

# **SOUTH JERSEY PORT CORPORATION**



## **BOARD OF DIRECTORS MEETING June 17, 2014**

### **THE CHAIRMAN COMMENCES MEETING WITH PLEDGE OF ALLEGIANCE AND ROLL CALL:**

- 1. APPROVAL OF MINUTES**  
Regular Meeting April 29, 2014  
Closed Meeting April 29, 2014  
Special Teleconference Regular Meeting May 14, 2014
- 2. APPROVAL OF OPERATING BILLS  
RESOLUTION 2014-6-0043**
- 3. APPROVAL OF ADVANCE PAYMENT BILL LIST  
RESOLUTION 2014-6-0044**
- 4. APPROVAL OF CREDITS  
RESOLUTION 2014-6-0045**
- 5. APPROVAL OF CHANGE ORDERS**
- 6. APPROVAL OF CONSTRUCTION FUND REQUISITIONS  
RESOLUTION 2014-6-0046**
- 7. RECEIPT OF TREASURER'S REPORT**
- 8. RECEIPT OF COUNSEL'S REPORT**
- 9. RECEIPT OF EXECUTIVE DIRECTOR'S REPORT**



**10. ADDITIONAL AGENDA ITEMS REQUIRING BOARD ACTION**

- A. RESOLUTION 2014-6-0047: SCI ANNUAL SUPPORT RENEWAL FOR SERVICES**
- B. RESOLUTION 2014-6-0048: AWARD OF CONTRACT- REPOWER AND RETROFIT FORKLIFTS PROJECTS**
- C. RESOLUTION 2014-6-0049: REJECT BIDS - REPLACEMENT OF SIDINGS “E” BUILDING, BROADWAY TERMINAL**
- D. RESOLUTION 2014-6-0050: LEASE EXTENSIONS FOR CAMDEN YARDS STEEL**
- E. RESOLUTION 2014-6-0051: AWARD OF CONTRACT- ROOF REMOVAL, REPLACEMENT AND REPAIR FOR “R&S” BUILDING BROADWAY TERMINAL**
- F. RESOLUTION 2014-6-0052: AWARD OF CONTRACT- ROOF REMOVAL REPLACEMENT & REPAIR FOR “N” BUILDING, BROADWAY TERMINAL**
- G. RESOLUTION 2014-6-0053: AWARD OF CONTRACT – CRANE & CONVEYOR EXTENSION AT PIER 1A AND REPAIRS AT PIER 1 BROADWAY TERMINAL**
- H. RESOLUTION 2014-6-0054: AUTHORIZATION TO RELEASE REQUEST FOR SEALED BIDS FOR TRASH REMOVAL SERVICE**
- I. RESOLUTION 2014-6-0055: AUTHORIZATION TO CONDUCT REVERSE AUCTION BID FOR ELECTRICAL ENERGY**
- J. RESOLUTION 2014-6-0056: PAULSBORO MARINE TERMINAL - APPROVAL OF AMENDMENT OF LETTER AGREEMENT WITH CH2MHILL & GCIA FOR USE OF BARGE LANDING PROPERTY**

**11. SUPPLEMENTAL BOARD INFORMATION**

- K. MARKETING COMMITTEE REPORT & PHOENIX/ARTLIP COMMUNICATIONS REPORT**
- L. PORT SECURITY UPDATE**
- M. PAULSBORO MARINE TERMINAL PROJECT UPDATES**
- N. TIGER III GRANT UPDATE**

PUBLIC SESSION FOR QUESTIONS / COMMENTS

**12. CLOSED SESSION AND/OR ADJOURNMENT**



**ACTION ITEM:**

**A. RESOLUTION 2014-6-0047: SCI ANNUAL SUPPORT FOR SERVICES**

The Seamen's Church Institute (SCI) provides services to seafarers who visit the ports along the Delaware River, including SJPC's facilities. SCI visits every ship that calls both the Balzano Marine Terminal and the Broadway Terminal. Those services include hospitality, transportation, telephone, computer, spiritual, and many other necessary and vital services. SCI has requested \$8,000 for services rendered at our terminals. This is the same amount as SJPC contributed last year.

**STAFF RECOMMENDATION:**

Staff recommends the Board approval. Funding for this expenditure would come from the operating account.



**ACTION ITEM:**

**B. RESOLUTION 2014-6-0048: AWARD OF CONTRACT – REPOWER AND RETROFIT FORKLIFTS PROJECT**

Pursuant to the Board’s action at the April 29, 2014 meeting, the staff readvertised the Request for Sealed Bids for the equipment repower and retrofit program for certain cargo moving equipment, supported through a federal EPA grant. A legal notice was posted on May 20, 21, and 22, 2014. A mandatory Pre-Bid Conference will be held on Friday, May 23, 2014. The sealed bids were due on June 12, 2014 by 10:00 a.m. EST.

The original requirement for tier 4 engines has been modified since the release of the RFP. EPA has revised the requirements and agreed that tier 3 or tier 2 engines would be acceptable for repowering older equipment. The specifications within the RFP were modified to reflect the change in the EPA requirement. The Repower and Retrofit Project is funded through an EPA federal grant which provides \$1,000,000 towards equipment and installation costs. SJPC provided \$333,000 as cost share for a total equipment and installation budget of \$1,333,000. Eight (8) units in SJPC’s fleet have already been repowered with new engines. Per the April 2014 RFP, NESCAUM and SJPC identified ten (10) additional units to repower. This is the third in a series of Request for Proposals. The exact number of units to be repowered is to be determined on the basis of price, emission reduction potential and other factors to be determined by NESCAUM and SJPC. The remaining budget is \$627,170.83 in federal grant funds and \$208,723.61 in SJPC cost share funds for the project.

The following two bids were received on June 12, 2014:

<b>UNIT</b>	<b>VENDOR: MELTON BID *</b>	<b>VENDOR: JOHNSON/TOWERS BID **</b>
39412	\$77,933.97	\$97,305.00
3947	\$73,078.43	No Bid
30130	\$77,729.65	\$97,452.00
0354	\$119,391.31	\$136,947.00
39614	\$74,875.16	No Bid
39723	\$79,933.97	\$101,083.00
3948	\$69,130.07	No Bid
39410	\$69,130.07	No Bid
B904	No Bid	No Bid
30542	\$73,130.07	No Bid

\* The Melton pricing based upon the award of multiple units at a total cost of \$714,332.70

\*\* The Johnson/Towers pricing does not include refurbishing the convertor or transmission and must add eight (8) at \$10,000 each.

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**STAFF RECOMMENDATION:**

Following the review of the bids by staff, NESCAUM and General Counsel, a recommendation will be presented at the meeting for the Board's consideration.



**ACTION ITEM:**

**C. RESOLUTION 2014-6-0049: REJECT BIDS – REPLACEMENT OF SIDING “E” BUILDING AT BROADWAY TERMINAL**

Staff released the Request for Sealed Bids for the Replacement of Siding for “E” Building at the Broadway Terminal. A legal notice was placed in the three (3) official newspapers on May 5, 6, and 7, 2014. The project involves removal and replacement of approximately 25,000 square feet of wall sidings which includes the removal of windows, stuccos, corrugated fiberglass panels, steel canopies, steel shed, pipes,

A pre-bid conference, including a site walk down, was held on Wednesday, May 14, 2014. The following sealed bids were received on June 3, 2014:

<b>COMPANY</b>	<b>LUMP SUM</b>	<b>CALENDAR DAYS</b>
JPC Group, Inc., Blackwood, NJ	\$1,247,000.00	90
D.A.Nolt, Berlin, NJ	\$1,277,413.00	60
Masonry Preservation, Merchantville, NJ	\$1,395,000.00	60

**STAFF RECOMMENDATION:**

Staff recommends that all bids be rejected due to all lump sum bids exceeding the engineer’s estimate of \$357,000.



**ACTION ITEM:**

**D. RESOLUTION 2014-6-0050: LEASE EXTENSIONS FOR CAMDEN YARDS STEEL**

Camden Yards Steel, an existing tenant within the Broadway Terminal, has submitted two requests. The first is a request to exercise their last five (5) year option for two sections they lease in E-Building. The main section of 90,389 square feet and a much smaller section of 6636 square feet leased in 2013 are both scheduled to expire on December 31, 2016. By exercising their option both area leases would not expire till December 31, 2021.

Their second request is for an additional two (2) additional five (5) year options. CPI adjustments to the rate would continue to be applied annually.

**STAFF RECOMMENDATION:**

Staff recommends Board approval for both Camden Yards Steel requests to exercise the exiting option and to extend all the existing leases to December 31, 2026 with two (2) five (5) year options.



**ACTION ITEM:**

**E. RESOLUTION 2014-6-0051: AWARD OF CONTRACT – ROOF REMOVAL, REPLACEMENT AND REPAIR FOR “R&S” BUILDING BROADWAY TERMINAL**

Staff released the Request for Sealed Bids for the Roof Removal and Replacement for “R&S” Building at the Broadway Terminal. A legal notice was placed in the three (3) official newspapers on May 1, 2, and 3, 2014.

A pre-bid conference, including a site walk down, was held on Friday, May 16, 2014. The following sealed bids were received on June 3, 2014:

<b>COMPANY</b>	<b>LUMP SUM</b>	<b>CALENDAR DAYS</b>
United States Roofing, Norristown, PA	\$469,000.00	30
McMullen Roofing, Philadelphia, PA	\$485,000.00	30
Winchester Roofing, Turnersville, NJ	\$499,000.00	30
Patriot Roofing, Jobstown, NJ	\$662,900.00	60
D.A. Nolt, Berlin, NJ	\$918,726.00	30

**STAFF RECOMMENDATION:**

Staff will provide a recommendation to the Board following review of the bids by the insurance company. The insurance carrier did review the specifications prior to its release. The funding for the project will be from the insurance claim proceeds.





**ACTION ITEM:**

**F. RESOLUTION 2014-6-0052: AWARD OF CONTRACT – ROOF REMOVAL, REPLACEMENT AND REPAIR FOR “N” BUILDING BROADWAY TERMINAL**

Staff released the Request for Sealed Bids for the Roof Removal and Replacement for “N” Building at the Broadway Terminal. A legal notice was placed in the three (3) official newspapers on May 1, 2, and 3, 2014. The project involves two separate operations. First, is the total removal of eleven (11) dormers of varying lengths (47ft. to 124ft.) and all are approximately 9 feet in width, and repairing the vacated area with galvanized roof decking (approximately 9,000 sq.ft.) and installing insulation board. The second operation is the reroofing of approximately 19,000 square feet of roof.

A pre-bid conference, including a site walk down, was held on Friday, May 16, 2014. The following sealed bids were received on June 3, 2014:

<b>COMPANY</b>	<b>LUMP SUM</b>	<b>CALENDAR DAYS</b>
McMullen Roofing, Philadelphia, PA	\$432,097.00	30
United States Roofing, Norristown, PA	\$434,000.00	30
Patriot Roofing, Jobstown, NJ	\$505,600.00	60
Statewide Fire Restoration, Vineland, NJ	\$787,000.00	90
D.A.Nolt, Inc., Berlin, NJ	\$848,031.00	135
Winchester Roofing, Turnersville, NJ	INCOMPLETE	

**STAFF RECOMMENDATION:**

Staff recommends Board awarding the project to McMullen Roofing at a cost of \$432,097. Funding is available for this project in the insurance proceeds account.



**ACTION ITEM:**

**G. RESOLUTION 2014-6-0053: AWARD OF CONTRACT – CRANE & CONVEYOR EXTENSION AT PIER 1A AND REPAIRS AT PIER 1 AT BROADWAY TERMINAL**

Staff released the Request for Sealed Bids for the Crane & Conveyor Extension at Pier 1A and Repairs at Pier 1 at the Broadway Terminal. A legal notice was placed in the three (3) official newspapers on May 14, 15, and 16, 2014. The equipment extensions at Pier 1A were required per settlement agreement with Holcim. The repairs at Pier 1 include piles, shims, pile caps, repair of sink holes and asphalt paving.

A pre-bid conference was held on Thursday, May 22, 2014. Sealed bids will be received on June 12, 2014:

<b>COMPANY</b>	<b>PIER 1A EXTENSION</b>	<b>PIER 1 REPAIRS</b>	<b>TOTAL</b>
A.P. Construction, Blackwood, NJ	\$1,423,500.00	\$1,050,840.00	\$2,474,340
Atlantic Subsea, Bridgeport, NJ	\$1,347,390.00	\$1,450,525.00	\$2,797,915

**STAFF RECOMMENDATION:**

Staff recommends Board authorization for the Executive Director to negotiate a final price with the lowest, qualified bidder, A.P. Construction, and to award the contract.



**ACTION ITEM:**

**H. RESOLUTION 2014-6-0054: AUTHORIZATION TO RELEASE REQUEST FOR SEALED BIDS FOR TRASH REMOVAL SERVICE**

Staff requests Board approval to advertise for a contractor to remove trash from the Balzano Marine Terminal and the Broadway Terminal. The current contract with Waste Management for one year with two one year options is due to expire August 31, 2014.

**STAFF RECOMMENDATION:**

Staff recommends Board authorization to request proposals for Trash Removal Services.



**ACTION ITEM:**

**I. RESOLUTION 2014-6-0055: AUTHORIZATION TO CONDUCT REVERSE AUCTION BID FOR ELECTRICAL ENERGY**

Staff is requesting Board approval to proceed with a reverse auction for the supply of electrical power. The staff is also requesting the Board to authorize the Executive Director & CEO, to approve a bid prior to the next Board Meeting if the bidding yields acceptable results. This is routinely how we have engaged in this process in the past due to time issue of the bids. Tentatively, this reverse auction bid is will be held in July/August 2015.

There will be various auctions conducted by World Energy for fixed monthly electrical prices, for contract terms of 6, 12, 18, and 24 months, with and without 10% green energy. Currently, SJPC has a two year fixed contract with Direct Energy, which will end after the first meter reading on January 2015. If the auction is successful, the new rates will be effective after the January 2015 meter reading.

**RECOMMENDATION:**

Staff recommends Board authorization to conduct a reverse auction bid for electrical power and to authorize the Executive Director & CEO to approve a final bid.



**ACTION ITEM:**

**J. RESOLUTION 2014-6-0056: PAULSBORO MARINE TERMINAL APPROVAL OF AMENDMENT TO LETTER AGREEMENT WITH CH2MHILL & GCIA FOR BARGE LANDING PROPERTY**

The purpose of this amendment to the letter agreement is for the SJPC & GCIA to receive infrastructure improvements associated with the Paulsboro Marine Terminal Access Road and Bridge and to release CH2MHILL from claims related solely to the activities resulting from this amendment.

On August 22, 2012, the SJPC, GCIA and CH2MHILL executed a letter agreement whereby CH2MHILL agreed to use the SJPC and its facilities to receive, store and re-handle a number of large pieces of equipment (e.g. HRSC, Transformers, SSC) that were destined for the new West Deptford Energy Station. In addition, the SJPC and GCIA agreed to allow CH2MHILL to make certain improvements to the Paulsboro Marine Terminal Access Road in order to accommodate barge & landside transport of the heavy and oversized equipment. To accomplish the equipment transport, CH2MHILL via AP Construction, built an equipment transfer platform and a pile-supported service road. The construction work and the equipment transport have been successfully accomplished. Per the original agreement, CH2MHILL is responsible for removing the built infrastructure.

In lieu of restoring the site to its original condition, which would require removing the infrastructure assets, the SJPC and GCIA team requested that CH2MHILL agree to retain the infrastructure with modifications. Modifications require the creation of a new retaining wall in order to accommodate side slopes along the transition between the access road and the bridge. The cost of this work is approximately \$390,000. This proposed amendment to the August 12, 2012 letter agreement establishes the desired objectives. CH2MHILL will provide the necessary funding and design/build contract for AP Construction to build the retaining wall and restore the adjacent service road. AP Construction has retained Urban Engineers to design the retaining wall. Pennoni Associates has reviewed the design for compliance with the adjacent access road and bridge, which Pennoni designed. The Paulsboro CM Team will provide construction management services during on-site activities. Once the work is finalized, the Paulsboro project area will benefit by receiving a strengthened service road and the retention of an equipment transfer platform, which can be used to transport equipment directly to and from the Mantua Creek above the new Paulsboro Access Road and Bridge infrastructure.

**RECOMMENDATION:**

GCIA requests Board approval for the Executive Director and SJPC legal counsel to finalize and execute an Amendment to Letter Agreement dated August 22, 2012 with the GCIA and

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CH2MHILL regarding the West Deptford Energy Station – Use of Property for Barge Landing  
Paulsboro Marine Terminal Access Road.

**INFORMATION ITEM:**

**K. MARKETING COMMITTEE REPORT & PHOENIX/ARTLIP  
COMMUNICATIONS REPORT**

PHOENIX STRATEGIES/ARTLIP COMMUNICATIONS REPORT ATTACHED.



## **INFORMATION ITEM:**

### **L. SECURITY UPDATE**

The security update is prepared by Mr. Jay Jones, Deputy Executive Director / Facility Security Officer.

**FEMA PREPAREDNESS & PROGRAM MANAGEMENT TECHNICAL ASSISTANCE PROGRAM:** SJPC submitted three applications through the NJ Office of Homeland Security & Preparedness (OHSP) for a FEMA Technical Assistance Grant. The U.S. Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Preparedness Directorate (NPD) and Grant Programs Directorate (GPD), Technical Assistance (TA) Program seeks to build and sustain capabilities through specific services and analytical capacities across two primary functional areas: 1) Preparedness TA activities in support of the four homeland security mission areas (prevention, protection, response, and recovery) and 2) Homeland security program management. SJPC submitted technical assistance requests to enhance our planning and documentation for the following three areas: 1) Emergency Operations Plan, 2) Continuity of Operations Plan and 3) Evacuation Plan. The NJOHSP and FEMA approved the applications.

The FEMA Team arrived onsite and held a kickoff meeting with SJPC and our tenants and partners on Tuesday, May 20, 2014 laying out the planning objectives and assembling the stakeholder team for the Emergency Operations Plan and the Evacuation Plan development. The FEMA team returned for the week on Monday, June 2, 2014 and a EOP stakeholder meeting was held and various meetings and working sessions with SJPC and our tenants and partners were held in developing the draft EOP. The Evacuation Plan development will begin on Monday, June 9, 2014, with a stakeholder group kickoff meeting and then the FEMA team will work through developing the draft Evacuation Annex during the remainder of the week.

The stakeholder team was comprised of SJPC staff, Camden Iron & Metal, Delaware River Stevedores, Camden Waterfront Development (Holt), Joseph Oat Corporation, Camden Yards Steel, Camden International Commodities Terminal, Susquehanna Center, Battleship NJ, City of Camden Office of Emergency Management, Camden County Office of Emergency Management, the City of Camden Fire Department, and NJ Office of Homeland Security and Preparedness.

Once the draft Emergency Operations Plan and Evacuation Plan is delivered to SJPC mid-June. Staff will review and evaluate the draft and finalize the documents for presentation to the SJPC Board of Directors for adoption at the July 2014 meeting. We will also have General Counsel evaluate revising our standard lease agreement to include a provision for tenants about their responsibility to follow the SJPC EOP/EP. Following adoption, the plan will be distributed to SJPC tenants and partners for implementation. The EOP/EP will be evaluated annual for any potential revisions. The Continuity of Operations Planning will resume in the fall.



**TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL PROGRAM CHANGES:** The TSA has migrated TWIC card production from the Corbin, Kentucky facility to a Government Printing Office (GPO) site. TWIC enrollment centers are beginning to receive and issue cards produced by the GPO through the Technology Infrastructure Modernization (TIM) system. The general appearance and security features of the new cards are similar to previous versions, but contain several changes:

Card Front: Expiration date format is now YEAR MONTH DAY (YYYYMMDD) example: 2016APR22; a period “.” follows the middle initial, example: W.

Card Back: Version moved to above the magnetic stripe (“TWIC v2.3 MM.YY”); the smaller ID bar code above the magnetic stripe has been replaced by a card stock identifier sequence; the label “ID One PIV (1107253)” has been added above the magnetic stripe; and the printing below the larger ID barcode now includes the System Code (7099), example: 70991234

A presentation slide deck including visual representations of the new features is attached for reference. SJPC has issued a gate order for our security personnel to be aware of the changes in the new cards when inspecting credentials.

In addition, as a result of the transition to the TIM system, the TWIC Certificate Authority (CA) changed. TWIC readers programmed to check the TWIC Certificate Revocation List (CRL) must be redirected to the new CA. The technical advisory for this change is available via the TWIC web site.

**15<sup>th</sup> BIENNIAL HARBOR SAFETY AND AREA MARITIME COMMITTEE CONFERENCE:** Mr. Jay Jones will be participating in the 15th Biennial Harbor Safety Committee and Area Maritime Security Committee Conference: *Partnering for Safe, Secure, and Resilient Port Operations* which will be conveniently held in Philadelphia this year on August 25-27, 2014. The conference will focus on best practices of Harbor Safety Committees (HSCs) and Area Maritime Security Committees (AMSCs) as well as new ideas and technology to address critical safety and security issues.

**MARITIME CRITICAL INFRASTRUCTURE PROTECTION – CYBERSECURITY:** On June 6, 2014, the Government Accountability Office (GAO) released its latest maritime security report: *Maritime Critical Infrastructure Protection: DHS Needs to Better Address Port Cybersecurity* (GAO-14-459). GAO produced this report for the Senate Commerce Committee because operations at US ports are supported by information and communication systems, which are susceptible to cyber-related threats. Failures in these systems could degrade or interrupt operations at ports, including the flow of commerce. GAO's objective was to identify the extent to which DHS and other stakeholders have taken steps to address cybersecurity in the maritime port environment. GAO examined relevant laws and regulations; analyzed federal cybersecurity-



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related policies and plans; observed operations at three U.S. ports selected based on being a high-risk port and a leader in calls by vessel type, e.g. container; and interviewed federal and nonfederal officials.

The findings are summarized below.

Actions taken by the Department of Homeland Security (DHS) and two of its component agencies, the U.S. Coast Guard and Federal Emergency Management Agency (FEMA), to address cybersecurity in the maritime port environment have been limited.

- While the Coast Guard initiated a number of activities and coordinating strategies to improve physical security in specific ports, it has not conducted a risk assessment that fully addresses cyber-related threats, vulnerabilities, and consequences. Coast Guard officials stated that they intend to conduct such an assessment in the future, but did not provide details to show how it would address cybersecurity. Until the Coast Guard completes a thorough assessment of cyber risks in the maritime environment, the ability of stakeholders to appropriately plan and allocate resources to protect ports and other maritime facilities will be limited.
- Maritime security plans required by law and regulation generally did not identify or address potential cyber-related threats or vulnerabilities. This was because the guidance issued by Coast Guard for developing these plans did not require cyber elements to be addressed. Officials stated that guidance for the next set of updated plans, due for update later in 2014, will include cybersecurity requirements. However, in the absence of a comprehensive risk assessment, the revised guidance may not adequately address cyber-related risks to the maritime environment.
- The degree to which information-sharing mechanisms (e.g., councils) were active and shared cybersecurity-related information varied. Specifically, the Coast Guard established a government coordinating council to share information among government entities, but it is unclear to what extent this body has shared information related to cybersecurity. In addition, a sector coordinating council for sharing information among nonfederal stakeholders is no longer active, and the Coast Guard has not convinced stakeholders to reestablish it. Until the Coast Guard improves these mechanisms, maritime stakeholders in different locations are at greater risk of not being aware of, and thus not mitigating, cyber-based threats.
- Under a program to provide security-related grants to ports, FEMA identified enhancing cybersecurity capabilities as a funding priority for the first time in fiscal year 2013 and has provided guidance for cybersecurity-related proposals. However, the agency has not consulted cybersecurity-related subject matter experts to inform the multi-level review of cyber-related proposals—partly because FEMA has downsized the expert panel that reviews grants. Also, because the Coast Guard has not assessed cyber-related risks in the maritime risk assessment, grant applicants and FEMA have not been able to use this information to inform funding proposals and decisions. As a result, FEMA is limited in its ability to ensure that the program is effectively addressing cyber-related risks in the maritime environment.

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GAO recommends the Coast Guard should (1) assess cyber-related risks, (2) use this assessment to inform maritime security guidance, and (3) determine whether the sector coordinating council should be reestablished. And FEMA should (1) develop procedures to consult DHS cybersecurity experts for assistance in reviewing grant proposals and (2) use the results of the cyber-risk assessment to inform its grant guidance. DHS concurred with GAO's recommendations. SJPC has been involved in discussion with the USCG regarding maritime cybersecurity issues. SJPC is mindful of any exposure when deploying data services within the terminals.

**NJ DELAWARE RIVER INFRASTRUCTURE PROTECTION PROGRAM:** The New Jersey Department of Transportation announced on June 13, 2014 has completed the initial phases of the Delaware River Infrastructure Protection Project (DRIPP) construction. The system is fully operational, as intended for use by law enforcement and other first responders, in supporting Sector Delaware Bay's Maritime Domain Awareness goals. DRIPP cameras are installed on the Commodore Barry Bridge (CBB), the Walt Whitman Bridge (WWB), the Ben Franklin Bridge (BFB), and US Coast Guard facility in Philadelphia, PA. Integration with other independent facility-owner camera systems is still in progress.

Further, DRIPP is now integrated with an expanded radar system that provides coverage for the majority of the Delaware River waterway from north of the Salem Nuclear Power Plant to south of the Betsy Ross Bridge, along with existing coverage for the bay in the vicinity of Cape May-Lewes. Alerts generated by the radar system are activated through the DRIPP system, which includes direct synchronization with associated DRIPP cameras, for operators' use. The DRIPP cameras at the CBB are communicating through an interim communication link, pending a full network connection.

SJPC hosts DRIPP communication systems and has access to the system cameras and radar (AIS).



## **INFORMATION ITEM:**

### **M. PAULSBORO MARINE TERMINAL PROJECT UPDATES**

The Paulsboro Marine Terminal Project updates will be provided by Mr. Marlin Peterson, Gloucester County Improvement Authority.

**CONSTRUCTION UPDATE** : **PMT-003:** The access road portion of the project achieved substantial completion April 30, 2014. Remaining punch list items continue. See the Project Monthly Report for further details.

**PMT-005:** The project is substantially complete.

**PMT-006:** Final surveys and project close-out continue.

**PMT-007:** The project is substantially complete. Two remaining monitoring wells will be lowered to final design height once the existing surcharge stockpile has been relocated as part of the PMT-009 project. This work is scheduled for July 2014 timeframe.

**PMT-008TP:** The project is substantially complete. Project close-out continues

**PMT-009:** Select demolition, storm water pipe, sanitary sewer connections and electrical ductbank installation continue. Monitoring of surcharge indicates that primary settlement has abated. Fill material hauling is approximately 96% complete. Relocation of surcharge fill material hauling resumed in May 2014. Additional importing of fill material is scheduled to resume in August 2014, with earthwork to complete in fall 2014.

**PMT-S01:** The project is complete.

**PMT-S02:** Expanded perimeter landscaping and lawn maintenance, which includes the new linear esplanade areas and along the access road alignment will commence in June 2014 and continue through years 2014 and 2015.

**PROCUREMENT UPDATE:** **Traffic Signal Warrant Study:** The traffic signal warrant study has been awarded to Shropshire Associates.

**PMT-015: Woodland Habitat Mitigation**

The Woodland Habitat Mitigation contract has been awarded to Turf Construction.

**PMT-008M: Modified Phase I Wharf Construction**

This bid was advertised on Sunday, May 4, 2014 and bid documents were available for distribution starting on Tuesday, May 6, 2014. A non-mandatory pre-bid meeting was held May 22, 2014. By Addendum No. 2, the bid due date was extended from June 12, 2014 to June 25,

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2014. Based on current scheduling, a special SJPC Board meeting may be required in mid July 2014 to present the bid results and if appropriate, award the contract in late July 2014

PMT-010: Terminal Civil Works. Based on available funding and the construction schedule, the balance of phase I civil works has been rescheduled such that public advertisement is targeted for 3<sup>rd</sup> quarter of 2014. This contract is expected to follow after the completion of the PMT-009 fill material hauling activities.

PMT-013: Stage I (TIGER III) Upland Rail Works. Following USDOT's acceptance of Paulsboro's previously completed environmental compliance activities last month and completion of the PMT-009 fill material hauling activities, public advertisement is targeted for the 4<sup>th</sup> quarter of 2014.

PMT-E01: Material Handling - Mobile Harbor / STS Crane. Based on available funding and construction schedule, the mobile harbor or STS crane procurement has been targeted for public advertisement in the 4<sup>th</sup> quarter 2014, to coincide with the completion of the wharf construction implementation schedule.

Refer to the enclosed Paulsboro Marine Terminal & Access Road and Bridge May 2014 Monthly Progress Reports, which include an Executive Summary, Critical Issues Identification, Construction Activities Update, OCIP, Project Budget Summary, Project Schedule, Construction Photographs and Submittal Logs for further details.

**ACCOUNTING RECONCILIATION:** A 1<sup>st</sup> Quarter 2014 accounting reconciliation meeting between representatives of the GCIA and SJPC is scheduled for June 16, 2014. Results of the meeting will be presented during the Board meeting. Through the 4<sup>th</sup> Quarter 2013, no outstanding or unresolved accounting issues have been identified.



**INFORMATION ITEM:**

**N. TIGER III GRANT UPDATE**

The original TIGER III grant included 3 components: (i) Delair Bridge, (ii) Oldman's Trestle & Salem Running Track and (iii) Paulsboro Marine Terminal. With the executed amendment, the TIGER III grant included a 4<sup>th</sup> component that added additional track improvements along the Penns Grove Secondary and a rail trestle at the Paulsboro Marine Terminal. Per the original Grant Agreement, each project component has independent utility and therefore must obtain a separate National Environmental Policy Act (NEPA) determination. Federal funds cannot be drawn down or expenses incurred until the NEPA process has been completed and approved by MARAD. Due to coordination efforts with USDOT, FRA and MARAD, SJPC received a Categorical Exclusion (CE) during the last week of May 2014 for Paulsboro Marine Terminal's new at-grade rail infrastructure and rail trestle. See attached U.S. Maritime Administration Record of Categorical Exclusion for further details. The CE completes the NEPA determination process for the Paulsboro projects and therefore work (expenses) can be incurred and reimbursed.



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## **MATTERS INVOLVING LITIGATION, PERSONNEL & SPECIAL MATTERS**

The subject matter is covered by one or more of the following legal exemptions:

- Matters made confidential by state, federal law or rule by court.
- Disclosure would result in an unwarranted invasion of individual privacy, unless the person affected consents in writing.
- Disclosure would impair the body's right to receive federal or state funds.
- Collective bargaining.
- Lease or acquisition of property, setting of banking rates, investment of public funds if disclosure would harm the public interest.
- Investigations into violations of law.
- Strategies to protect public security.
- Pending, ongoing or anticipated litigation or contract negotiation, including attorney-client privilege. The threat of litigation must be more than theoretical for this exemption to apply.
- Personnel matters affecting employees of the public bodies, unless all parties request or consent to a public hearing. Prior to discussion of personnel, affected employees must be given notice, known as a Rice notice, which gives the employee the right to request a public hearing.
- Proceedings that could result in a suspension, civil penalty, or loss of a license or permit.

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- 1. COUNSEL'S REPORT**
  - 2. PAULSBORO MARINE TERMINAL**
    - a. Paulsboro Marine Terminal - PMT-004: Differing Site Condition (DSC) Claim**
    - b. Paulsboro Marine Terminal & Access Road and Bridge - PMT-003: GCIA v. GRD Condemnation Matter - Property Valuation**
  - 3. HOLTEC**
  - 4. BROADWAY TERMINAL – SPRINKLER SYSTEM ISSUE**
  - 5. MAINTENANCE DREDGING**
  - 6. PERSONNEL:**
    - a. TREASURER/CFO**
    - b. CWA**