	14,043,727	10,490,676	(3,553,051)	-25.3% U
Other	835,120	69,348	72,362	3,015	4.3% F	765,718	820,281	54,563	7.1% F
Total Income	\$16,377,928	\$1,496,175	\$1,100,674	(\$395,501)	-26.4% U	\$14,809,445	\$11,310,957	(\$3,498,488)	-23.6% U
Way & Power	\$14,224,918	\$1,179,830	\$1,294,874	(\$115,044)	-9.8% U	\$13,026,059	\$13,048,420	(\$22,361)	-0.2% U
Equipment	10,333,014	860,502	763,319	97,183	11.3% F	9,472,512	7,788,745	1,683,767	17.8% F
Transportation	21,884,339	1,822,353	1,971,464	(149,111)	-8.2% U	20,061,986	17,485,072	2,576,914	12.8% F
Administration	10,337,342	787,881	553,071	234,810	29.8% F	9,528,789	8,853,739	675,050	7.1% F
Insurance & Claims	2,369,784	197,482	423,633	(226,151)	-114.5% U	2,172,302	1,916,548	255,754	11.8% F
Purchased Power	4,200,000	350,000	353,611	(3,611)	-1.0% U	3,850,000	4,103,735	(253,735)	-6.6% U
Sub-Total	\$63,349,398	\$5,198,049	\$5,359,972	(\$161,924)	-3.1% U	\$58,111,648	\$53,196,260	\$4,915,388	8.5% F
Transit Subsidy (before rent)	(\$46,971,470)	(\$3,701,874)	(\$4,259,298)	(\$557,424)	-15.1% U	(\$43,302,203)	(\$41,885,303)	\$1,416,900	3.3% F
Rent-DRPA	6,122,000	510,167	510,167	—	— F	5,611,833	5,611,833	—	— F
Total Expenses	\$69,471,398	\$5,708,216	\$5,870,139	(\$161,924)	-2.8% U	\$63,723,481	\$58,808,093	\$4,915,388	7.7% F
Transit Subsidy (includes rent)	(\$53,093,470)	(\$4,212,041)	(\$4,769,465)	(\$557,424)	-13.2% U	(\$48,914,036)	(\$47,497,136)	\$1,416,900	2.9% F

MEMORANDUM

PORT AUTHORITY TRANSIT CORPORATION
of Pennsylvania & New Jersey

To: John Rink

FROM: David Fullerton

SUBJECT: Monthly Report: Safety Department – January, 2023

DATE: February 6, 2023

1. Safety Services Staff was involved in the following activities concerning Contractors' Safety:
 - Conducted Contractors' Safety Briefings and created the necessary follow-up reports of safety briefings as shown below (total of 106 people trained):

DATE	CONTRACTOR	PATCO CONTRACT #	PROJECT/WORK AREA	#
01/09/23	AECOM	PATCO-27-L PATCO-21-G	PATCO Westmont Station and Rail Replacement	1
01/09/23	Delta Railroad	PATCO-77-2023	Selective Rail Profiling/Grinding	2
01/09/23	DRPA New Hires		1 Police Dispatcher and 3 Toll Collectors	4
01/09/23	JPC	BF-54-2019	Rehab. of Substations and Anchorages Project	1
01/09/23	Lake Glenn Enterprises	Contract #12-J	Franklin Square Re-Opening	3
01/09/23	PATCO New Hires		3 Train Operators and 1 T&F Custodian	4
01/09/23	Suppression Systems	Contract #12-J	Franklin Square Re-Opening	1
01/09/23	WSP	Gn-0005-22	2023 BFB Biennial Inspection	6
01/16/23	PATCO New Hire		1 Customer Service Agent/ Traffic Checker	1
01/17/23	AECOM		Glassboro-Camden Line Project	10
01/17/23	AP Construction	Contract No. 12-I	Elevator Installation Project	1
01/17/23	BEM		Glassboro-Camden Line Project	3
01/17/23	HNTB Corporation	TT7313	PATCO Support & Safety Oversight Services	1
01/17/23	STV, Inc.		Glassboro-Camden Line Project	16

DATE	CONTRACTOR	PATCO CONTRACT #	PROJECT/WORK AREA	#
01/17/23	TecVac, Inc.	PATCO-27-L	PATCO Westmont Station	3
01/17/23	WSP		Glassboro-Camden Line Project	6
01/23/23	DRPA New Hires		2 Customer Service Coordinators; 3 C&M Mechanics	5
01/23/23	PATCO New Hire		1 T&F Maintenance Mechanic	1
01/23/23	AECOM	PATCO-27-L	PATCO Westmont Station	1
01/23/23	AECOM		Glassboro-Camden Line Project	3
01/23/23	BEM		Glassboro-Camden Line Project	1
01/23/23	Corcon, Inc.	BF-54-2019	Rehab. of Substations and Anchorage Project	2
01/23/23	Delta Line Construction	BF-54-2019	Rehab. of Substations and Anchorage Project	2
01/23/23	Gannett Fleming	#058018	PATCO Accessibility	1
01/23/23	Hays Sheet Metal	PATCO-71-2019	Birch Street Substation Equipment Upgrades	2
01/23/23	Lake Glenn Enterprises	Contract #12-J	Franklin Square Re-Opening	3
01/23/23	Michael Baker Int'l	PATCO-27-L	PATCO Westmont Station	1
01/23/23	STV, Inc.		Glassboro-Camden Line Project	1
01/30/23	Perry iSearch Partners		1 Temporary CSA/Traffic Checker; 1 Temporary Custodian	2
01/30/23	Burns Engineering	Contract #12-J	Franklin Square Re-Opening	1
01/30/23	Buttonwood, Inc.	Contract #12-J	Franklin Square Re-Opening	4
01/30/23	Corcon, Inc.	BF-54-2019	Rehab. of Substations and Anchorage Project	1
01/30/23	Delta Railroad	PATCO-77-2023	Selective Rail Profiling and Grinding	3
01/30/23	Ferreira Construction	T100.560	Bridge over A.C. Branch in Lawnside	3
01/30/23	R&R Ceilings	Contract 12-I	Elevator Installation Project	4
01/30/23	Signify	BF-54-2019	Rehab. of Substations and Anchorage Project	1
01/30/23	Skanska	BF-54-2019	Rehab. of Substations and Anchorage Project	1

Drug & Alcohol Tests – for January 2023

Random Drug only	10
Random Alcohol only	0
Random Drug & Alcohol	2
Reasonable Suspicion Drug only	0
Reasonable Suspicion Alcohol only	0
Post-Accident	<u>0</u>
TOTAL TESTS COMPLETED	12

2. Internal PATCO Safety Activities:

- Conducted Environmental Inspections at PATCO, January 2nd, 9th, 23rd, and 30th, 2023
- Conducted PATCO Station Inspections, January 3rd, 17th, and 24th, 2023
- Participated in Franklin Square Re-Opening Project Meeting, Contract #12-J, Microsoft Teams, January 3rd and 17th, 2023
- Attended PATCO Staff Meeting, Microsoft Teams, January 3rd and 17th, 2023
- Conducted Track & Facilities and Power & Signals Audit/Walk-Through, January 4th, 18th, and 25th, 2023
- Participated in TSI Certification online training, January 4th, 2023
- Performed PATCO Corrective Action Plan (CAPs) updates, January 4th, 2023
- Conducted Safety Inspections, January 5th, 12th, 19th, and 26th, 2023
- Participated in 2023 Weekly Thursday Work Call with CEO, Conference Call, January 5th and 26th, 2023
- Conducted Field Observations at PATCO, January 5th and 10th, 2023
- Participated in PATCO Westmont Station Progress Meeting, Contract No. 27-L, Microsoft Teams, January 5th and 17th, 2023
- Conducted PPE and Hearing Protection Audit, January 6th, 9th, and 13th, 2023
- Attended and participated in SMS Principles for Transit, January 9th through 12th, 2023
- Created Internal Safety Audit Final Report, January 9th, 2023
- Conducted Writing Sample and Interview for Safety Specialist, January 9th and 10th, 2023
- Attended PATCO Directors' Meeting, Microsoft Teams, January 10th and 24th, 2023
- Participated in DRPA & PATCO Drug & Alcohol Awareness Training for Public Safety, January 13th, 2023
- Conducted Equipment Audit/Walk-Through, January 13th and 27th, 2023
- Attended Disciplinary Action Committee Meeting, Microsoft Teams, January 16th, 2023
- Participated in Senior Staff Meeting, In-Person at OPC or Microsoft Teams, January 19th, 2023
- Participated in SSOA Monthly Meeting with PATCO via Microsoft Teams, January 19th, 2023
- Participated in NJSSO Right-of-Way 45 Day Audit Discussion, General Managers' Office at PATCO, January 23rd, 2023
- Participated in Safety Now Discussion, virtual, January 23rd, 2023
- Attended Disciplinary Action Committee Meeting, Signal Violation 16R, G. McKenzie, Microsoft Teams, January 23rd, 2023
- Attended Labor Management, Safety Subcommittee, In-Person or Microsoft Teams, January 24th, 2023
- Attended Labor Management Monthly Committee, In-Person or Microsoft Teams, January 24th, 2023
- Attended TSI Employee Safety Reporting Program, January 24th, 2023
- Attended Suicide Prevention Signage on Public Transit Webinar, January 25th, 2023
- Reviewed Additional Document Request from NTSB, 10/14/22 Incident-RRD23FR00, January 26th, 2023

3. **Internal DRPA Safety Activities:**

- Attended C&M Managers Meetings 2023, WWB, January 3rd, 2023
- Conducted CBB Shop Safety Inspections, January 5th, 6th, 12th, 19th, 20th, and 26th, 2023
- Attended BFB Staff Meeting, BFB or Conference Call, January 6th, 2023
- Attended BFB Workplace Safety Committee Meeting, BFB or Conference Call, January 10th, 2023
- Conducted BFB Shop Safety Inspections, January 11th and 27th, 2023
- Attended BRB Shop Safety Inspections, January 13th and 24th, 2023
- Attended BRB Workplace Safety Committee Meeting, BRB or Conference Call, January 17th, 2023
- Coordinated Random Drug & Alcohol screenings with Interstate Mobile at WWB, January 30th, 2023
- Reviewed various Health and Safety plans from contractors who were awarded construction and/or design projects during the month of January.
- Reviewed and commented on various Engineering Technical and Special Provisions documents for future DRPA projects. Conducted various site safety visits and inspections at DRPA Non-OCIP construction projects at the four bridges.

4. **Joint PATCO/DRPA Safety Activities:**

- Participated in Safety Services Weekly Team Meeting, via Microsoft Teams, January 5th, 12th, 19th, and 27th, 2023
- Conducted and participated in Weekly PATCO Contractor Safety Briefings on January 9th, 16th, 17th, 23rd, and 30th, 2023
- Conducted and participated in New Hire Orientation for four (4) DRPA and four (4) PATCO New Employees, January 9th, 2023
- Conducted and participated in monthly SACC/Joint Workplace Committee meeting via Microsoft Teams and Telephone Conference, January 12th, 2023
- Participated in IAIC, Telephone Conference, January 12th, 2023
- Conducted and participated in New Hire Orientation for one (1) PATCO New Employee, January 16th, 2023
- Attended FTA Drug & Alcohol Virtual MIS Training Course, January 18th, 2023
- Attended PATHS Webinar, Lead Awareness & Safety, January 19th, 2023
- Conducted and participated in New Hire Orientation for five (5) DRPA and one (1) PATCO New Employee, January 23rd, 2023
- Conducted Joint Workplace Members Committee Virtual Meeting, January 24th, 2023
- Participated in the Central Safety and Health Committee Meeting via Microsoft Teams and Telephone Conference, January 25th, 2023
- Participated in Safety Services Interviews conducted by HNTB, January 26th, 2023

5. **Joint PATCO/DRPA Safety Outside Agency Involvement.**

None.

PATCO BOARD MINUTES

**PORT AUTHORITY TRANSIT CORPORATION
BOARD MEETING**

**One Port Center
Camden, New Jersey
Wednesday, January 18, 2023**

Pennsylvania Commissioners

Cherelle Parker, Chair of the Board (via Zoom)
Hayden Rigo (for Pennsylvania Auditor General Timothy DeFoor) (via Zoom)
Ted Christian (for Pennsylvania Treasurer Stacy Garrity)
Keiwana McKinney (via Zoom)
Gregory Schwab, Esq. (via Zoom)
Donna Powell (via Zoom)
Angelina Perryman (via Zoom)
Robert Ghormoz (via Zoom)

New Jersey Commissioners

Jeffrey Nash, Esq., Vice Chair of the Board
Albert Frattali
Charles Fentress (via Zoom)
Aaron Nelson (via Zoom)
Sara Lipsett (via Zoom)
Bruce Garganio
Daniel Christy (via Zoom)

DRPA/PATCO Staff

John T. Hanson, Chief Executive Officer (via Zoom)
Jalila Parker, Deputy Chief Executive Officer
Raymond J. Santarelli, General Counsel and Corporate Secretary
James White, Chief Financial Officer (via Zoom)
Toni Brown, Chief Administrative Officer
John Rink, PATCO General Manager
David Aubrey, Inspector General
Stephen Holden, Deputy General Counsel
Michael Venuto, Chief Engineer
Robert Hicks, Chief Operating Officer
Rohan Hepkins, PATCO Assistant General Manager
James Simpson, Production Systems Manager
Tonyelle Cook-Artis, Director, Government Relations & Grants Administration
Kwan Hui, Manager, Grants Administration (via Zoom)
Ricardo DeOliveira, Bridge Director, CBB & WWB (via Zoom)
Joseph McAroy, Bridge Director, BFB & BRB
Amy Ash, Manager, Contract Administration
Kathleen Vandy, Assistant General Counsel
Darlene Callands, Manager, Community Relations
Dawn Whiton, Executive Assistant to the CEO
Mike Williams, Manager, Corporate Communications
Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present

Janice Venables, Associate Counsel, New Jersey Governor's Authorities Unit
 Christopher Gibson, Archer & Greiner, P.C. (via Zoom)
 Alan Kessler, Duane Morris, LLP (via Zoom)
 Jessica Priselac, Duane Morris, LLP (via Zoom)
 Alan Becker, Citizens' Advisory Committee

OPEN SESSION**Roll Call**

Chairwoman Parker called the meeting to order at 9:45 a.m. and asked that the Corporate Secretary call the roll. The following were present, constituting a quorum: Chairwoman Parker, Vice Chair Nash, and Commissioners Frattali, Fentress, Garganio, Christy, Rigo, Christian, McKinney, Lipsett, Perryman, Powell, Nelson, Ghormoz, and Schwab.

Public Comment

Alan Becker of Voorhees, New Jersey noted his mistake made during his Citizen's Advisory Report at the DRPA Board Meeting regarding the pronunciation of Commissioner Ghormoz's name. Chairwoman Parker thanked Mr. Becker.

Report of the General Manager

PATCO General Manager Rink stated that the Report of the General Manager stood as previously submitted. Commissioner McKinney moved to approve the General Manager's Report and Commissioner Schwab seconded the motion. There were no questions or comments. All Commissioners in attendance voted in the affirmative to approve the General Manager's Report. The motion carried.

Approval of the December 14, 2022 PATCO Board Meeting Minutes

Chairwoman Parker stated that the Minutes of the December 14, 2022 PATCO Board Meeting were previously provided to all Commissioners and the Governors of New Jersey and Pennsylvania. There were no comments on or corrections to the Minutes. Commissioner Fentress moved to approve the Minutes and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Receipt and Filing of the List of Previously Approved Payments and Lists of Previously Approved Purchase Orders and Contracts covering the Month of December 2022

Chairwoman Parker stated that the List of Previously Approved Payments and Lists of Previously Approved Purchase Orders and Contracts covering the month of December 2022 were previously provided to all Commissioners. There were no questions or comments. Commissioner Nelson moved to receive and file the Lists and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Balance Sheet and Equity Statement dated October 31, 2022

Chairwoman Parker stated that the Balance Sheet and Equity Statement dated October 31, 2022, was previously provided to all Commissioners. There were no questions or comments. Commissioner Nelson moved to receive and file the Balance Sheet and Equity Statement and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Operations and Maintenance Committee Meeting Minutes of January 10, 2023

Chairwoman Parker stated that the Minutes of the January 10, 2023 Operations and Maintenance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Frattali moved to approve the Minutes and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Operations and Maintenance Committee on January 10, 2023

Chairwoman Parker stated that there was one (1) Resolution from the January 10, 2023 Operations and Maintenance Committee Meeting for consideration:

PATCO-23-001 PATCO Contract Modifications.

PATCO General Manager Rink presented Summary Statement and Resolution No. PATCO-23-001 seeking Board authorization for staff to execute contract modifications to one (1) contract with Johnson Controls, Inc., Contract No. PATCO-19-014, Access Control and Fire Detection Program, in an adjusted amount not to exceed \$10,480.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Perryman moved to adopt the Resolution and Commissioner Schwab seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

Approval of Finance Committee Meeting Minutes of January 11, 2023

Chairwoman Parker stated that the Minutes of the January 11, 2023 Finance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Fentress moved to approve the Minutes and Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Finance Committee on January 11, 2023

Chairwoman Parker stated that there was one (1) Resolution from the January 11, 2023 Finance Committee Meeting for consideration:

PATCO-23-002 Payment Card Industry (PCI) Compliance Services.

Production Systems Manager Simpson presented Summary Statement and Resolution No. PATCO-23-002 seeking Board approval for staff to negotiate a contract with ePlus Technology, Inc. for the purchase of Payment Card Industry (PCI) compliance services, in an amount not to

exceed \$135,230.00. This purchase pricing is provided under the Commonwealth of Pennsylvania's COSTARS Contract #003-078. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Frattali moved to adopt the Resolution and Vice Chairman Nash seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

Unfinished Business

Chairwoman Parker stated there were no Unfinished Business items.

New Business

Chairwoman Parker announced there was one (1) New Business item for consideration:

**PATCO-23-003 Consideration of Pending PATCO Contracts
(Between \$25,000 and \$100,000)**

Contract Administration Manager Ash presented Summary Statement and Resolution No. PATCO-23-003 seeking Board authorization for staff to negotiate and enter into one (1) pending PATCO contract identified in the attachment to the Resolution. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Garganio moved to adopt the Resolution and Commissioner Christy seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

Executive Session

Chairwoman Parker stated there were no items for Executive Session.

Adjournment

With no further business, Chairwoman Parker proposed an adjournment of the Meeting. Commissioner Fentress moved to adjourn the Meeting. Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative. The Meeting adjourned at 9:56 a.m.

Respectfully submitted,



Raymond J. Santarelli, Esquire
General Counsel and Corporate Secretary

**PATCO MONTHLY LIST OF
PREVIOUSLY APPROVED PAYMENTS**

Port Authority Transit Corporation
Monthly List Of Previously Approved Payments 01/01/23 through 01/31/23
Meeting Date 02/15/23

Vendor Name	Item Description	Resolution # / Authorization	Amount
ANA SOURCING LLC	1st Aid & Safety Equipment	25KTHRES	781.50
ANCHORTEX CORPORATION	1st Aid & Safety Equipment	25KTHRES	765.00
ARBILL INDUSTRIES INC	1st Aid & Safety Equipment	25KTHRES	729.32
GALLAWAY GLOVE & SAFETY	1st Aid & Safety Equipment	25KTHRES	49.90
GALLS PARENT HOLDINGS, LLC	1st Aid & Safety Equipment	25KTHRES	1,379.84
LOVELINE INDUSTRIES, INC.	1st Aid & Safety Equipment	25KTHRES	2,400.00
SUPREME SAFETY, INC	1st Aid & Safety Equipment	25KTHRES	662.00
Y-PERS, INC.	1st Aid & Safety Equipment	25KTHRES	1,717.00
	1st Aid & Safety Equipment Total		8,484.56
SELCO MANUFACTURING CORP.	3rd Rail Extension Plates	P-22-017A	25,670.00
	3rd Rail Extension Plates Total		25,670.00
BRINK'S, INCORPORATED	Armored Car Services	P-18-027	5,705.46
	Armored Car Services Total		5,705.46
NJ DEPT. OF LABOR & WORKFORCE	Assessments, Fees, & Permits	NONE	8,272.15
	Assessments, Fees, & Permits Total		8,272.15
GKY INDUSTRIES	Buildings Grounds & Maint.	25KTHRES	934.20
HILTI INC	Buildings Grounds & Maint.	25KTHRES	602.29
MAC PRODUCTS, INC	Buildings Grounds & Maint.	P-22-014B	13,850.00
POLES INC	Buildings Grounds & Maint.	25KTHRES	272.00
RAILS COMPANY	Buildings Grounds & Maint.	25KTHRES	3.80
SUPREME SAFETY, INC	Buildings Grounds & Maint.	25KTHRES	308.00
	Buildings Grounds & Maint. Total		15,970.29
VAL-U AUTO PARTS LLC	Chemical/Solvents-Commercial	25KTHRES	135.80
	Chemical/Solvents-Commercial Total		135.80
TRISTATE INDUSTRIAL DISTRIBUTORS OF W.W. GRAINGER INC.	Cleaning Materials	25KTHRES	370.32
	Cleaning Materials	25KTHRES	4,043.58
	Cleaning Materials Total		4,413.90
DELTA DENTAL OF NEW JERSEY, INC.	Cobra Reimbursement Receivable	D-21-082	122.94
	Cobra Reimbursement Receivable Total		122.94
US ELECTRICAL SERVICES, INC.	Computer Accessories & Supplies	25KTHRES	1,548.00
	Computer Accessories & Supplies Total		1,548.00
BURLINGTON SAFETY LAB.	Contract Service Expense	25KTHRES	1,007.35
CUBIC TRANSPORTATION SYSTEMS INC	Contract Service Expense	P-22-012	23,493.75
EMSL ANALYTICAL INC	Contract Service Expense	25KTHRES	869.95
HARSCO CORPORATION	Contract Service Expense	P-19-019	22,278.90
JOHNSTON GP INC	Contract Service Expense	25KTHRES	1,200.00
	Contract Service Expense Total		48,849.95
EPLUS TECHNOLOGY, INC.	Data Processing Services & Switches	25KTHRES	5,633.95
	Data Processing Services & Switches Total		5,633.95
ANIXTER INC.	Direct Materials	25KTHRES	778.69
BILLOWS ELECTRIC SUPPLY CO INC	Direct Materials	25KTHRES	1,000.45
HOME DEPOT U.S.A., INC.	Direct Materials	P-21-020M	983.31
HOME DEPOT U.S.A., INC.	Direct Materials	P-22-028O	718.21
JAS VENTURE INC DBA HADDON	Direct Materials	25KTHRES	535.00
LOWE'S COMPANIES, INC.	Direct Materials	P-21-020N	946.82
UNITED RENTALS NORTH AMERICA, INC	Direct Materials	25KTHRES	652.97
WHARTON HARDWARE & SUPPLY CORP.	Direct Materials	25KTHRES	180.00
	Direct Materials Total		5,795.45
ACE PLUMBING & ELECTRICAL SUPPLIES	Electrical & Signal Parts	25KTHRES	166.98
MCMASTER-CARR SUPPLY COMPANY	Electrical & Signal Parts	25KTHRES	478.70
SCOTT TESTING INC	Electrical & Signal Parts	25KTHRES	13,296.00
T&T SUPPLY CO	Electrical & Signal Parts	25KTHRES	1,160.99
TINA A. LISTON-HORNER	Electrical & Signal Parts	25KTHRES	823.92
TRANSPORTATION LEARNING CENTER	Electrical & Signal Parts	P-20-027	8,500.00
TRI-DIM FILTER CORPORATION	Electrical & Signal Parts	25KTHRES	1,434.80
US ELECTRICAL SERVICES, INC.	Electrical & Signal Parts	25KTHRES	479.21
	Electrical & Signal Parts Total		26,340.60
COOPER ELECTRIC SUPPLY CO.	Electrical Components & Parts	25KTHRES	8.00
ETHERWAN SYSTEM INC	Electrical Components & Parts	25KTHRES	3,457.29
TINA A. LISTON-HORNER	Electrical Components & Parts	25KTHRES	309.00
	Electrical Components & Parts Total		3,774.29
COLLINGS CONTRACTING TECHNOLOGIES,	Electrical Equipment & Supplies	25KTHRES	2,750.96
SUPREME SAFETY, INC	Electrical Equipment & Supplies	25KTHRES	420.00
TINA A. LISTON-HORNER	Electrical Equipment & Supplies	25KTHRES	679.68
US ELECTRICAL SERVICES, INC.	Electrical Equipment & Supplies	25KTHRES	238.05
	Electrical Equipment & Supplies Total		4,088.69
ATLANTIC CITY ELECTRIC	Electricity Expense	UTILITY	76.36
PSE&G CO.	Electricity Expense	UTILITY	21,936.62
SEPTA	Electricity Expense	UTILITY	92.87
	Electricity Expense Total		22,105.85

CAREBRIDGE CORPORATION	Employee Assistance Program Payable	D-21-070	1,427.40
	Employee Assistance Program Payable Total		1,427.40
NATIONAL DRIVE	Employee Payroll Deductions	NONE	8.00
TREASURER - STATE OF NEW JERSEY	Employee Payroll Deductions	NONE	69,000.93
VOYA FINANCIAL	Employee Payroll Deductions	NONE	59,000.05
	Employee Payroll Deductions Total		128,008.98
HOPPECKE BATTERIES, INC.	Equipment & Tools	P-21-020E	1,702.09
SCHNEIDER ELECTRIC BUILDINGS	Equipment & Tools	D-21-055	40,003.69
	Equipment & Tools Total		41,705.78
CUBIC TRANSPORTATION SYSTEMS INC	Fare Collection Equipment	P-21-014B	5,873.14
TEAM ONE REPAIR, INC.	Fare Collection Equipment	P-22-028F	1,129.20
W.W. GRAINGER INC.	Fare Collection Equipment	25KTHRES	459.19
	Fare Collection Equipment Total		7,461.53
GHY INDUSTRIES	Fasteners	25KTHRES	872.40
MCMMASTER-CARR SUPPLY COMPANY	Fasteners	25KTHRES	459.24
W.W. GRAINGER INC.	Fasteners	25KTHRES	148.16
	Fasteners Total		1,479.80
INTERNAL REVENUE SERVICE	Federal/FICA Payroll Taxes	NONE	612,724.65
	Federal/FICA Payroll Taxes Total		612,724.65
ANA SOURCING LLC	Floor Maint. Equipment	25KTHRES	172.00
	Floor Maint. Equipment Total		172.00
CARR'S HARDWARE	Fuel/Oil/Grease	25KTHRES	1,368.00
COOPER ELECTRIC SUPPLY CO.	Fuel/Oil/Grease	25KTHRES	380.40
W.W. GRAINGER INC.	Fuel/Oil/Grease	25KTHRES	120.64
	Fuel/Oil/Grease Total		1,869.04
PETROLEUM TRADERS CORPORATION	Gasoline - Unleaded	D-22-077	9,626.40
	Gasoline - Unleaded Total		9,626.40
CARR'S HARDWARE	Hand Tools	25KTHRES	440.56
COLONY HARDWARE CORPORATION	Hand Tools	25KTHRES	84.75
INDCO INC	Hand Tools	25KTHRES	64.00
M S C INDUSTRIAL SUPPLY CO. INC.	Hand Tools	25KTHRES	122.94
SNAP-ON INCORPORATED	Hand Tools	25KTHRES	2,847.02
TINA A. LISTON-HORNER	Hand Tools	25KTHRES	132.00
TRISTATE INDUSTRIAL DISTRIBUTORS OF	Hand Tools	25KTHRES	271.50
W.W. GRAINGER INC.	Hand Tools	25KTHRES	350.52
	Hand Tools Total		4,313.29
SOUTH JERSEY GAS COMPANY	Heating Expense	UTILITY	52,323.65
	Heating Expense Total		52,323.65
TRI-DIM FILTER CORPORATION	HVAC	25KTHRES	1,321.92
	HVAC Total		1,321.92
T&T SUPPLY CO	Industrial Gases	25KTHRES	17,950.00
	Industrial Gases Total		17,950.00
CARR'S HARDWARE	Janitorial Supplies	25KTHRES	792.66
GENERAL CHEMICAL AND SUPPLY	Janitorial Supplies	25KTHRES	179.50
INDCO INC	Janitorial Supplies	25KTHRES	3,841.40
VENUS SUPPLIES AND SERVICES	Janitorial Supplies	25KTHRES	1,156.76
Y-PERS, INC.	Janitorial Supplies	25KTHRES	142.02
	Janitorial Supplies Total		6,112.34
DENNEY ELECTRIC SUPPLY OF AMBLER,	Lindenwold Mini Sub Back-Up Generator	D-22-066	60,710.00
	Lindenwold Mini Sub Back-Up Generator Total		60,710.00
TRI-DIM FILTER CORPORATION	Maint/Repair-Power Equipment	25KTHRES	693.60
	Maint/Repair-Power Equipment Total		693.60
FLATIRON CRANE OPERATING COMPANY,	Material Handling & Storage	25KTHRES	870.00
	Material Handling & Storage Total		870.00
AMERIHEALTH INSURANCE COMPANY	Medical	D-22-076	177,438.32
	Medical Total		177,438.32
DELTA DENTAL OF NEW JERSEY, INC.	Medical Dental	D-21-082	7,488.63
	Medical Dental Total		7,488.63
SMART CARD ALLIANCE	Memberships & Subscriptions	25KTHRES	2,100.00
	Memberships & Subscriptions Total		2,100.00
CUBIC TRANSPORTATION SYSTEMS INC	Nextfare Cloud Hosting	D-21-027	580,000.00
	Nextfare Cloud Hosting Total		580,000.00
GLOBAL EQUIPMENT COMPANY INC.	Office Supplies	25KTHRES	202.38
W.B. MASON CO. INC	Office Supplies	D-20-126	943.17
	Office Supplies Total		1,145.55
W.B. MASON CO. INC	Other Office Expenses	D-20-069	169.26
	Other Office Expenses Total		169.26
PA DEPT OF REVENUE	PA Payroll Taxes	NONE	12,928.99
	PA Payroll Taxes Total		12,928.99
CARR'S HARDWARE	Paper/Plastics-Disposal	25KTHRES	150.00
	Paper/Plastics-Disposal Total		150.00
A.P. CONSTRUCTION, INC.	PATCO Emergency Access Doors	CEOEMG	50,395.92
	PATCO Emergency Access Doors Total		50,395.92
PATCO - Payroll Account	Payroll For Accounting Period	NONE	1,300,023.11
	Payroll For Accounting Period Total		1,300,023.11
PNC BANK P-CARD	P-Card Purchases	NONE	56,196.60
	P-Card Purchases Total		56,196.60

PA STATE EMPLOYEES RETIREMENT SYSTE	Pension - SERS	NONE	227,062.32
	Pension - SERS Total		227,062.32
CITY OF PHILADELPHIA	Philadelphia Payroll Taxes	NONE	10,437.84
	Philadelphia Payroll Taxes Total		10,437.84
GKY INDUSTRIES	Plumbing Equipment & Supplies	25KTHRES	70.35
	Plumbing Equipment & Supplies Total		70.35
FEDERAL EXPRESS CORPORATION	Postage Expenses	25KTHRES	275.97
UNITED STATES POSTAL SERVICE	Postage Expenses	25KTHRES	1,904.00
	Postage Expenses Total		2,179.97
GALLAGHER BENEFIT SERVICES, INC	Professional Fees - Ins Brokers	D-18-053	17,375.00
	Professional Fees - Ins Brokers Total		17,375.00
PHILADELPHIA OCCUPATIONAL HEALTH PC	Professional Fees - Medical	P-21-008	255.00
U.S. REGIONAL OCCUPATIONAL HEALTH	Professional Fees - Medical	P-21-008	1,023.30
	Professional Fees - Medical Total		1,278.30
ACADACA, LLC	Professional Services	P-18-005	30,679.26
EPLUS TECHNOLOGY, INC.	Professional Services	P-22-006	16,000.00
STEPHEN M. HOROWITZ, MD	Professional Services	25KTHRES	3,500.00
	Professional Services Total		50,179.26
PECO - PAYMENT PROCESSING	Purchased Power	P-21-019	56,005.42
PSE&G CO.	Purchased Power	P-21-019	516,252.97
TOTAL STRONG, LLC	Purchased Power	P-21-019	100,822.91
	Purchased Power Total		673,081.30
ACV ENVIRONMENTAL SERVICES, INC.	Rail Car Cleaning Materials	25KTHRES	19,241.10
	Rail Car Cleaning Materials Total		19,241.10
DELTA RAILROAD CONSTRUCTION INC	Rail Grinding & Profiling	D-22-055	474,567.89
	Rail Grinding & Profiling Total		474,567.89
GRM INFORMATION MANAGEMENT SERVICES	Records Management Fees	D-20-090	23.27
	Records Management Fees Total		23.27
CARLOS and SUSAN MURAWCZYK	Refund	25KTHRES	13.00
EILEEN GEMMELL	Refund	25KTHRES	7.90
GLADYS SCHULTZ	Refund	25KTHRES	36.40
JANAE BANNER	Refund	25KTHRES	10.00
KEVIN GREWAY	Refund	25KTHRES	20.80
KYLIE YOUNG	Refund	25KTHRES	6.00
MARISOL GUIMARAES	Refund	25KTHRES	10.00
NORMAN BUEHLER	Refund	25KTHRES	13.10
RAMON FLORES	Refund	25KTHRES	20.00
RAYMOND UDZINSKI	Refund	25KTHRES	20.00
SARA E. ASBELL	Refund	25KTHRES	21.10
WILLIAM and KYNN SCHMITZ	Refund	25KTHRES	42.50
	Refund Total		220.80
WILLIAMS SCOTSMAN INC.	Rental - Property & Other Equipment	25KTHRES	2,444.62
	Rental - Property & Other Equipment Total		2,444.62
LAUREL LAWNMOWER SERVICE, INC	Repair Parts - Landscaping Equipment	25KTHRES	147.61
	Repair Parts - Landscaping Equipment Total		147.61
RAIL POWER SERVICES LLC	Repairs and Maintenance - Other	CEOEMG	30,000.00
	Repairs and Maintenance - Other Total		30,000.00
SPEAR, GREENFIELD, RICHMAN, WEITZ	Reserve for Self Insurance	Settlement	27,000.00
	Reserve for Self Insurance Total		27,000.00
AMERIHEALTH INSURANCE COMPANY	Retiree Medical Insurance	D-22-076	15,244.48
UNITED HEALTHCARE	Retiree Medical Insurance	D-22-110	55,331.72
	Retiree Medical Insurance Total		70,576.20
HORIZON BLUE CROSS BLUE SHIELD OF N	Retiree Medical Prescription Insurance Over 65	D-22-097	35,773.27
	Retiree Medical Prescription Insurance Over 65 Total		35,773.27
DENNEY ELECTRIC SUPPLY OF AMBLER,	Salt Shed Rehabilitation	D-22-057	97,358.00
	Salt Shed Rehabilitation Total		97,358.00
MORTON SALT, INC.	Salt-Sodium Chloride	D-22-106	24,660.27
	Salt-Sodium Chloride Total		24,660.27
MYTHICS	Software License Fees	25KTHRES	3,014.33
	Software License Fees Total		3,014.33
TEAMSTERS HEALTH & WELFARE	Teamsters Health and Welfare	P-22-019	294,436.00
	Teamsters Health and Welfare Total		294,436.00
TEAMSTER PENSION FUND	Teamsters Pension	P-22-019	134,314.57
	Teamsters Pension Total		134,314.57
TEAMSTERS LOCAL UNION 676	Teamsters Union Dues	P-22-019	12,179.00
	Teamsters Union Dues Total		12,179.00
SAP NATIONAL SECURITY SERVICES INC	Technology Service Contracts	D-21-007	60,844.82
	Technology Service Contracts Total		60,844.82
DIRECTV	Telephone & Telecom Expense	UTILITY	79.99
MCI COMMUNICATIONS SERVICES INC	Telephone & Telecom Expense	UTILITY	861.23
VERIZON	Telephone & Telecom Expense	UTILITY	602.78
VERIZON BUSINESS	Telephone & Telecom Expense	UTILITY	1,001.80
	Telephone & Telecom Expense Total		2,545.80
CUBIC TRANSPORTATION SYSTEMS INC	Temp Services - Customer Service Center	P-20-005	33,381.00
	Temp Services - Customer Service Center Total		33,381.00
ACCOUNTANTS FOR YOU, INC	Temporary Services	D-19-058	3,157.50
ISEARCH PARTNERS INC	Temporary Services	D-19-058	3,192.00
LARRY K YATES	Temporary Services	25KTHRES	400.00
	Temporary Services Total		6,749.50

HITACHI RAIL STS USA, INC.	Track & Right of Way Maint	P-21-020C	54.80
HOUGEN MFG	Track & Right of Way Maint	25KTHRES	1,228.77
ROBEL NORTH AMERICA CORP	Track & Right of Way Maint	25KTHRES	208.66
	Track & Right of Way Maint Total		1,492.23
RAM INDUSTRIAL SERVICES, LLC	Traction Motor Rebuilds	P-19-018	34,940.00
SHERWOOD ELECTROMOTION INC.	Traction Motor Rebuilds	P-19-018	22,990.00
WALCO ELECTRIC COMPANY	Traction Motor Rebuilds	P-19-018	4,841.00
MOTIVE POWER INC.	Traction Motor Rebuilds	P-19-018	10,768.00
	Traction Motor Rebuilds Total		73,539.00
ALSTOM SIGNALING INC.	Transit Car Equipment-Electrical	P-20-021	28,108.40
MARTEK INDUSTRIES, INC.	Transit Car Equipment-Electrical	25KTHRES	1,113.50
SUPREME SAFETY, INC	Transit Car Equipment-Electrical	25KTHRES	376.00
TECHNOLOGIES LANKA INC	Transit Car Equipment-Electrical	P-21-014E	4,730.00
	Transit Car Equipment-Electrical Total		34,327.90
CARR'S HARDWARE	Transit Car Equipment-Mechanical	25KTHRES	160.00
FASTENAL COMPANY	Transit Car Equipment-Mechanical	25KTHRES	14.31
GKY INDUSTRIES	Transit Car Equipment-Mechanical	25KTHRES	360.00
JAMAICA BEARINGS CO INC.	Transit Car Equipment-Mechanical	25KTHRES	20,165.15
JAMES DOORCHECK INC	Transit Car Equipment-Mechanical	25KTHRES	2,835.00
MAC PRODUCTS, INC	Transit Car Equipment-Mechanical	25KTHRES	2,583.50
MARTINDALE ELECTRIC COMPANY	Transit Car Equipment-Mechanical	P-22-022C	8,600.75
RAILROAD FRICTION PRODUCTS CORP	Transit Car Equipment-Mechanical	P-21-020B	35,093.76
TINA A. LISTON-HORNER	Transit Car Equipment-Mechanical	25KTHRES	2,920.00
TRI-DIM FILTER CORPORATION	Transit Car Equipment-Mechanical	25KTHRES	777.86
VENUS SUPPLIES AND SERVICES	Transit Car Equipment-Mechanical	25KTHRES	387.60
WESTINGHOUSE AIR BRAKE TECHNOLOGIES	Transit Car Equipment-Mechanical	P-20-021	20,210.19
WESTINGHOUSE AIR BRAKE TECHNOLOGIES	Transit Car Equipment-Mechanical	P-21-014G	16,317.40
WESTINGHOUSE AIR BRAKE TECHNOLOGIES	Transit Car Equipment-Mechanical	P-21-014H	429.00
	Transit Car Equipment-Mechanical Total		110,854.52
RICH TREE SERVICE, INC.	Transmission Line Trimming	P-20-008	1,600.00
	Transmission Line Trimming Total		1,600.00
WASTE MANAGEMENT OF NEW JERSEY, INC	Trash Removal	P-20-011	1,014.40
	Trash Removal Total		1,014.40
UNIFIRST CORPORATION	Uniform Cleaning Expense	P-19-024	2,892.05
	Uniform Cleaning Expense Total		2,892.05
AMERICAN UNIFORMS SALES, INC.	Uniform Expense	25KTHRES	397.50
ANCHORTEX CORPORATION	Uniform Expense	25KTHRES	617.12
KEYPORT ARMY NAVY	Uniform Expense	25KTHRES	4,561.00
LEHIGH OUTFITTERS	Uniform Expense	P-21-017	2,027.52
PNC BANK P-CARD	Uniform Expense	NONE	3,437.61
QUIK STITCH EMBROIDERY	Uniform Expense	25KTHRES	307.00
SAF-GARD SAFETY SHOE COMPANY	Uniform Expense	P-22-022D	205.00
SLATEBELT SAFETY	Uniform Expense	25KTHRES	5,821.00
	Uniform Expense Total		17,373.75
AUTO & TRUCK PARTS OF DEPTFORD INC	Vehicle Parts for Repairs	D-22-022	1,501.78
	Vehicle Parts for Repairs Total		1,501.78
DAMON K. LACEY, COURT OFFICER	Wage Attachment	NONE	575.68
EXPERTPAY CHILD SUPPORT	Wage Attachment	NONE	5,894.50
	Wage Attachment Total		6,470.18
BOROUGH OF COLLINGSWOOD	Water & Sewer Expense	UTILITY	368.25
CAMDEN COUNTY MUNICIPAL UTILITIES	Water & Sewer Expense	UTILITY	2,816.00
CITY OF CAMDEN	Water & Sewer Expense	UTILITY	439.53
CITY OF PHILA	Water & Sewer Expense	UTILITY	372.56
LINDENWOLD SEWER UTILITY	Water & Sewer Expense	UTILITY	246.65
NEW JERSEY AMERICAN WATER	Water & Sewer Expense	UTILITY	1,960.47
TOWNSHIP OF HADDON	Water & Sewer Expense	UTILITY	87.50
	Water & Sewer Expense Total		6,290.96
CARR'S HARDWARE	Welding Equipment & Supplies	25KTHRES	40.00
THORNTON ENTERPRISES INC	Welding Equipment & Supplies	25KTHRES	163.55
	Welding Equipment & Supplies Total		203.55
SIMMONS MACHINE TOOL CORPORATION	Wheel Truing Machine	D-21-073	273,788.50
	Wheel Truing Machine Total		273,788.50
COOPER LEVENSON, PA	Worker's Comp Reserve	P-22-001	1,300.00
MALAMUT & ASSOCIATES, LLC	Worker's Comp Reserve	P-22-001	2,380.00
	Worker's Comp Reserve Total		3,680.00
	Grand Total		6,169,889.85

* D indicates a DRPA resolution

* P indicates a PATCO resolution

**PATCO MONTHLY LIST OF
PREVIOUSLY APPROVED
PURCHASE ORDERS & CONTRACTS**

PATCO Monthly List of Previously Approved Purchase Order Contracts - January 2023

Purchasing Document	Document Date	Vendor/supplying plant	Material Group Desc.	Net Order Value
4500019053				987.84
4500019053	1/4/2023	100501 W.B. MASON CO. INC	COOLERS/BTL WATER	987.84
4500019054				1,863.86
4500019054	1/4/2023	100620 BILLOWS ELECTRIC SUPPLY CO INC	ELEC&SIG PARTS/MAINT	1,640.00
4500019054	1/4/2023	100620 BILLOWS ELECTRIC SUPPLY CO INC	ELEC EQP/SUPP-NO CBL	223.86
4500019055				190.00
4500019055	1/4/2023	101067 TINA A. LISTON-HORNER	TRK&RHT OF WAY MAINT	190.00
4500019056				960.00
4500019056	1/10/2023	100449 TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	480.00
4500019056	1/10/2023	100449 TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	480.00
4500019057				382.50
4500019057	1/4/2023	100963 KSL SUPPLIES INC.	FARE COLLECTION EQP	382.50
4500019060				255.00
4500019060	1/4/2023	103462 ANCHORTEX CORPORATION	1ST AID & SAFETY EQP	255.00
4500019062				20,000.00
4500019062	1/5/2023	100977 LOWE'S COMPANIES, INC.	BLDGS/GRNDS- MAINT.	20,000.00
4500019063				20,000.00
4500019063	1/5/2023	100918 HOME DEPOT U.S.A., INC.	BLDGS/GRNDS- MAINT.	20,000.00
4500019064				10,000.00
4500019064	1/5/2023	100918 HOME DEPOT U.S.A., INC.	BLDGS/GRNDS- MAINT.	10,000.00
4500019065				10,000.00
4500019065	1/5/2023	100977 LOWE'S COMPANIES, INC.	ELEC EQP/SUPP-NO CBL	10,000.00
4500019068				828.00
4500019068	1/5/2023	100919 HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	828.00
4500019069				2,357.78
4500019069	1/5/2023	100285 MAC PRODUCTS, INC	TRANS CAR EQUIP-ELEC	2,357.78
4500019070				2,119.04
4500019070	1/5/2023	100445 T. FRANK MCCALL'S, INC.	JANITORIAL SUPPLIES	2,119.04
4500019071				1,526.00
4500019071	1/5/2023	100965 L.B. FOSTER RAIL TECHNOLOGIES, INC.	FUEL/OIL/GREASE	1,526.00
4500019072				164.55
4500019072	1/5/2023	100818 COOPER ELECTRIC SUPPLY CO.	ELEC&SIG PARTS/MAINT	164.55
4500019073				193.27
4500019073	1/5/2023	100732 APPLIED INDUSTRIAL TECHNOLOGIES, IN	FUEL/OIL/GREASE	193.27
4500019074				459.20
4500019074	1/5/2023	101191 TRISTATE INDUSTRIAL DISTRIBUTORS OF	PAINT-COATINGS, ETC	348.00
4500019074	1/5/2023	101191 TRISTATE INDUSTRIAL DISTRIBUTORS OF	JANITORIAL SUPPLIES	111.20
4500019084				955.45
4500019084	1/9/2023	100231 INDCO INC	JANITORIAL SUPPLIES	190.00
4500019084	1/9/2023	100231 INDCO INC	JANITORIAL SUPPLIES	560.50
4500019084	1/9/2023	100231 INDCO INC	JANITORIAL SUPPLIES	133.20
4500019084	1/9/2023	100231 INDCO INC	BUILDING MAINT SRVS	71.75
4500019085				257.95
4500019085	1/9/2023	102708 CARR'S HARDWARE	HAND TOOLS	134.95
4500019085	1/9/2023	102708 CARR'S HARDWARE	HAND TOOLS	123.00
4500019087				329.80
4500019087	1/9/2023	100902 GRAYBAR ELECTRIC CO. INC.	ELEC&SIG PARTS/MAINT	29.56
4500019087	1/9/2023	100902 GRAYBAR ELECTRIC CO. INC.	ELEC EQP/SUPP-NO CBL	300.24
4500019088				1,317.12
4500019088	1/9/2023	101233 WESTINGHOUSE AIR BRAKE TECHNOLOGIES	TRAN CAR EQUIP-MECH	1,317.12
4500019091				94.57
4500019091	1/10/2023	100252 T&T SUPPLY CO	WELDING EQP & SUPP	94.57
4500019096				1,576.66
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	709.32
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	394.95
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	23.46
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	47.07
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	127.60
4500019096	1/10/2023	100667 SNAP-ON INCORPORATED	HAND TOOLS	274.26
4500019099				829.40
4500019099	1/10/2023	100221 HOUGH PETROLEUM CORP	FUEL/OIL/GREASE	829.40
4500019100				602.30
4500019100	1/10/2023	100915 HILTI INC	BLDGS/GRNDS- MAINT.	602.30
4500019102				2,457.00

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4500019102	1/10/2023	103364	ALL SUPPLIES AND PARTS INC	TRANS CAR EQUIP-ELEC	2,457.00
4500019105					405.60
4500019105	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-CLOTHING	405.60
4500019106					1,825.20
4500019106	1/11/2023	101197	UNIFIRST CORPORATION	LAUNDRY & DRY CLEAN	1,825.20
4500019107					16,240.64
4500019107	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-CLOTHING	16,240.64
4500019108					22,464.00
4500019108	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-CLOTHING	21,099.00
4500019108	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-GEN EQP	1,365.00
4500019109					11,193.00
4500019109	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-CLOTHING	11,193.00
4500019110					20,131.80
4500019110	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-CLOTHING	19,827.60
4500019110	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-GEN EQP	304.20
4500019111					1,216.80
4500019111	1/11/2023	101197	UNIFIRST CORPORATION	CLOTHING UNIFORM	1,216.80
4500019112					486.00
4500019112	1/11/2023	101197	UNIFIRST CORPORATION	POLICE EQP AND SUPP	486.00
4500019113					82.80
4500019113	1/11/2023	101197	UNIFIRST CORPORATION	RENT/LEASE-OFFICE	82.80
4500019115					863.10
4500019115	1/11/2023	100054	ARNOLD'S SAFE & LOCK CO., INC.	LOCKS/LOCKSMITH SRVS	863.10
4500019116					113.60
4500019116	1/12/2023	100386	RAILROAD TOOLS AND SOLUTIONS LLC	TRK&RHT OF WAY MAINT	113.60
4500019117					994.65
4500019117	1/12/2023	101153	STRATO INC.	TRAN CAR EQUIP-MECH	994.65
4500019119					440.91
4500019119	1/12/2023	103552	TS AIR SCIENCES LLC	ELEC&SIG PARTS/MAINT	440.91
4500019120					129.75
4500019120	1/12/2023	100512	WHARTON HARDWARE & SUPPLY CORP.	HAND TOOLS	84.75
4500019120	1/12/2023	100512	WHARTON HARDWARE & SUPPLY CORP.	OFFICE SUPPLIES	45.00
4500019121					2,400.00
4500019121	1/12/2023	101983	LOVELINE INDUSTRIES, INC.	1ST AID & SAFETY EQP	2,400.00
4500019123					50.45
4500019123	1/12/2023	100393	REFLECTIVE APPAREL FACTORY, INC	CLOTHING UNIFORM	48.95
4500019123	1/12/2023	100393	REFLECTIVE APPAREL FACTORY, INC	CLOTHING UNIFORM	1.50
4500019127					220.20
4500019127	1/13/2023	101973	SUPREME SAFETY, INC	1ST AID & SAFETY EQP	127.80
4500019127	1/13/2023	101973	SUPREME SAFETY, INC	BLDGS/GRNDS- MAINT.	92.40
4500019128					426.65
4500019128	1/13/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	PLUMBING EQP & SUPP	37.50
4500019128	1/13/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	HAND TOOLS	29.10
4500019128	1/13/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	HAND TOOLS	147.60
4500019128	1/13/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	HAND TOOLS	76.25
4500019128	1/13/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	HAND TOOLS	136.20
4500019129					145.99
4500019129	1/13/2023	100646	W.W. GRAINGER INC.	FARE COLLECTION EQP	32.92
4500019129	1/13/2023	100646	W.W. GRAINGER INC.	FARE COLLECTION EQP	113.07
4500019130					1,290.00
4500019130	1/13/2023	100129	DEBORAH DETWILER	AD/PROMO ITEMS	1,290.00
4500019131					317.00
4500019131	1/13/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	317.00
4500019132					8,987.07
4500019132	1/13/2023	101744	GLOBAL EQUIPMENT COMPANY INC.	STEAM&HOT WTR BOILER	8,726.77
4500019132	1/13/2023	101744	GLOBAL EQUIPMENT COMPANY INC.	STEAM&HOT WTR BOILER	260.30
4500019133					544.80
4500019133	1/13/2023	102672	US ELECTRICAL SERVICES, INC.	JANITORIAL SUPPLIES	502.80
4500019133	1/13/2023	102672	US ELECTRICAL SERVICES, INC.	ELEC EQP/SUPP-NO CBL	42.00
4500019134					1,569.09
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	127.59
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	182.25
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	79.02
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	149.01
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	671.76
4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	54.34

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4500019134	1/16/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	305.12
4500019139					177.08
4500019139	1/18/2023	100428	THORNTON ENTERPRISES INC	FUEL/OIL/GREASE	177.08
4500019140					5,000.00
4500019140	1/18/2023	102349	HOLMAN RETAIL HOLDINGS LLC	AUTO MAINT/RPR PRTS	5,000.00
4500019141					6,738.80
4500019141	1/18/2023	100285	MAC PRODUCTS, INC	ELEC EQP/SUPP-NO CBL	6,738.80
4500019144					1,735.20
4500019144	1/19/2023	100511	WESTCODE INC.	TRAN CAR EQUIP-MECH	1,573.20
4500019144	1/19/2023	100511	WESTCODE INC.	TRAN CAR EQUIP-MECH	162.00
4500019147					263.50
4500019147	1/19/2023	100327	JH NORTON COMPANY INC.	1ST AID & SAFETY EQP	263.50
4500019148					406.56
4500019148	1/19/2023	100729	HITACHI RAIL STS USA, INC.	TRK&RHT OF WAY MAINT	406.56
4500019149					659.88
4500019149	1/19/2023	102422	GALLAWAY GLOVE & SAFETY	1ST AID & SAFETY EQP	120.00
4500019149	1/19/2023	102422	GALLAWAY GLOVE & SAFETY	1ST AID & SAFETY EQP	539.88
4500019150					341.19
4500019150	1/19/2023	101595	PRO-LINE INDUSTRIAL PRODUCTS, INC.	BLDGS/GRNDS- MAINT.	341.19
4500019151					168.12
4500019151	1/19/2023	101973	SUPREME SAFETY, INC	1ST AID & SAFETY EQP	168.12
4500019152					187.00
4500019152	1/19/2023	100755	BDF CHEMICAL CO INC	FASTENERS	72.00
4500019152	1/19/2023	100755	BDF CHEMICAL CO INC	FASTENERS	50.00
4500019152	1/19/2023	100755	BDF CHEMICAL CO INC	FASTENERS	65.00
4500019153					555.20
4500019153	1/20/2023	100231	INDCO INC	JANITORIAL SUPPLIES	114.00
4500019153	1/20/2023	100231	INDCO INC	JANITORIAL SUPPLIES	302.50
4500019153	1/20/2023	100231	INDCO INC	JANITORIAL SUPPLIES	68.20
4500019153	1/20/2023	100231	INDCO INC	JANITORIAL SUPPLIES	70.50
4500019154					423.84
4500019154	1/20/2023	100684	SOSMETAL PRODUCTS INC	OFFICE SUPPLIES	423.84
4500019155					364.20
4500019155	1/20/2023	102672	US ELECTRICAL SERVICES, INC.	ELEC EQP/SUPP-NO CBL	6.00
4500019155	1/20/2023	102672	US ELECTRICAL SERVICES, INC.	ELEC&SIG PARTS/MAINT	358.20
4500019156					14,800.00
4500019156	1/20/2023	100413	SCOTT TESTING INC	ELEC EQP/SUPP-NO CBL	7,400.00
4500019156	1/20/2023	100413	SCOTT TESTING INC	ELEC EQP/SUPP-NO CBL	7,400.00
4500019162					1,322.64
4500019162	1/20/2023	100449	TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	1,322.64
4500019164					3,765.60
4500019164	1/23/2023	100199	H. C. WARNER, INC.	TRAN CAR EQUIP-MECH	3,765.60
4500019166					98.53
4500019166	1/23/2023	100979	M S C INDUSTRIAL SUPPLY CO. INC.	HAND TOOLS	18.09
4500019166	1/23/2023	100979	M S C INDUSTRIAL SUPPLY CO. INC.	1ST AID & SAFETY EQP	80.44
4500019167					1,890.00
4500019167	1/23/2023	100116	CONTEMPORARY MACHINERY &	HAND TOOLS	1,890.00
4500019170					240.00
4500019170	1/24/2023	101689	B2B HOLDINGS INC	OFFICE SUPPLIES	240.00
4500019172					153.21
4500019172	1/24/2023	100915	HILTI INC	HAND TOOLS	153.21
4500019173					1,530.56
4500019173	1/24/2023	100327	JH NORTON COMPANY INC.	1ST AID & SAFETY EQP	1,246.50
4500019173	1/24/2023	100327	JH NORTON COMPANY INC.	1ST AID & SAFETY EQP	284.06
4500019174					2,425.00
4500019174	1/24/2023	100963	KSL SUPPLIES INC.	ELEC EQP/SUPP-NO CBL	2,425.00
4500019175					14,667.72
4500019175	1/24/2023	100651	WILLIAMS SCOTSMAN INC.	RENT/LEASE-OFFICE	14,667.72
4500019176					14,340.00
4500019176	1/24/2023	103320	FLATIRON CRANE OPERATING COMPANY,	BUILDING MAINT SRVS	8,394.00
4500019176	1/24/2023	103320	FLATIRON CRANE OPERATING COMPANY,	BUILDING MAINT SRVS	776.00
4500019176	1/24/2023	103320	FLATIRON CRANE OPERATING COMPANY,	BUILDING MAINT SRVS	4,310.00
4500019176	1/24/2023	103320	FLATIRON CRANE OPERATING COMPANY,	BUILDING MAINT SRVS	860.00
4500019177					1,502.16
4500019177	1/24/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	751.08
4500019177	1/24/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	751.08

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4500019178					547.68
4500019178	1/24/2023	100296	MKG SALES ASSOCIATES, INC.	BLDGS/GRNDS- MAINT.	547.68
4500019179					7,595.70
4500019179	1/25/2023	100732	APPLIED INDUSTRIAL TECHNOLOGIES, IN	AIR COMPRES/ACCESS.	5,692.50
4500019179	1/25/2023	100732	APPLIED INDUSTRIAL TECHNOLOGIES, IN	AIR COMPRES/ACCESS.	1,903.20
4500019181					119.76
4500019181	1/25/2023	102422	GALLAWAY GLOVE & SAFETY	1ST AID & SAFETY EQP	119.76
4500019182					1,096.70
4500019182	1/25/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	20.28
4500019182	1/25/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	899.84
4500019182	1/25/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	55.86
4500019182	1/25/2023	100667	SNAP-ON INCORPORATED	HAND TOOLS	120.72
4500019183					5,245.20
4500019183	1/25/2023	100913	HELWIG CARBON PRODUCTS, INC.	TRAN CAR EQUIP-MECH	5,245.20
4500019184					1,857.60
4500019184	1/25/2023	100449	TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	1,146.00
4500019184	1/25/2023	100449	TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	711.60
4500019185					353.70
4500019185	1/25/2023	100727	ANIXTER INC.	ELEC&SIG PARTS/MAINT	353.70
4500019186					11,256.59
4500019186	1/25/2023	100530	SHI INTERNATIONAL CORP.	DATA PROC SRVS & SW	8,847.36
4500019186	1/25/2023	100530	SHI INTERNATIONAL CORP.	DATA PROC SRVS & SW	2,409.23
4500019187					13.40
4500019187	1/25/2023	100818	COOPER ELECTRIC SUPPLY CO.	ELECTRON COMPON/PRTS	13.40
4500019189					43.92
4500019189	1/25/2023	100646	W.W. GRAINGER INC.	1ST AID & SAFETY EQP	43.92
4500019190					618.24
4500019190	1/25/2023	100646	W.W. GRAINGER INC.	ELEC EQP/SUPP-NO CBL	618.24
4500019192					2,885.50
4500019192	1/25/2023	101189	TRI-DIM FILTER CORPORATION	TRAN CAR EQUIP-MECH	895.50
4500019192	1/25/2023	101189	TRI-DIM FILTER CORPORATION	TRAN CAR EQUIP-MECH	1,990.00
4500019193					4,086.00
4500019193	1/25/2023	100231	INDCO INC	HAND TOOLS	12.00
4500019193	1/25/2023	100231	INDCO INC	JANITORIAL SUPPLIES	421.20
4500019193	1/25/2023	100231	INDCO INC	RAGS, SHOP TOWELS	2,777.20
4500019193	1/25/2023	100231	INDCO INC	JANITORIAL SUPPLIES	875.60
4500019195					726.00
4500019195	1/25/2023	101067	TINA A. LISTON-HORNER	ELEC EQP/SUPP-NO CBL	288.00
4500019195	1/25/2023	101067	TINA A. LISTON-HORNER	ELEC EQP/SUPP-NO CBL	18.00
4500019195	1/25/2023	101067	TINA A. LISTON-HORNER	ELECTRON COMPON/PRTS	420.00
4500019196					374.76
4500019196	1/25/2023	100501	W.B. MASON CO. INC	OFFICE SUPPLIES	374.76
4500019197					1,715.00
4500019197	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	1,715.00
4500019199					4,483.64
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	1,417.35
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	1,565.04
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	489.24
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	721.65
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	127.54
4500019199	1/25/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	162.82
4500019207					1,495.00
4500019207	1/26/2023	103557	GOENGINEER LLC	DATA PROC SRVS & SW	1,495.00
4500019209					1,519.90
4500019209	1/27/2023	100231	INDCO INC	HARDWARE & RELATED	62.50
4500019209	1/27/2023	100231	INDCO INC	JANITORIAL SUPPLIES	896.40
4500019209	1/27/2023	100231	INDCO INC	JANITORIAL SUPPLIES	561.00
4500019210					2,599.20
4500019210	1/27/2023	100191	GKY INDUSTRIES	PLUMBING EQP & SUPP	71.20
4500019210	1/27/2023	100191	GKY INDUSTRIES	BLDGS/GRNDS- MAINT.	2,528.00
4500019211					64.95
4500019211	1/27/2023	100393	REFLECTIVE APPAREL FACTORY, INC	CLOTHING UNIFORM	63.45
4500019211	1/27/2023	100393	REFLECTIVE APPAREL FACTORY, INC	CLOTHING UNIFORM	1.50
4500019212					79.99
4500019212	1/27/2023	100262	KEYPORT ARMY NAVY	CLOTHING UNIFORM	79.99
4500019213					2,652.50

PATCO Monthly List of Previously Approved Purchase Order Contracts - January 2023

4500019213	1/27/2023	102672	US ELECTRICAL SERVICES, INC.	ELECTRON COMPON/PRTS	2,652.50
4500019215					1,200.60
4500019215	1/27/2023	100732	APPLIED INDUSTRIAL TECHNOLOGIES, IN	TRAN CAR EQUIP-MECH	1,200.60
4500019216					261.80
4500019216	1/27/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	TRAN CAR EQUIP-MECH	229.00
4500019216	1/27/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	PLUMBING EQP & SUPP	12.30
4500019216	1/27/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	HAND TOOLS	20.50
4500019217					323.75
4500019217	1/27/2023	100258	KC ELECTRONIC DISTRIBUTORS INC	TRANS CAR EQUIP-ELEC	323.75
4500019219					632.00
4500019219	1/27/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	1ST AID & SAFETY EQP	632.00
4500019222					505.45
4500019222	1/30/2023	101852	EMERALD BUSINESS SUPPLY INC.	PAPER OFFCE/PRT SHOP	505.45
4500019223					3,358.00
4500019223	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	774.00
4500019223	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,810.00
4500019223	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	774.00
4500019224					20,134.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	660.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	774.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019224	1/30/2023	102872	TECHNOLOGIES LANKA INC	TRAN CAR EQUIP-MECH	1,870.00
4500019227					1,233.12
4500019227	1/30/2023	100231	INDCO INC	JANITORIAL SUPPLIES	1,233.12
4500019229					5,159.00
4500019229	1/30/2023	100445	T. FRANK MCCALL'S, INC.	JANITORIAL SUPPLIES	5,159.00
4500019230					919.60
4500019230	1/30/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	FUEL/OIL/GREASE	295.20
4500019230	1/30/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	PLUMBING EQP & SUPP	62.40
4500019230	1/30/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	FASTENERS	162.00
4500019230	1/30/2023	101191	TRISTATE INDUSTRIAL DISTRIBUTORS OF	JANITORIAL SUPPLIES	400.00
4500019231					482.40
4500019231	1/30/2023	100054	ARNOLD'S SAFE & LOCK CO., INC.	LOCKS/LOCKSMITH SRVS	482.40
4500019232					840.00
4500019232	1/30/2023	100302	FELTON L. WALKER	FUEL/OIL/GREASE	840.00
4500019233					736.00
4500019233	1/30/2023	101804	NICHOLAS DEPUE	BADGES/EMBLEMS/TAGS	736.00
4500019234					7,076.00
4500019234	1/30/2023	101233	WESTINGHOUSE AIR BRAKE TECHNOLOGIES	TRANS CAR EQUIP-ELEC	6,450.00
4500019234	1/30/2023	101233	WESTINGHOUSE AIR BRAKE TECHNOLOGIES	TRAN CAR EQUIP-MECH	626.00
4500019235					1,000.00
4500019235	1/30/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	1,000.00
4500019237					1,181.00
4500019237	1/31/2023	100449	TEAM ONE REPAIR, INC.	FARE COLLECTION EQP	1,181.00
4500019238					2,550.00
4500019238	1/31/2023	100462	THERMAL-FLEX SYSTEMS, INC.	TRK&RHT OF WAY MAINT	2,550.00
4500019239					5,001.44
4500019239	1/31/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	4,781.94
4500019239	1/31/2023	100828	CUBIC TRANSPORTATION SYSTEMS INC	FARE COLLECTION EQP	219.50
4500019242					455.52
4500019242	1/31/2023	103552	TS AIR SCIENCES LLC	ELEC&SIG PARTS/MAINT	172.80
4500019242	1/31/2023	103552	TS AIR SCIENCES LLC	ELEC&SIG PARTS/MAINT	192.48
4500019242	1/31/2023	103552	TS AIR SCIENCES LLC	HVAC	90.24
4500019243					1,483.08
4500019243	1/31/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	279.00
4500019243	1/31/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	219.00
4500019243	1/31/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	239.04
4500019243	1/31/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	239.04
4500019243	1/31/2023	100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	159.00

PATCO Monthly List of Previously Approved Purchase Order Contracts - January 2023

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4500019243	1/31/2023 100919	HOMELAND INDUSTRIAL SUPPLY INC	JANITORIAL SUPPLIES	348.00
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BALANCE SHEET

PORT AUTHORITY TRANSIT CORPORATION

BALANCE SHEET

November 30, 2022

PRELIMINARY / UNAUDITED

ASSETS

	<u>December 31, 2021</u>	<u>November 30, 2022</u>
Cash (Includes \$107,197 in Station Escrow Funds)	1,576,133	2,988,794
Investments (Note 1)	2,805,806	2,836,522
Accounts Receivable	3,974,368	1,902,500
Inventory at lower of cost (first-in, first-out) or market	6,915,132	6,669,389
Prepaid Expenses	1,431,484	1,438,815
	<u>16,702,923</u>	<u>15,836,020</u>

LIABILITIES AND EQUITY

Liabilities:

Accounts Payable:		
Trade	4,422,318	3,180,124
Delaware River Port Authority (Note 2)	293,706,000	299,317,833
Accrued Liabilities:		
Reserve for Other Post Employment Benefits (Note 4)	20,381,971	20,381,971
Deferred Revenue (Note 5)	6,880,351	6,963,415
Wages	413,705	804,448
Pension and Other	261,951	222,192
Sick Leave Benefits	233,350	200,503
Reserve for Unused Vacation	774,141	774,141
Reserve for contingent liabilities (Note 3)	3,635,163	3,835,782
	<u>330,708,949</u>	<u>335,680,408</u>

Equity:

Advances from Delaware River Port Authority	599,769,203	641,427,976
Deficit	<u>(913,775,229)</u>	<u>(961,272,365)</u>
	<u>16,702,923</u>	<u>15,836,020</u>

PORT AUTHORITY TRANSIT CORPORATION
(A Wholly Owned Subsidiary Of Delaware River Port Authority)
STATEMENT OF REVENUES AND EXPENSES AND DEFICIT
FOR THE PERIOD INDICATED
PRELIMINARY / UNAUDITED

	Year to date ended	Month ended
	November 30, 2022	November 30, 2022
Operating Revenues:		
Passenger fares	10,416,769	1,022,727
Passenger parking	270,774	27,761
Passenger - other	73,907	5,585
Advertising	136,678	12,306
Telecommunications Rental Income	338,104	23,544
Miscellaneous	43,911	187
Interest Income From Investments	30,814	8,564
	<u>\$11,310,957</u>	<u>\$1,100,674</u>
Operating Expenses:		
Maintenance of Way and Power	13,048,420	1,294,874
Maintenance of Equipment	7,788,745	763,319
Purchased Power	4,103,735	353,611
Transportation	17,485,072	1,971,464
General Insurance	1,916,548	423,633
Superintendence and General Office	8,853,739	553,071
	<u>53,196,260</u>	<u>5,359,970</u>
Rent of Rapid Transit System Facilities (Note 2)	5,611,833	510,167
Other Post Employment Benefits Accrual (Note 4)	-	-
	<u>\$58,808,093</u>	<u>\$5,870,137</u>
Net Income (loss)	<u>(\$47,497,136)</u>	<u>(\$4,769,463)</u>
Deficit, December 31, 2021	<u>(\$913,775,229)</u>	
Deficit, November 30, 2022	<u>(\$961,272,365)</u>	

See Notes To Financial Statements

PORT AUTHORITY TRANSIT CORPORATION
(A Wholly Owned Subsidiary of the Delaware River Port Authority)
November 30, 2022

NOTES TO FINANCIAL STATEMENTS

1. Investments:

The Corporation has set aside \$2,836,522 to partially fund its liability for self-insurance with the following limits:

- (a) Totally self-insured for Voluntary Workers Compensation.
- (b) Comprehensive General Liability from the first dollar to \$5,000,000 per occurrence.

2. Rent of transit system facilities:

All rapid transit system facilities used by the Corporation are leased from the Delaware River Port Authority, under terms of an agreement dated April 18, 1969 and amended June 3, 1974. The lease requires the Corporation to operate and maintain the Locust-Lindenwold line.

The terms of the amended agreement, which was made retroactive to January 1, 1974, and which is to continue from year to year, provide that the Corporation pay a minimum annual rental of \$6,122,000, which approximates the sum of the annual interest expense to the Delaware River Port Authority for that portion of its indebtedness attributable to the construction and equipping of the leased facilities plus the provision for depreciation of the rapid transit facilities as recorded by the Authority. In addition, the lease requires the Corporation to pay to the Authority any net earnings from operations for the Locust-Lindenwold line less a reasonable amount to be retained for working capital and operating reserves.

The rent is payable semi-annually on June 30 and December 31. The Corporation is in default of this agreement as payments totaling \$299,317,833 from January 1, 1974 through November 30, 2022 have not been made to the Authority.

3. Reserves for Contingent Liabilities:

Pursuant to a policy of self-insurance, the Corporation has reserved \$ 674,486 for Comprehensive General Liability and \$3,161,296 for Workers' Compensation.

4. Other Post-Employment Benefits:

The Government Accounting Standards Board (GASB) has issued Statement No. 45, "Accounting and Financial Reporting by Employers for Post-Employment Benefits Other than Pensions (OPEB)," which addresses the accountability and disclosure of the costs and obligations, that are associated with post-employment health care and other non-pension benefits to current and future retirees, by governmental entities. Pursuant to this requirement, the Corporation adopted its reporting requirements during the 2007 fiscal year. The OPEB accrual, in recognition of the costs and obligations associated with post-employment health care, represents an actuarial determined amount upon an unfunded assumption under a 30-year amortization period at a discount rate of 5%.

5. Deferred Revenue:

Deferred revenue consists of the prepayment of fares related to the unearned values on passengers' smart cards for unused trips.

OPERATIONS & MAINTENANCE COMMITTEE

**Refer to Operations and
Maintenance Minutes
in the DRPA Board Packet**

SUMMARY STATEMENT

ITEM NO.:	PATCO-23-004
SUBJECT:	PATCO's Public Transportation Agency Safety Plan
COMMITTEE:	Operations & Maintenance
COMMITTEE MEETING DATE:	February 7, 2023
BOARD ACTION DATE:	February 15, 2023
PROPOSAL:	That the Board approves PATCO's revised Public Transportation Agency Safety Plan.
PURPOSE:	Approval of this plan is required for compliance with 49 CFR Part 673.11.
BACKGROUND:	<p>On July 19, 2018, the Federal Transit Administration (FTA) published a final rule for Public Transportation Agency Safety Plans as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The final rule requires operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. Operators of public transportation systems are required to implement the PTASPs. The development and implementation of the PTASP is intended to ensure that PATCO continues to operate safely. Per 49 CFR Part 673.11 (1), a transit agency's (i.e., PATCO's) PTASP must be approved by its Board of Directors. The Board approved the PATCO PTASP at the April 15, 2020 meeting (PATCO-20-006).</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act into law. The Act added new safety requirements for public transportation agencies and required PATCO to review and revise its PTASP accordingly.</p> <p>The revised PTASP now includes:</p> <ul style="list-style-type: none"> ▪ Establishment of a joint labor-management safety committee with equal representation by members of Teamsters Local #676 and PATCO management. ▪ A process for represented employees to participate in the development and approval of the PTASP.

- Strategies to minimize exposure to infectious diseases, consistent with the Centers for Disease Control and Prevention guidelines.
- Employee training in assault awareness and prevention.

PATCO staff began development of the PTASP early in 2022 with substantial assistance from its consultant, STV. A draft revised PTASP was submitted to NJDOT on August 26, 2022. The submitted PTASP was conditionally approved by NJDOT on November 7, 2022. Final NJDOT approval is conditioned on Board approval of the PTASP. NJDOT also made recommendations for further development that were incorporated into the final PTASP. The PTASP was approved by PATCO's Labor-Management Safety Subcommittee on September 14, 2022.

SUMMARY:	Amount:	\$0
	Source of Funds:	N/A
	Capital Project #:	N/A
	Operating Budget:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	N/A
	Other Parties Involved:	None

PATCO-23-004
O&M Committee: February 7, 2023
Board Date: February 15, 2023
PATCO's Public Transportation Agency Safety Plan

RESOLUTION

RESOLVED: That the Board of Commissioners of the Port Authority Transit Corporation approves the revised PATCO Public Transportation Agency Safety Plan; and be it further

RESOLVED: The Chairman, Vice Chairman and the President must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of PATCO. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and President 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 PATCO along with the President. 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 President shall execute such documents on behalf of PATCO.

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

SUMMARY STATEMENT

ITEM NO. PATCO-23-005

SUBJECT: Webhosting & Maintenance of
FREEDOM Card e-Commerce
Application

COMMITTEE: Operations and Maintenance

COMMITTEE MEETING DATE: February 7, 2023

BOARD ACTION DATE: February 15, 2023

PROPOSAL: That the Board authorizes staff to negotiate a 5 year contract with Acadaca, LLC, whereby Acadaca will continue to host and support the FREEDOM card web application.

Amount:	\$ 1,073,839
Hosting	Year 1: \$191,442
	Year 2: \$201,014
	Year 3: \$211,065
	Year 4: \$221,618
	Year 5: \$232,699
Enhancement Support	\$ 16,000
Firm:	Acadaca, LLC
	New York, NY

PURPOSE: To contract with Acadaca, whereby Acadaca will host, support and maintain the FREEDOM card website found at PATCOFREEDOMCARD.ORG.

BACKGROUND: The Automated Fare Collection (AFC) e-commerce website has been hosted, monitored and maintained by Acadaca, the application developer, since creation in 2009.

The current Acadaca developed website interfaces with Cubic's Nextfare Application to allow transit customers to purchase FREEDOM cards, sign up for and manage their cards by checking transactions, adding value and registering cards or enrolling in automatic replenishment online.

In 2009, PATCO used the e-commerce website application interface Acadaca developed for Port Authority Trans Hudson (PATH).

Acadaca worked with the AFC system integrator Cubic on the PATH website which benefitted PATCO in time and cost savings. The ongoing relationship with Acadaca is needed to keep the current site running and allow the web application to function with the expected upgrade. As part of the ongoing Service Level Agreement, Acadaca will continue to host PATCOFREEDOMCARD.ORG in an off-site dedicated PCI compliant hosting environment. Acadaca will continue to provide 24/7 support and redundant hardware in case of hardware failure.

Acadaca has proposed a hosting fee of \$15,954 per month for year one and an increase of 5% per year for the duration of the 5 year contract (Year 2: \$16,751 per month; Year 3: \$17,589 per month; Year 4: \$18,468 per month; and Year 5: \$19,392 per month). In addition to the monthly support, PATCO may decide to add an enhancement to the system affecting the web application. Acadaca will charge an hourly fee for any of this work. A not to exceed amount of \$16,000 was added to the contract.

PATCO recommends continuing the contractual relationship with Acadaca, who has developed, hosted and monitored the PATCOFREEDOMCARD website since 2009.

Staff reviewed the proposal and it is recommended that the Board authorize staff to negotiate a five-year agreement with Acadaca, LLC in an amount not to exceed \$1,073,839.

SUMMARY:	Amount:	\$1,073,839
	Source of Funds:	General Fund
	Capital Project #:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	5 years
	Other Parties Involved:	N/A

PATCO-23-005
Operations & Maintenance: February 7, 2023
Board Date: February 15, 2023
Webhosting & Maintenance of
FREEDOM Card e-Commerce Application

RESOLUTION

RESOLVED: That the Board of Commissioners of the Port Authority Transit Corporation authorizes staff to negotiate a contract with Acadaca, LLC in an amount not to exceed \$1,073,839 whereby Acadaca will host, monitor and maintain the PATCOFREEDOMCARD website per the attached Summary Statement; and be it further

RESOLVED: The Chair, Vice Chair and the President must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of PATCO. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and President 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 PATCO along with the President. 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 President shall execute such documents on behalf of PATCO.

SUMMARY:	Amount:	\$ 1,073,839
	Source of Funds:	General Fund
	Capital Project #:	N/A
	Master Plan Status:	N/A
	Other Fund Sources:	N/A
	Duration of Contract:	5 years
	Other Parties Involved:	N/A

Memorandum: Purchases Greater Than \$25,000
PATCO - Sole Source Purchase Order Request

TO: John Rink, GM-PATCO; James White, Chief Financial Officer
 John T. Hanson, CEO-DRPA / President-PATCO

FROM: NAME **DEPARTMENT**
 Kathleen Imperatore Division Director/
Project Manager Fare Collection

SUBJECT: Sole Source Approval **COMPANY PROVIDING SERVICE / PRODUCT**
Acadaca

PURCHASE REQUISITION NUMBER **DATE**
TBD 01/26/2023

Background:

The current Acadaca application/website, created in 2009, interfaces with Cubic's Nextfare System to allow end users to purchase Freedom/Share cards sign up for and manage their cards (check account transactions, add value to their cards, register cards, enroll in autoloading automatic replenishment and edit account information) online.

Justification for Proprietary/ Sole Source:

Acadaca developed and owns the code of the e-commerce interface. The application has been hosted, monitored and maintained by Acadaca since creation. Acadaca has worked with Cubic on the expected Cloud hosting interface and our Bank Card Acquirer on secure communication interfaces. The ongoing relationship with Acadaca is needed to keep the current site running and allow the web application to function with the expected shift to Cloud computing. As part of the on-going Service Level Agreement, Acadaca will continue to host site in an off-site dedicated PCI compliant hosting environment. Acadaca will monitor the service and provide 24/7 support and redundant hardware in case of failure.

Cost:

\$15,963.62 per month (year 1) = \$191,442.26; \$16,751.20 per month (year 2) = \$201,014.26; \$17,566.76 per month (year 3) = \$211,085.12; \$16,466.20 per month (year 4) = \$221,616.36;
 \$19,291.61 per month (year 5) = 232,600.24
 In addition: 100 hours for any changes we may make to fare system at \$100 (average) = \$10,000
 Total cost = \$ 1,073,639.22

Division Director Kathleen Imperatore Digitally signed by Kathleen Imperatore
Date: 2023.01.26 15:21:41 -05'00'
Signature

John Rink, GM-PATCO John D. Rink Digitally signed by John D. Rink
Date: 2023.01.26 15:28:49 -05'00'
Signature

James White, CFO James White Digitally signed by James White
Date: 2023.01.31 12:22:46 -05'00'
Signature

**John T. Hanson, CEO-DRPA/
President-PATCO** James White Digitally signed by James White
Date: 2023.01.31 12:24:16 -05'00'
Signature

Jan 2021

**PORT AUTHORITY TRANSIT CORPORATION
BOARD MEETING**

**One Port Center
Camden, New Jersey
Wednesday, February 15, 2023**

Pennsylvania Commissioners

Cherelle Parker, Chair of the Board (via Zoom)
Christal Pike-Nase (for Pennsylvania Auditor General Timothy DeFoor) (via Zoom)
Keiwana McKinney (via Zoom)
Donna Powell (via Zoom)
Angelina Perryman (via Zoom)
Robert Ghormoz (via Zoom)

New Jersey Commissioners

Jeffrey Nash, Esq., Vice Chair of the Board
Albert Frattali
Charles Fentress (via Zoom)
Aaron Nelson (via Zoom)
Sara Lipsett (via Zoom)
Richard Sweeney (via Zoom)
Bruce Garganio (via Zoom)

DRPA/PATCO Staff

John T. Hanson, Chief Executive Officer
Jalila Parker, Deputy Chief Executive Officer
Raymond J. Santarelli, General Counsel and Corporate Secretary
James White, Chief Financial Officer
Toni Brown, Chief Administrative Officer
John Rink, PATCO General Manager
David Aubrey, Inspector General
Stephen Holden, Deputy General Counsel
Michael Venuto, Chief Engineer
Robert Hicks, Chief Operating Officer
Edward Cobbs, Chief of Police
Robert Finnegan, Chief Safety and Security Officer
John Santry, Lieutenant of Police
Rohan Hepkins, PATCO Assistant General Manager
Tonyelle Cook-Artis, Director, Government Relations & Grants Administration
Kwan Hui, Manager, Grants Administration (via Zoom)
Ricardo DeOliveira, Bridge Director, CBB & WWB (via Zoom)
Joseph McAroy, Bridge Director, BFB & BRB (via Zoom)
Amy Ash, Manager, Contract Administration
Darcie DeBeaumont, Director of Finance (via Zoom)
Christina Maroney, Director, Strategic Initiatives
Kathleen Vandy, Assistant General Counsel
Darlene Callands, Manager, Community Relations (via Zoom)
Dawn Whiton, Executive Assistant to the CEO
Barbara Wagner, Executive Assistant to the Deputy CEO

Mike Williams, Manager, Corporate Communications
Carol Herbst, Senior Accountant (via Zoom)
Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present

Janice Venables, Associate Counsel, New Jersey Governor's Authorities Unit
Christopher Gibson, Archer & Greiner, P.C. (via Zoom)
Alan Kessler, Duane Morris, LLP (via Zoom)
Alan Becker, Citizens' Advisory Committee
Michael Cuddy, Sr. Vice President, TranSystems
Jennifer Laning, TranSystems

OPEN SESSION

Roll Call

Chairwoman Parker called the meeting to order at 9:57 a.m. and asked that the Corporate Secretary call the roll. The following were present, constituting a quorum: Chairwoman Parker, Vice Chair Nash, and Commissioners Frattali, Fentress, Garganio, Pike-Nase, McKinney, Lipsett, Perryman, Powell, Nelson, Sweeney, and Ghormoz.

Public Comment

Corporate Secretary Santarelli reported that there was no public comment.

Report of the General Manager

PATCO General Manager Rink stated that the Report of the General Manager stood as previously submitted. Commissioner Powell moved to approve the General Manager's Report and Commissioner Fentress seconded the motion. There were no questions or comments. All Commissioners in attendance voted in the affirmative to approve the General Manager's Report. The motion carried.

Approval of the January 18, 2023 PATCO Board Meeting Minutes

Chairwoman Parker stated that the Minutes of the January 18, 2023 PATCO Board Meeting were previously provided to all Commissioners and the Governors of New Jersey and Pennsylvania. There were no comments on or corrections to the Minutes. Commissioner Gargano moved to approve the Minutes and Commissioner Nelson seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Receipt and Filing of the List of Previously Approved Payments and covering the Month of January 2023

Chairwoman Parker stated that the List of Previously Approved Payments covering the month of January 2023 were previously provided to all Commissioners. There were no questions or comments. Commissioner Frattali moved to receive and file the Lists and Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Receipt and Filing of the List of Previously Approved Purchase Orders and Contracts covering the Month of January 2023

Chairwoman Parker stated that the List of Previously Approved Purchase Orders and Contracts covering the month of January 2023 was previously provided to all Commissioners. There were no questions or comments. Commissioner Fentress moved to receive and file the List and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Balance Sheet and Equity Statement dated November 30, 2022

Chairwoman Parker stated that the Balance Sheet and Equity Statement dated November 30, 2022, was previously provided to all Commissioners. There were no questions or comments. Commissioner Sweeney moved to receive and file the Balance Sheet and Equity Statement and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Operations and Maintenance Committee Meeting Minutes of February 7, 2023

Chairwoman Parker stated that the Minutes of the February 7, 2023 Operations and Maintenance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Fentress moved to approve the Minutes and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Operations and Maintenance Committee on February 7, 2023

Chairwoman Parker stated that there were two (2) Resolutions from the February 7, 2023 Operations and Maintenance Committee Meeting for consideration:

PATCO-23-004 PATCO's Public Transportation Agency Safety Plan - PATCO

PATCO General Manager Rink presented Summary Statement and Resolution No. PATCO-23-004 seeking Board approval of PATCO's revised Public Transportation Agency Safety Plan, copies of which were provided to the Commissioners in advance of the meeting. As authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21), operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 are required to develop and implement the Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney moved to adopt the Resolution and Commissioner Ghormoz seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

PATCO-23-005 Webhosting and Maintenance of FREEDOM Card e-Commerce Application

PATCO General Manager Rink presented Summary Statement and Resolution No. PATCO-23-005 seeking Board authorization for staff to negotiate a 5-year contract with Acadaca, LLC to

continue to host, support and maintain the FREEDOM card web application, in the amount of \$1,073,839.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Frattali moved to adopt the Resolution and Commissioner Fentress seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

Unfinished Business

Chairwoman Parker stated there were no Unfinished Business items.

New Business

Corporate Secretary Santarelli reported that there were no New Business items.

Executive Session

Corporate Secretary Santarelli reported that there were no Executive Session items.

Adjournment

With no further business, Chairwoman Parker proposed an adjournment of the Meeting. Commissioner Fentress moved to adjourn the Meeting. Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative. The Meeting adjourned at 10:05 a.m.

Respectfully submitted,



Raymond J. Santarelli, Esquire
General Counsel and Corporate Secretary

**DELAWARE RIVER PORT AUTHORITY
BOARD MEETING**

**One Port Center
Camden, New Jersey
Wednesday, February 15, 2023**

Pennsylvania Commissioners

Cherelle Parker, Chair of the Board (via Zoom)
Christal Pike-Nase (for Pennsylvania Auditor General Timothy DeFoor) (via Zoom)
James Snell (for Pennsylvania Treasurer Stacy Garrity) (via Zoom)
Keiwana McKinney (via Zoom)
Donna Powell (via Zoom)
Angelina Perryman (via Zoom)
Robert Ghormoz (via Zoom)

New Jersey Commissioners

Jeffrey Nash, Esq., Vice Chair of the Board
Albert Frattali
Charles Fentress (via Zoom)
Aaron Nelson (via Zoom)
Sara Lipsett (via Zoom)
Richard Sweeney (via Zoom)
Bruce Garganio (via Zoom)

DRPA/PATCO Staff

John T. Hanson, Chief Executive Officer
Jalila Parker, Deputy Chief Executive Officer
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James White, Chief Financial Officer
Toni Brown, Chief Administrative Officer
John Rink, PATCO General Manager
David Aubrey, Inspector General
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Robert Finnegan, Chief Safety and Security Officer
John Santry, Lieutenant of Police
Rohan Hepkins, PATCO Assistant General Manager
Tonyelle Cook-Artis, Director, Government Relations & Grants Administration
Kwan Hui, Manager, Grants Administration (via Zoom)
Ricardo DeOliveira, Bridge Director, CBB & WWB (via Zoom)
Joseph McAroy, Bridge Director, BFB & BRB (via Zoom)
Amy Ash, Manager, Contract Administration
Darcie DeBeaumont, Director of Finance (via Zoom)
Christina Maroney, Director, Strategic Initiatives
Kathleen Vandy, Assistant General Counsel
Darlene Callands, Manager, Community Relations (via Zoom)
Dawn Whiton, Executive Assistant to the CEO
Barbara Wagner, Executive Assistant to the Deputy CEO
Mike Williams, Manager, Corporate Communications

Carol Herbst, Senior Accountant (via Zoom)
Elizabeth Saylor, Administrative Coordinator, Corporate Secretary

Others Present

Janice Venables, Associate Counsel, New Jersey Governor’s Authorities Unit
Christopher Gibson, Archer & Greiner, P.C. (via Zoom)
Alan Kessler, Duane Morris, LLP (via Zoom)
Alan Becker, Citizens’ Advisory Committee
Michael Cuddy, Sr. Vice President, TranSystems
Jennifer Laning, TranSystems

OPEN SESSION

Moment of Silence and Pledge of Allegiance

Chairwoman Parker requested everyone to rise and observe a moment of silence and for the Pledge of Allegiance.

Chairwoman Parker called the meeting to order at 9:05 a.m. and asked that the Corporate Secretary call the roll.

Roll Call

The following were present, constituting a quorum: Chairwoman Parker, Vice Chair Nash, and Commissioners Frattali, Fentress, Garganio, Pike-Nase, Snell, McKinney, Lipsett, Perryman, Powell, Nelson, Sweeney, and Ghormoz.

Public Comment

Corporate Secretary Santarelli reported that there was no public comment.

Report of the Chief Executive Officer

Chief Executive Officer Hanson stated that the CEO Report stood as previously submitted. CEO Hanson then presented a brief video regarding the recently approved DRPA Paid Parental Leave Policy.

After the video, Chief of Police Cobbs gave a brief overview of the Public Safety Training Program. He stated that the Public Safety Department is aware of what happened in Memphis involving the tragic death of Tyre Nichols in Memphis, TN and that the Public Safety Department is constantly monitoring local, state, and national incidents and determining how they may affect policing practices. He introduced Lieutenant Santry, noting that Lieutenant Santry oversees professional standards within the department, including training and policy development. Chief Cobbs explained that the department has developed a culture that complies with our shared and core values which involves collaboration, humility, growth and development, professionalism, and accountability.

Chairwoman Parker thanked the Executive team and staff of the DRPA and PATCO for their hard work in implementing the Paid Parental Leave Policy. Chairwoman Parker also thanked Chief Cobbs and Lieutenant Santy, expressing, on behalf of herself and the Board, appreciation for the Public Safety Department’s professionalism and training, the values those embody, and pride in

the Department's work. Vice Chairman Nash commented that, on behalf of the New Jersey Commissioners, he echoed her statement. CEO Hanson added that he also echoed the Chairwoman's sentiments and that he wanted to emphasize that he couldn't be any prouder of the Authority's Public Safety Department.

CEO Hanson also recognized Commissioner Fentress' 90th birthday and thanked him for his inspiration and dedication.

There were no further questions or comments. Commissioner Fentress moved to approve the CEO's Report and Commissioner Perryman seconded the motion. All Commissioners in attendance voted to approve the CEO's Report. The motion carried.

Report of the Chief Financial Officer

Chief Financial Officer White stated that his Report stood as previously submitted. He noted that as of January 1, 2023, the Authority has achieved a significant milestone. In 2013, the Authority's outstanding bond debt was \$1.6 billion. Even after the loss of revenue during the COVID 19 pandemic, the Authority was able to pay off \$600 million of this debt. Chairwoman Parker, Vice Chairman Nash and CEO Hanson responded with their thanks to CFO White, his staff, the Executive team, and the Board for their efforts. There were no questions or comments.

Approval of the January 18, 2023 DRPA Board Meeting Minutes

Chairwoman Parker stated that the January 18, 2023, DRPA Board Meeting Minutes were previously provided to all Commissioners and the Governors of New Jersey and Pennsylvania. There were no comments or corrections to the Minutes. Commissioner Nash moved to approve the Minutes and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

2022 Third Quarter Financial Statement and Footnotes

Chairwoman Parker stated that the 2022 Third Quarter Financial Statement and Footnotes were previously provided to all Commissioners. There were no questions or comments. Commissioner Pike-Nase moved to receive and file the 2022 Third Quarter Financial Statement and Footnotes and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Receipt and Filing of the List of Previously Approved Payments covering the Month of January 2023

Chairwoman Parker stated that the List of Previously Approved Payments covering the month of January 2023 was previously provided to all Commissioners. There were no questions or comments. Commissioner Nelson moved to receive and file the List and Commissioner Fentress seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Receipt and Filing of the List of Previously Approved Purchase Orders and Contracts covering the Month of January 2023

Chairwoman Parker stated that the List of Previously Approved Purchase Orders and Contracts covering the month of January 2023 was previously provided to all Commissioners. There were no questions or comments. Commissioner Snell moved to receive and file the List and

Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative. The motion carried.

Approval of Operations & Maintenance Committee Meeting Minutes of February 7, 2023

Chairwoman Parker stated that the Minutes of the February 7, 2023 Operations & Maintenance Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Fentress moved to approve the Minutes and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Operations & Maintenance Committee on February 7, 2023

Chairwoman Parker stated that there were five (5) Resolutions from the February 7, 2023 Operations & Maintenance Committee Meeting for consideration:

DRPA-23-018 Professional Services for the Commodore Barry Bridge Weld Investigation

Chief Engineer Venuto presented Summary Statement and Resolution No. DRPA-23-018 seeking Board authorization to negotiate an agreement with TranSystems Corporation to provide engineering services required to perform the Commodore Barry Bridge weld investigation, in the amount of \$4,770,393.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Frattali moved to adopt the Resolution and Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-019 Lindenwold and Ashland Exterior Communications and Power

PATCO General Manager Rink presented Summary Statement and Resolution No. DRPA-23-019 seeking Board authorization for staff to negotiate a contract with Denney Electric Supply to hardwire emergency call boxes and parking lot fare gates at Lindenwold and Ashland Stations, in an amount not to exceed \$428,938.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney moved to adopt the Resolution and Commissioner Sweeney seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-015 PATCO's Public Transportation Agency Safety Plan - DRPA

PATCO General Manager Rink presented Summary Statement and Resolution Nos. DRPA-23-015 seeking Board approval of PATCO's revised Public Transportation Agency Safety Plan, copies of which were provided to the Commissioners in advance of the meeting. As authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21), operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 are

required to develop and implement the Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Pike-Nase moved to adopt the Resolution and Commissioner Snell seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-020 Procurement and Delivery of Eighty (80) Machined Axles for PATCO

PATCO General Manager Rink presented Summary Statement and Resolution No. DRPA-23-020 seeking Board authorization for staff to negotiate a contract with ORX Railway Corporation for the procurement and delivery of eighty (80) machined axles, in the amount of \$272,960.00. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Garganio moved to adopt the Resolution and Commissioner Frattali seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

DRPA-23-021 DRPA/PennDOT Grant Reimbursement

Government Relations and Grants Administration Director Cook-Artis presented Summary Statement and Resolution No. DRPA-23-021 seeking Board authorization for staff to execute one or more funding agreements with the Commonwealth of Pennsylvania, Department of Transportation through which the DRPA would progress the Ben Franklin Bridge Safety Improvements (MPMS# 72597) and Ben Franklin Bridge Eastbound Operations Improvements (MPMS# 105290) projects and be reimbursed by PennDOT for the work performed, in the amount of \$3,292,000.00, as well as any future increases pursuant to this grant application. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner McKinney move to adopt the Resolution and Commissioner Powell seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

Approval of Labor Committee Meeting Minutes of February 7, 2023

Chairwoman Parker stated that the Minutes of the February 7, 2023 Labor Committee Meeting were previously provided to all Commissioners. There were no comments or corrections. Commissioner Snell moved to approve the Minutes and Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative to approve the Minutes as submitted. The motion carried.

Adoption of Resolutions Approved by the Labor Committee on February 7, 2023

Chairwoman Parker stated that there was one (1) Resolution from the February 7, 2023 Labor Committee Meeting for consideration:

DRPA-23-017 2023 Outside Employment Request for Approval.

Chief Administrative Officer Brown presented Summary Statement and Resolution No. DRPA-23-017 seeking approval for certain director level or above employees seeking approval for outside employment that does not pose a conflict with their employment at the DRPA/PATCO for a period

of one (1) year. Chief Safety and Security Officer Robert Finnegan requested authorization to serve as Board Member of the Washington Township Zoning Board of Adjustment, with no compensation, and as a Board Member of the Washington Township Municipal Utilities Authority (MUA), with compensation of \$35.00 per month. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Sweeney seconded the motion. All Commissioners in attendance voted in the affirmative to adopt the Resolution. The motion carried and the Board adopted the Resolution.

Citizens' Advisory Committee Report

Mr. Alan Becker gave the report of the Citizens' Advisory Committee.

Unfinished Business

Chairwoman Parker stated there were no Unfinished Business items.

New Business

Chairwoman Parker announced there was one (1) New Business item for consideration:

**DRPA-23-022 Consideration of Pending DRPA Contracts
(Between \$25,000 and \$100,000)**

Contract Administration Manager Ash presented Summary Statement and Resolution No. DRPA-23-022 seeking Board authorization for staff to negotiate and enter into the four (4) pending DRPA contracts identified in the attachment to the Resolution. Chairwoman Parker inquired whether Commissioners had any questions for staff concerning the Resolution. There were no questions. Commissioner Fentress moved to adopt the Resolution and Commissioner Nelson seconded the motion. All Commissioners in attendance voted to approve the motion. The motion carried and the Board adopted the Resolution.

The DRPA Board Meeting was held in abeyance at 9:56 a.m.

Adjournment

With no further business, Chairwoman Parker proposed an adjournment of the Meeting. Commissioner Fentress moved to adjourn. Commissioner Perryman seconded the motion. All Commissioners in attendance voted in the affirmative. The Meeting concluded at 10:05 a.m.

Respectfully submitted,



Raymond J. Santarelli, Esquire
General Counsel and Corporate Secretary