

**MINUTES OF REGULAR BOARD MEETING  
OF  
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
OCTOBER 25, 2018**

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The Regular Meeting of the Board of the Southeastern Pennsylvania Transportation Authority was held on Thursday, October 25, 2018 at 3:02 PM, in the Board Room of the Authority, with the Chairman in the Chair.

Attending the meeting were the following Board Members:

Pasquale T. Deon, Sr., Chairman  
Thomas E. Babcock, Vice Chairman  
Joseph E. Brion, Esquire  
Michael A. Carroll, P.E.  
Honorable Stewart J. Greenleaf  
Kevin L. Johnson, P.E. (via telephone)  
John I. Kane  
Obra S. Kernodle, IV  
Daniel J. Kubik (via telephone)  
Honorable Kenneth Lawrence  
William J. Leonard, Esquire  
Honorable Charles H. Martin  
Honorable Marcy Toepel

Present from the staff:

Jeffrey D. Knueppel - General Manager  
Richard G. Burnfield - Deputy General Manager/Treasurer  
Gino Benedetti, Esquire - General Counsel  
Stephen A. Jobs - Controller  
Carol R. Looby - Secretary  
Stephanie Deiger - AGM, Employee Development Relations  
Kim Scott Heinle - AGM, Customer Service  
Francis E. Kelly - AGM, Government & Public Affairs  
Robert L. Lund - AGM, Engineering, Maintenance & Construction  
Scott A. Sauer - AGM, Operations

Mr. Deon called the Regular Meeting of the Board to order. He said the Special Meeting, which was noticed, was cancelled. Mr. Deon announced that Kevin Johnson and Danny Kubik would be participating by phone. Mr. Johnson and Mr. Kubik acknowledged their presence.

Pledge of Allegiance was observed.

Mr. Deon announced that the Board met in Executive Session just prior to the meeting to discuss legal matters. He stated that if there were speakers who wished to address agenda items they would be called before the Board voted on the item and asked that they limit their remarks to two minutes. He said speakers wishing to address items not on the agenda would be called after the regular business of the Board was completed.

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**Approval of Minutes**

Mr. Deon entertained a Motion regarding the Minutes of the September 27<sup>th</sup> Regular Board meeting, which had been circulated. Mr. Babcock moved, Mr. Leonard seconded, and the Minutes were unanimously approved.

**Financial Report**

Mr. Burnfield reported that for the month of September revenue was below budget by \$600,000. He said expenses were under budget by \$2.5 million, with labor and fringe benefits falling below budget. He reported that year-to-date there was a surplus of \$2.9 million.

Mr. Deon entertained a Motion to adopt the Financial Report. Commissioner Martin moved, Mr. Brion seconded and it was unanimously adopted.

The September Financial Report is received and filed and is attached to these Minutes as Exhibit "A."

Mr. Deon then called for speakers wishing to address agenda items. There was no response.

**Consent Calendar**

Mr. Deon then presented the Consent Calendar, which consisted of:

"Authorization to Execute a Consultant Amendment;"

"Acquisition of a Permanent Easement from PECO Energy Company for Use of a 50,334 Square Foot Portion of Property Located in Sharon Hill, Delaware County for the Sharon Hill Flood Mitigation Project;"

"Supplemental Reimbursement Agreement Between SEPTA and Pennsylvania Department of Transportation Relating to the Replacement of Allens Lane Bridge Crossing Over SEPTA's Chestnut Hill West Regional Rail Line in the City of Philadelphia;"

"Supplemental Reimbursement Agreement Between SEPTA and Pennsylvania Department of Transportation Relating to the Reconstruction of Ardmore Avenue Bridge Crossing Over SEPTA's Route 100 Norristown High Speed Line in Haverford Township, Delaware County;"

"Authorization to Award Contracts for Various Procurements;"

"Award of Contracts for Sole Source Procurements;"

and

"Authorization to Execute Change Orders."

Mr. Deon stated that all of the items on the Consent Calendar were reviewed by the appropriate Board Committees in public session. He then entertained a Motion to adopt the Resolutions. Mr. Brion moved, Mr. Kernodle seconded and the following Resolutions were unanimously adopted.

**I.A. AUTHORIZATION TO EXECUTE A CONSULTANT AMENDMENT**

"WHEREAS, additional work is required to complete the project identified below; and

WHEREAS, staff reviewed the cost of the additional work and the General Manager recommended that the Board authorize SEPTA to order the additional work.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award and the General Manager or his designee to execute an amendment identified below in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and to any applicable Disadvantaged Business Enterprise requirements:

1. To LTK Engineering Services, Inc., for Amendment No. 7, which provides for additional consultant management and critical support services (including project close-out) for the New Payment Technologies Program (now known as the KEY Program), along with a 12-month time extension, thereby establishing a new contract completion date of December 31, 2019, at an increase in cost not to exceed \$1,673,374, bringing the total contract price, including all amendments to date, to an amended amount not to exceed \$17,451,077."

**II.A.1. ACQUISITION OF A PERMANENT EASEMENT FROM PECO ENERGY COMPANY FOR USE OF A 50,334 SQUARE FOOT PORTION OF PROPERTY LOCATED IN SHARON HILL, DELAWARE COUNTY FOR THE SHARON HILL FLOOD MITIGATION PROJECT**

"WHEREAS, SEPTA has a need for drainage improvements along its Route 102 Sharon Hill Trolley Line at the CSX Transportation, Inc. right-of-way overpass (QHB 5.25) to correct a recurring flooding problem which has caused service interruptions resulting in the use of shuttle buses ("Project"); and

WHEREAS, PECO Energy Company (PECO) owns a certain 4.93 acre parcel of property ("Parcel") located north of Chester Pike in Sharon Hill, Delaware County (Tax Parcel 41-03-003) and immediately adjacent to the western boarder of SEPTA's Route 102 Sharon Hill Trolley Line; and

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WHEREAS, SEPTA has requested PECO to grant the Authority a non-exclusive permanent easement in a 50,334 square foot (1.15 acre) portion of the Parcel for construction of a drainage retention pond, a pumping station and part of a six-by-six foot box culvert to improve drainage of the Route 102 right-of-way; and

WHEREAS, PECO has agreed to grant SEPTA the subject easement for a fair market valuation of \$145,000 as determined by a SEPTA-commissioned independent appraiser, plus reasonable incidental charges such as closing costs and recording fees; and

WHEREAS, SEPTA's acquisition of the permanent easement area will allow for potential improvements to future storm water drainage and service reliability; and

WHEREAS, SEPTA will be responsible for all inspections and on-going maintenance of the storm water management facilities within the easement area, and have permanent unrestricted access to the Parcel via Llanwellyn Avenue in Folcroft, Delaware County; and

WHEREAS, if required, SEPTA staff will obtain any necessary Federal Transit Administration (FTA) concurrence of the transaction contemplated hereunder; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to acquire from PECO the proposed non-exclusive permanent easement for a 50,334 square foot portion of the Parcel for the Project at for the fair market valuation of \$145,000 under the terms and conditions as set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to acquire from PECO Energy Company the non-exclusive permanent easement needed for the Sharon Hill Flood Mitigation Project under the terms and conditions set forth within the pertinent staff summary, for the fair market valuation of \$145,000 plus reasonable costs and recording fees.

FURTHER RESOLVED, that the Board hereby authorizes the General Manager or his designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution."

**II.A.2. SUPPLEMENTAL REIMBURSEMENT AGREEMENT BETWEEN SEPTA AND PENNSYLVANIA DEPARTMENT OF TRANSPORTATION RELATING TO THE REPLACEMENT OF ALLENS LANE BRIDGE CROSSING OVER SEPTA'S CHESTNUT HILL WEST REGIONAL RAIL LINE IN THE CITY OF PHILADELPHIA**

WHEREAS, by authorization of the Board on June 28, 2016, SEPTA and the Department of Transportation of the Commonwealth of Pennsylvania ("PennDOT") entered into a fourth master cooperation agreement ("Cooperation Agreement") which, among other things, defined each party's respective share of the costs associated with projects of PennDOT that require support by SEPTA; and

WHEREAS, the Cooperation Agreement requires PennDOT and SEPTA to enter into a project agreement for any project that is within the purview of the Cooperation Agreement; and

WHEREAS, PennDOT commenced a project by which PennDOT will replace Allens Lane Bridge (S.R. 4003-14B) which crosses over SEPTA's Chestnut Hill West Regional Rail Line in the City of Philadelphia ("Project"); and

WHEREAS, on May 23, 2000, a reimbursement agreement between SEPTA and PennDOT was executed to cover SEPTA's costs associated with the preliminary engineering phase of the Project; and

WHEREAS, PennDOT is now in the construction phase of the Project and SEPTA is supporting construction activity by providing the required level of protective services and engineering support during the replacement of Allens Lane Bridge, the cost of which is currently estimated in the amount of \$675,177; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to enter into a supplemental project agreement with PennDOT with respect to reimbursement of additional costs that SEPTA will incur in connection with the Project under such terms and conditions as set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to enter into the proposed supplemental reimbursement agreement with the Department of Transportation of the Commonwealth of Pennsylvania with respect to the reimbursement of SEPTA's costs in support of the replacement of the Allens Lane Bridge under the terms and conditions set forth within the pertinent staff summary.

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FURTHER RESOLVED, that the Board hereby authorizes the General Manager or his designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution."

**II.A.3. SUPPLEMENTAL REIMBURSEMENT AGREEMENT BETWEEN SEPTA AND PENNSYLVANIA DEPARTMENT OF TRANSPORTATION RELATING TO THE RECONSTRUCTION OF ARDMORE AVENUE BRIDGE CROSSING OVER SEPTA'S ROUTE 100 NORRISTOWN HIGH SPEED LINE IN HAVERFORD TOWNSHIP, DELAWARE COUNTY**

"WHEREAS, by authorization of the Board on June 28, 2016, SEPTA and the Department of Transportation of the Commonwealth of Pennsylvania ("PennDOT") entered into a fourth master cooperation agreement ("Cooperation Agreement") which, among other things, defined each party's respective share of the costs associated with projects of PennDOT that require support by SEPTA; and

WHEREAS, the Cooperation Agreement requires PennDOT and SEPTA to enter into a project agreement for any project that is within the purview of the Cooperation Agreement; and

WHEREAS, PennDOT commenced a project by which PennDOT will reconstruct the Ardmore Avenue Bridge (S.R. 1018) which crosses over SEPTA's Route 100 Norristown High Speed Line (NHSL) in Haverford Township, Delaware County ("Project"); and

WHEREAS, on November 19, 2007, a reimbursement agreement between SEPTA and PennDOT was executed to cover SEPTA's costs associated with the preliminary engineering phase of the Project; and

WHEREAS, PennDOT is now in the construction phase of the Project and SEPTA is supporting construction activity by providing the required level of protective services, busing and engineering support during the reconstruction of Ardmore Avenue Bridge, the cost of which is currently estimated in the amount of \$358,605; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to enter into a supplemental project agreement with PennDOT with respect to reimbursement of additional costs that SEPTA will incur in connection with the Project under such terms and conditions as set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to enter into the proposed supplemental

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reimbursement agreement with the Department of Transportation of the Commonwealth of Pennsylvania with respect to the reimbursement of SEPTA's costs in support of the reconstruction of the Ardmore Avenue Bridge under the terms and conditions set forth within the pertinent staff summary.

FURTHER RESOLVED, that the Board hereby authorizes the General Manager or his designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution."

**II. B. AUTHORIZATION TO AWARD CONTRACTS FOR VARIOUS PROCUREMENTS**

"WHEREAS, SEPTA advertised and invited bids for the supplies identified below; and

WHEREAS, the firms listed below was the lowest responsive and responsible bidders to the invitations for bids; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to award the contracts identified below; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby Authorizes SEPTA to award and for the General Manager or his designee to execute the contracts identified below in form approved by the Office of General Counsel, subject to and contingent upon the concurrence of the funding agencies, if required, and contingent upon and subject to the vendors satisfactorily meeting all requirements of the bid terms and specifications, including full compliance with any applicable Disadvantaged Business Enterprise requirements:

1. To Alstom Signaling, Inc., for the provision of the final design and furnishing of a new Automatic Train Control (ATC) Track Circuit System to be installed on SEPTA's Mainline (Track No. 4) by in-house Railroad Division workforces between Vine and 16<sup>th</sup> Streets, with services to be performed over a period of 240 calendar days after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for a total contract amount not to exceed \$2,586,574, Sealed Bid No. 18-00172-APES - Automatic Train Control Track Circuit Replacement on Mainline, Vine to 16<sup>th</sup> Street.

2. To Mutual of Omaha Insurance Company, for the provision of long term disability insurance for SAM and Fraternal Order of Transit Police (FOTP) employees, with the contract to be performed over a period of 21 months after issuance of Notice-to-

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Proceed which is anticipated to commence on January 1, 2019, as described in the staff summary on this subject, for a total contract amount not to exceed \$1,326,666.39, Sealed Bid No. 18-00081-APQC - Long Term Disability Insurance.

**II.C. AWARD OF CONTRACTS FOR SOLE SOURCE PROCUREMENTS**

"WHEREAS, SEPTA has need for the supplies and services described below and those supplies and services are available only from the firms listed below; and

WHEREAS, staff reviewed the cost of the supplies and services and the General Manager recommended that the Board authorize SEPTA to award the contracts.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award and the General Manager or his designee to execute the contracts identified below, in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and contingent upon and subject to the vendor/contractor satisfactorily providing any required bonds, insurance certificates and/or other documents, and complying with any applicable Disadvantaged Business Enterprise requirements:

1. To Convergent Solutions Group, LLC d/b/a CSG Global Consulting, for the installation and configuration of a fully independent Automated Call Director (ACD) System to support SEPTA's new Ancillary Control Center currently under construction at the Frankford Transportation Center (FTC), with services to be performed over a period of 12 months scheduled to commence in November 2018, as described in the staff summary on this subject, for a total contract amount not to exceed \$210,648, Sole Source No. 18-00094-ADLD - Install and Configure of Automated Call Director System.

2. To Convergent Solutions Group, LLC d/b/a CSG Global Consulting, for upgrade of SEPTA's Customized Community Transportation (CCT) Eligibility Call Center, along with technical and maintenance support to provide updates and assistance in troubleshooting over a period of three years, with work scheduled to commence in November 2018, as described in the staff summary on this subject, for a total contract amount not to exceed \$157,778.33, Sole Source No. 18-00158-ARLW - CCT Eligibility Call Center Upgrade.

3. To Mainline Information Systems, Inc., for the continued provision of technical support for SEPTA's IBM Mainframe computer system, with services to be performed over a period of one year scheduled to commence in November 2018, as described in the staff summary on this subject, for a total



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contract amount not to exceed \$150,000, Sole Source No. 18-00230-APQC - Mainframe Technical Support.

4. To Woojin IS America, Inc., for the reverse engineering of Silverliner V communication system printed circuit card assemblies that contain obsolete components in their bill of materials, with delivery of material scheduled to commence in May 2019, as described in the staff summary on this subject, for a total contract amount not to exceed \$96,754, Sole Source No. 18-00242-ACAC - Reverse Engineering Communication System Circuit Card Assemblies for the SLV Fleet.

5. To Routematch Software, Inc., for the provision of support and maintenance services for SEPTA's Customized Community Transportation (CCT) Paratransit Scheduling and Dispatch Core System, with services to be performed over a period of four years scheduled to commence retroactively effective October 4, 2018 through October 3, 2022, as described in the staff summary on this subject, for a total contract amount not to exceed \$1,022,974, Sole Source No. 18-00267-ARLW - Core System Support and Maintenance Services.

6. To Conduent Transport Solutions, Inc., for the provision of maintenance and technical support for the Orbstar and OrbCAD Software currently utilized by SEPTA's CCT Department, with services to be performed over a period of three years commencing retroactively effective October 3, 2018 through October 2, 2021, as described in the staff summary on this subject, for a total contract amount not to exceed \$556,547, Sole Source No. 18-00261-AHAC - Software Maintenance and Support Renewal for Communications Upgrade Project.

7. To KOVA Corporation, for the provision of software and hardware maintenance services for SEPTA's Audiolog Recording System (ARS) which provides recording for the Control Center, Transit Police, Customer Service Department, CCT's telephone and radio channels and Rail Dispatch, with continued services to be performed over a period of three years through August 31, 2021, as described in the staff summary on this subject, for a total contract amount not to exceed \$436,744, Sole Source No. 18-00235-ACKR - Audio Logger Maintenance Services."

**II.D. AUTHORIZATION TO EXECUTE CHANGE ORDERS**

"WHEREAS, additional work is required to complete the projects identified below; and

WHEREAS, staff reviewed the cost of the additional work and the General Manager recommended that the Board authorize SEPTA to order the additional work.

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NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award and the General Manager or his designee to execute the change orders identified below in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and to any applicable Disadvantaged Business Enterprise requirements:

1. To Neshaminy Constructors, Inc., for Change Order No. 8, which provides for additional general construction work and an unused unit price credit for the Media/Elwyn Viaducts Rehabilitation - Phase Two Project, at a net decrease in cost not to exceed \$260,654, bringing the total contract price, including all change orders to date, to an amended amount not to exceed \$17,211,684, provided that with the Board's approval of this change order, the Board authorizes the resetting of prior authorized cumulative change order amount to zero dollars (\$0) and the establishment of a new cumulative change order threshold of 10% or \$500,000, pursuant to the Resolution adopted by the Board on May 22, 2008, which Resolution authorized a "Delegation of Authority for Change Orders, Amendments and Assignments."

2. To D'Angelo Brothers, Inc., for Change Order No. 1, which provides for an unused unit price credit for the Jenkintown-Wyncote Station Sewer Ejector Installation Project, at a decrease in cost not to exceed \$18,200, bringing the total contract price, including this change order, to an amended amount not to exceed \$113,884.

3. To D'Angelo Brothers, Inc., for Change Order No. 1, which provides for additional general construction work for the Demolition, Drilled Shafts & Support of Excavation at Stadium Station Project on the Norristown High Speed Line (NHSL), at an increase in cost not to exceed \$224,922, bringing the total contract price, including this change order, to an amended amount not to exceed \$816,922, provided that with the Board's approval of this change order, the Board authorizes the resetting of prior authorized cumulative change order amount to zero dollars (\$0) and the establishment of a new cumulative change order threshold of 10% or \$500,000, pursuant to the Resolution adopted by the Board on May 22, 2008, which Resolution authorized a "Delegation of Authority for Change Orders, Amendments and Assignments."

4. To AssetWorks, LLC, for Change Order No. 2, which provides for enhanced application functionality for the FA Suite Application Upgrade and MS-SQL Platform Migration, along with a 2,045 calendar day retroactive no-cost time extension, thereby establishing a new contract completion date of September 30, 2019, at an increase in cost not to exceed \$58,200, bringing the total contract price, including all change orders to date, to an amended amount not to exceed \$2,916,768.

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5. To C. Abbonizio Contractors, Inc., for Change Order No. 4, which provides for additional general construction work on the Frazer Shop and Yard Expansion - Contract 2 Project, at an increase in cost not to exceed \$133,108, bringing the total contract price, including all change orders to date, to an amended amount not to exceed \$19,566,34, provided that with the Board's approval of this change order, the Board authorizes the resetting of prior authorized cumulative change order amount to zero dollars (\$0) and the establishment of a new cumulative change order threshold of 10% or \$500,000, pursuant to the Resolution adopted by the Board on May 22, 2008, which Resolution authorized a "Delegation of Authority for Change Orders, Amendments and Assignments."

6. To CRRC MA Corporation, for Change Order No. 1, which provides for an infrastructure upgrade under the contract for the purchase of multi-level rail cars which will allow for the transmission of surveillance video, advertising content, monitoring and diagnostic data, passenger counting data, etc., along with five years of premier on-site support services, at an increase in cost not to exceed \$513,439, bringing the total contract price, including this change order, to an amended amount not to exceed \$137,993,439."

**Report of General Manager**

Mr. Knueppel stated that providing SEPTA information to customers wherever they may be was fundamental to meeting the travel needs of customers and a way that we can demonstrate the practical value of SEPTA to new and occasional riders. He said that with ease and convenience as the top priorities, staff had been working to develop innovative ways to seamlessly deliver information directly to riders including the SEPTA mobile apps for Apple and Android devices. He reported that since the launch of Version 2.0, last October, staff has seen a steady increase in the number of people signing up and we have continued to add new user convenience features based on their feedback. Mr. Knueppel mentioned that to celebrate the one-year anniversary of the updated apps, this past Monday, we introduced the latest enhancement, Push Notifications, which he said gives customers the option to choose the routes or lines they use, the days and times they most frequently travel and the app would automatically send service notifications about these routes directly to their phone. He reported that to date, 238,918 IOS and Android users have selected our mobile apps as their source for SEPTA service news.

Mr. Knueppel stated that as important as it was to keep riders updated on service, staff was equally dedicated to keeping SEPTA employees informed and engaged about safety in their workplace and on the system. He mentioned that the day before, we held our fall Never Too Busy for Safety education program,

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with employees from across the organization participating in programs and learning sessions all focused on safety. He added that those sessions were held during all work shifts to underscore that everyone plays a role in building the safety foundation at SEPTA.

Mr. Knueppel then asked employee, Dorothy Dougherty, to stand for recognition of her retirement from the Authority. He said she was a long time employee who began working for the Board many years ago and that in 2012 she became the Assistant Board Secretary. He said she had been the administrative assistant for four Assistant General Managers of Operations. Mr. Knueppel said Mrs. Dougherty had been an integral part of the Authority for many years and said he personally loved working with her. He added that she was very dedicated to her work and was a fantastic employee. He then wished her a great retirement and thanked her for her efforts.

Mr. Deon added his wishes for a wonderful retirement and thanked her for her service to the Board.

Mr. Deon then called for speakers.

**Speakers**

Anne Croisier

Ms. Croisier read directly from a letter which she submitted and is attached to the original Minutes as Exhibit "B."

Mr. Deon requested Mr. Heinle to meet with Ms. Croisier following the meeting.

Robert Sechler

Mr. Sechler introduced himself and said he lived in Media and that he traveled to the meeting via the trolley and the el.

Mr. Sechler then read from a statement which he submitted and is attached to the original Minutes as Exhibit "C".

Mr. Knueppel thanked Mr. Sechler for his comments and said that approximately half of the buses were in place. He said staff was beginning to accept them and they were being tested. He mentioned that some of the vehicles were currently in service. Mr. Knueppel informed Mr. Sechler that the information would be updated and he would meet with him following the meeting.

Mr. Gamale

Mr. Gamale introduced himself and said that this was the first time he has addressed the Board. He mentioned that the

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Transit Police has been informed over the years of the problems he has experienced with Ms. Anne Croisier, who he said rides the same bus route and who travels very heavily all day long.

Mr. Gamale said his experiences he has with her were substantially unusual and said he feels like he has been pushed to the breaking point and to a nervous breakdown. He said she is a woman who was on medication and was disturbed and very abusive towards him and to other passengers and who has been removed from buses for various reasons. He recounted a recent situation while he was on the bus when she told him she was going to kill him. He said the operator called the police and she was removed from the bus.

Mr. Gamale said his response to such evil and abusive manners was to be kind to Ms. Croisier. He informed the Board that her behavior was unprovoked and has taken place over the past two years.

Mr. Knueppel informed Mr. Gamale that Chief Nestel would meet with him following the meeting. Mr. Gamale responded that he has already met with the Chief and that he was suggesting that Ms. Croisier should be banned until a decision would be made regarding her behavior and actions. Mr. Knueppel said Chief Nestel would continue to work with him on this situation.

Mr. Gamale thanked the Board for the opportunity to speak.

Kelvin Carrington

Mr. Carrington introduced himself and thanked the staff for installing signs informing passengers that the el was operating on one track late at night. He stated that he has a problem with SEPTA's app for status and said it was not up-to-date and that he would show staff the issues following the meeting.

Mr. Carrington then spoke of the problems that he has encountered with the Key card and said his senior card was recently rejected when he boarded the bus.

Mr. Carrington suggested that the Minutes of the meeting be available to the public. He then mentioned that many of the bus operators do not always use the kneelers and requested that they would be instructed to do so for all customers.

In responding to Chairman Deon and Mr. Carrington regarding the Minutes, Secretary Looby stated the Minutes were available on line and that she would meet with Mr. Carrington after the meeting. Mr. Deon also asked Mr. Heinle to speak with Mr. Carrington following the meeting on his other concerns.

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**Adjournment**

There being no further business to come before the Board at this Regular Meeting, it was moved by Mr. Leonard seconded by Mr. Kernodle, and unanimously adopted that the meeting be adjourned at 3:20 PM.

Carol R. Looby  
Secretary

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

**FINANCIAL REPORT**

**SEPTEMBER 2018**

**For Period Ended September 29, 2018**

**October 15, 2018**

**EXHIBIT "A"**

## **FINANCIAL REPORT - SEPTEMBER 2018**

### **COMMENTARY**

Summary of Financial Results and Commentary

#### **GROUP 1 - CONSOLIDATED OPERATIONS**

- (1.1) Consolidating Statement of Income - (YTD)
- (1.2) Consolidating Statement of Revenue and Expense - (YTD)
- (1.3) Consolidating Statement of Income - (One Month)
- (1.4) Consolidating Statement of Revenue and Expense - (One Month)

#### **GROUP 2 - CITY TRANSIT DIVISION**

- (2.1) Comparative Statement of Income
- (2.2) Detail Income Statement - (One Month)
- (2.3) Detail Income Statement - (YTD)

#### **GROUP 3 - VICTORY DIVISION**

- (3.1) Comparative Statement of Income
- (3.2) Detail Income Statement - (One Month)
- (3.3) Detail Income Statement - (YTD)

#### **GROUP 4 - FRONTIER DIVISION**

- (4.1) Comparative Statement of Income
- (4.2) Detail Income Statement - (One Month)
- (4.3) Detail Income Statement - (YTD)

#### **GROUP 5 - REGIONAL RAIL DIVISION**

- (5.1) Comparative Statement of Income
- (5.2) Detail Income Statement - (One Month)
- (5.3) Detail Income Statement - (YTD)



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**COMMENTARY**

Summary of Financial Results and Commentary

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**SEPTEMBER AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**SUMMARY**

The following is a summary of Divisional operating results (i.e. deficit before operating subsidies) and consolidated results after subsidies for September and the three-month period then ended. The results are compared to the Fiscal Year 2019 budget and to the prior year results in the accompanying financial statements.

<b><u>DIVISION</u></b>	<b>(IN THOUSANDS)</b>			
	<b>MONTH OF</b>		<b>THREE MONTHS</b>	
	<b><u>2018</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2017</u></b>
City Transit	\$ (44,312)	\$ (42,301)	\$ (145,411)	\$ (146,787)
Victory	(5,024)	(5,524)	(17,735)	(17,418)
Frontier	(2,029)	(1,990)	(6,890)	(6,686)
Regional Rail	<u>(14,406)</u>	<u>(16,094)</u>	<u>(49,558)</u>	<u>(51,163)</u>
Total Deficit Before Subsidies	(65,771)	(65,909)	(219,594)	(222,054)
Operating Subsidies	<u>67,665</u>	<u>67,374</u>	<u>222,544</u>	<u>223,815</u>
Surplus/(Deficit) After Subsidies	<u>1,894</u>	<u>1,465</u>	<u>2,950</u>	<u>1,761</u>
Unrealized Investment Gain/(Loss)	<u>(348)</u>	<u>(464)</u>	<u>(374)</u>	<u>51</u>
Surplus/(Deficit) after Investment Gain/(Loss)	<u>\$ 1,546</u>	<u>\$ 1,001</u>	<u>\$ 2,576</u>	<u>\$ 1,812</u>

The surplus after subsidies for the month of September was \$1.9 million and the cumulative surplus for the three months was \$3.0 million. Passenger revenue for the month was \$910 thousand (or 2.4%) lower than budget. Passenger revenue for the three months of Fiscal 2019 was \$1.5 million (or 1.3%) lower than budget. Shared Ride Program revenue was \$73 thousand lower than budget for the month of September and was \$245 thousand (or 5.9%) lower than budget for September year-to-date. Operating expenses for the month of September were \$2.5 million lower than budget. For the three-month period, operating expenses were \$4.2 million (or 1.2%) lower than budget.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**SEPTEMBER AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**DIVISIONAL COMMENTARY ON SEPTEMBER AND YEAR-TO-DATE RESULTS**

**CITY TRANSIT DIVISION**

The Division's operations for September resulted in a deficit before subsidies of \$44.3 million for the month and a year-to-date deficit before subsidies of \$145.4 million, which is 3.6% lower than budget.

Passenger revenue for the month of September was \$570 thousand (or 2.4%) lower than budget. For the three months of Fiscal 2019 total passenger revenue was \$202 thousand (or 0.3%) lower than budget. Shared Ride Program revenue for September year-to-date was \$245 thousand (or 5.9%) lower than budget. Operating expenses for the three-month period were lower than budget.

For the three months of the fiscal year, the operating surplus after subsidies was \$2.1 million.

**VICTORY DIVISION**

The Division's operations for September resulted in a deficit before subsidies of \$5.0 million bringing the cumulative deficit before subsidies for the three months of the fiscal year to \$17.7 million, which is 6.8% lower than budget.

Passenger revenue for September was \$82 thousand (or 4.2%) higher than budget, and for the three months of Fiscal 2019 was \$150 thousand (or 2.5%) higher than budget. Operating expenses for the three-month period were higher than budget.

For the three months of the fiscal year, the operating surplus after subsidies was \$264 thousand.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**SEPTEMBER AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**FRONTIER DIVISION**

Operations for the month of September resulted in a deficit before subsidies of \$2.0 million bringing the cumulative deficit before subsidies for the three months of the fiscal year to \$6.9 million, which is 1.9% higher than budget.

Passenger revenue for September was \$17 thousand lower than budget, and for the three months of Fiscal 2019 was \$2 thousand (or 0.1%) higher than budget. Operating expenses for the three-month period were higher than budget.

For the three months of the fiscal year, the operating surplus after subsidies was \$101 thousand.

**REGIONAL RAIL DIVISION**

Operations for the month of September resulted in a deficit before subsidies of \$14.4 million bringing the cumulative deficit before subsidies for the three-month period to \$49.6 million, which is 4.9% higher than budget.

Passenger revenue for September was \$405 thousand (or 3.3%) lower than budget, and year-to-date passenger revenue was \$1.4 million (or 4.0%) lower than budget. Operating expenses for the three-month period were higher than budget.

For the three months of the fiscal year, the operating surplus after subsidies was \$516 thousand.

## **FINANCIAL REPORT - SEPTEMBER 2018**

### **GROUP 1 - CONSOLIDATED OPERATIONS**

- (1.1) Consolidating Statement of Income - (YTD)
- (1.2) Consolidating Statement of Revenue and Expense - (YTD)
- (1.3) Consolidating Statement of Income - (One Month)
- (1.4) Consolidating Statement of Revenue and Expense - (One Month)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF INCOME  
THREE MONTHS ENDED SEPTEMBER 29, 2018

	(THOUSANDS)					BUDGET AMOUNT	BUDGET VARIANCE	
	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA		AMOUNT	PERCENT
<b><u>OPERATING REVENUES</u></b>								
Passenger Revenue	\$ 67,450	\$ 6,198	\$ 1,651	\$ 34,246	\$ 109,545	\$ 111,010	\$ (1,465)	(1.32)
Other Operating Revenue	<u>6,123</u>	<u>716</u>	<u>180</u>	<u>3,504</u>	<u>10,523</u>	<u>10,064</u>	<u>459</u>	4.56
Sub-Total - Operating Revenue	73,573	6,914	1,831	37,750	120,068	121,074	(1,006)	(0.83)
Shared Ride Program	<u>3,925</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,925</u>	<u>4,170</u>	<u>(245)</u>	(5.88)
<b>TOTAL REVENUE AVAILABLE FOR OPERATIONS</b>	<b>77,498</b>	<b>6,914</b>	<b>1,831</b>	<b>37,750</b>	<b>123,993</b>	<b>125,244</b>	<b>(1,251)</b>	<b>(1.00)</b>
<b><u>OPERATING EXPENSES</u></b>								
	<u>222,909</u>	<u>24,649</u>	<u>8,721</u>	<u>87,308</u>	<u>343,587</u>	<u>347,785</u>	<u>4,198</u>	1.21
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(145,411)</b>	<b>(17,735)</b>	<b>(6,890)</b>	<b>(49,558)</b>	<b>(219,594)</b>	<b>(222,541)</b>	<b>2,947</b>	<b>1.32</b>
<b>OPERATING SUBSIDIES</b>	<u>147,480</u>	<u>17,999</u>	<u>6,991</u>	<u>50,074</u>	<u>222,544</u>	<u>222,541</u>	<u>3</u>	0.00
<b>SURPLUS AFTER SUBSIDIES</b>	<b>\$ 2,069</b>	<b>\$ 264</b>	<b>\$ 101</b>	<b>\$ 516</b>	<b>\$ 2,950</b>	<b>\$ -</b>	<b>\$ 2,950</b>	
Unrealized Investment Gain/(Loss)	<u>(232)</u>	<u>(14)</u>	<u>(3)</u>	<u>(125)</u>	<u>(374)</u>	<u>-</u>	<u>(374)</u>	
<b><u>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</u></b>	<b>\$ 1,837</b>	<b>\$ 250</b>	<b>\$ 98</b>	<b>\$ 391</b>	<b>\$ 2,576</b>	<b>\$ -</b>	<b>\$ 2,576</b>	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES  
THREE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
<b>OPERATING REVENUES</b>										
Passenger Revenue	\$ 67,652	\$ 67,450	\$ 6,048	\$ 6,198	\$ 1,649	\$ 1,651	\$ 35,661	\$ 34,246	\$ 111,010	\$ 109,545
Shared Ride Program	4,170	3,925	-	-	-	-	-	-	4,170	3,925
Investment Income	329	362	16	18	4	5	342	400	691	785
Other Income	5,413	5,761	597	698	184	175	3,179	3,104	9,373	9,738
<b>TOTAL OPERATING REVENUE</b>	<b>77,564</b>	<b>77,498</b>	<b>6,661</b>	<b>6,914</b>	<b>1,837</b>	<b>1,831</b>	<b>39,182</b>	<b>37,750</b>	<b>125,244</b>	<b>123,993</b>
<b>OPERATING EXPENSES</b>										
Labor, including Paid Absences	106,593	103,444	11,687	12,025	4,672	4,571	35,060	35,289	158,012	155,329
Fringe Benefits	68,379	65,285	6,302	6,311	2,112	2,405	18,077	17,993	94,870	91,994
Material & Services	35,248	36,059	4,882	4,743	1,080	1,002	25,638	26,324	66,848	68,128
Injuries & Damages	5,456	5,456	267	267	104	104	1,303	1,303	7,130	7,130
Propulsion Power	2,729	2,649	273	272	-	-	4,672	4,494	7,674	7,415
Fixed Rent	909	882	44	41	15	12	297	319	1,265	1,254
Fuel	5,384	5,588	882	935	603	614	159	107	7,028	7,244
Depreciation	3,684	3,546	55	55	12	13	1,207	1,479	4,958	5,093
<b>TOTAL OPERATING EXPENSES</b>	<b>228,382</b>	<b>222,909</b>	<b>24,392</b>	<b>24,649</b>	<b>8,598</b>	<b>8,721</b>	<b>86,413</b>	<b>87,308</b>	<b>347,785</b>	<b>343,587</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(150,818)</b>	<b>(145,411)</b>	<b>(17,731)</b>	<b>(17,735)</b>	<b>(6,761)</b>	<b>(6,890)</b>	<b>(47,231)</b>	<b>(49,558)</b>	<b>(222,541)</b>	<b>(219,594)</b>
<b>OPERATING SUBSIDIES</b>										
Federal	6,401	6,256	770	782	288	297	1,398	1,522	8,857	8,857
State	119,453	116,674	14,720	14,943	5,483	5,674	26,722	29,087	166,378	166,378
Local	17,918	17,501	2,208	2,241	822	851	4,008	4,363	24,956	24,956
Lease Cost/Debt Service	6,740	6,740	33	33	9	9	14,677	14,677	21,459	21,459
Other-Route Guarantees	306	309	-	-	159	160	426	425	891	894
<b>TOTAL SUBSIDIES</b>	<b>150,818</b>	<b>147,480</b>	<b>17,731</b>	<b>17,999</b>	<b>6,761</b>	<b>6,991</b>	<b>47,231</b>	<b>50,074</b>	<b>222,541</b>	<b>222,544</b>
<b>SURPLUS AFTER SUBSIDIES</b>	<b>\$ -</b>	<b>\$ 2,069</b>	<b>\$ -</b>	<b>\$ 264</b>	<b>\$ -</b>	<b>\$ 101</b>	<b>\$ -</b>	<b>\$ 516</b>	<b>\$ -</b>	<b>\$ 2,950</b>
Unrealized Investment Gain/(Loss)	-	(232)	-	(14)	-	(3)	-	(125)	-	(374)
<b>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</b>	<b>\$ -</b>	<b>\$ 1,837</b>	<b>\$ -</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 98</b>	<b>\$ -</b>	<b>\$ 391</b>	<b>\$ -</b>	<b>\$ 2,576</b>

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF INCOME  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA	BUDGET AMOUNT	BUDGET VARIANCE	
							AMOUNT	PERCENT
<b><u>OPERATING REVENUES</u></b>								
Passenger Revenue	\$ 22,879	\$ 2,056	\$ 520	\$ 11,767	\$ 37,222	\$ 38,132	\$ (910)	(2.39)
Other Operating Revenue	<u>1,976</u>	<u>328</u>	<u>64</u>	<u>1,285</u>	<u>3,653</u>	<u>3,279</u>	<u>374</u>	11.41
Sub-Total - Operating Revenue	24,855	2,384	584	13,052	40,875	41,411	(536)	(1.29)
Shared Ride Program	<u>1,210</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,210</u>	<u>1,283</u>	<u>(73)</u>	(5.69)
<b>TOTAL REVENUE AVAILABLE FOR OPERATIONS</b>	<b>26,065</b>	<b>2,384</b>	<b>584</b>	<b>13,052</b>	<b>42,085</b>	<b>42,694</b>	<b>(609)</b>	<b>(1.43)</b>
<b><u>OPERATING EXPENSES</u></b>								
	<u>70,377</u>	<u>7,408</u>	<u>2,613</u>	<u>27,458</u>	<u>107,856</u>	<u>110,357</u>	<u>2,501</u>	2.27
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(44,312)</b>	<b>(5,024)</b>	<b>(2,029)</b>	<b>(14,406)</b>	<b>(65,771)</b>	<b>(67,663)</b>	<b>1,892</b>	<b>2.80</b>
<b>OPERATING SUBSIDIES</b>	<u>45,646</u>	<u>5,191</u>	<u>2,094</u>	<u>14,734</u>	<u>67,665</u>	<u>67,663</u>	<u>2</u>	0.00
<b>SURPLUS AFTER SUBSIDIES</b>	<b>\$ 1,334</b>	<b>\$ 167</b>	<b>\$ 65</b>	<b>\$ 328</b>	<b>\$ 1,894</b>	<b>\$ -</b>	<b>\$ 1,894</b>	
Unrealized Investment Gain/(Loss)	<u>(188)</u>	<u>(12)</u>	<u>(3)</u>	<u>(145)</u>	<u>(348)</u>	<u>-</u>	<u>(348)</u>	
<b><u>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</u></b>	<b><u>\$ 1,146</u></b>	<b><u>\$ 155</u></b>	<b><u>\$ 62</u></b>	<b><u>\$ 183</u></b>	<b><u>\$ 1,546</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 1,546</u></b>	



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
<b>OPERATING REVENUES</b>										
Passenger Revenue	\$ 23,449	\$ 22,879	\$ 1,974	2,056	537	\$ 520	\$ 12,172	\$ 11,767	\$ 38,132	\$ 37,222
Shared Ride Program	1,283	1,210	-	-	-	-	-	-	1,283	1,210
Investment Income	101	67	5	8	1	2	105	112	212	189
Other Income	1,792	1,909	194	320	61	62	1,020	1,173	3,067	3,464
<b>TOTAL OPERATING REVENUE</b>	<b>26,625</b>	<b>26,065</b>	<b>2,173</b>	<b>2,384</b>	<b>599</b>	<b>584</b>	<b>13,297</b>	<b>13,052</b>	<b>42,694</b>	<b>42,085</b>
<b>OPERATING EXPENSES</b>										
Labor, including Paid Absences	32,775	31,943	3,609	3,718	1,424	1,405	10,793	10,961	48,601	48,027
Fringe Benefits	21,764	21,056	2,011	1,681	669	700	5,640	5,407	30,084	28,844
Material & Services	11,887	11,615	1,641	1,511	348	280	8,760	8,576	22,636	21,982
Injuries & Damages	1,679	1,679	82	82	32	32	422	422	2,215	2,215
Propulsion Power	924	915	94	94	-	-	1,551	1,458	2,569	2,467
Fixed Rent	273	271	15	15	5	4	99	100	392	390
Fuel	1,696	1,715	274	289	188	188	49	26	2,207	2,218
Depreciation	1,226	1,183	18	18	4	4	405	508	1,653	1,713
<b>TOTAL OPERATING EXPENSES</b>	<b>72,224</b>	<b>70,377</b>	<b>7,744</b>	<b>7,408</b>	<b>2,670</b>	<b>2,613</b>	<b>27,719</b>	<b>27,458</b>	<b>110,357</b>	<b>107,856</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(45,599)</b>	<b>(44,312)</b>	<b>(5,571)</b>	<b>(5,024)</b>	<b>(2,071)</b>	<b>(2,029)</b>	<b>(14,422)</b>	<b>(14,406)</b>	<b>(67,663)</b>	<b>(65,771)</b>
<b>OPERATING SUBSIDIES</b>										
Federal	1,934	1,936	242	226	89	89	427	441	2,692	2,692
State	36,099	36,135	4,625	4,309	1,675	1,695	8,166	8,426	50,565	50,565
Local	5,415	5,421	694	646	251	254	1,225	1,264	7,585	7,585
Lease Cost/Debt Service	2,049	2,049	10	10	3	3	4,462	4,462	6,524	6,524
Other-Route Guarantees	102	105	-	-	53	53	142	141	297	299
<b>TOTAL SUBSIDIES</b>	<b>45,599</b>	<b>45,646</b>	<b>5,571</b>	<b>5,191</b>	<b>2,071</b>	<b>2,094</b>	<b>14,422</b>	<b>14,734</b>	<b>67,663</b>	<b>67,665</b>
<b>SURPLUS AFTER SUBSIDIES</b>	<b>\$ -</b>	<b>\$ 1,334</b>	<b>\$ -</b>	<b>\$ 167</b>	<b>\$ -</b>	<b>\$ 65</b>	<b>\$ -</b>	<b>\$ 328</b>	<b>\$ -</b>	<b>\$ 1,894</b>
Unrealized Investment Gain/(Loss)	-	(188)	-	(12)	-	(3)	-	(145)	-	(348)
<b>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</b>	<b>\$ -</b>	<b>\$ 1,146</b>	<b>\$ -</b>	<b>\$ 155</b>	<b>\$ -</b>	<b>\$ 62</b>	<b>\$ -</b>	<b>\$ 183</b>	<b>\$ -</b>	<b>\$ 1,546</b>

**FINANCIAL REPORT - SEPTEMBER 2018**

**GROUP 2 - CITY TRANSIT DIVISION**

- (2.1) Comparative Statement of Income
- (2.2) Detail Income Statement - (One Month)
- (2.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED SEPTEMBER 29, 2018

(THOUSANDS)

ONE MONTH ENDED SEPTEMBER 29, 2018					THREE MONTHS ENDED SEPTEMBER 29, 2018				
THIS YEAR		LAST YEAR			THIS YEAR		LAST YEAR		
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %	BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
<u>OPERATING REVENUES</u>					<u>OPERATING REVENUES</u>				
\$ 23,449	\$ 22,879	(2.43)	\$ 23,086	(0.90)	\$ 67,652	\$ 67,450	(0.30)	\$ 65,932	2.30
1,893	1,976	4.38	1,719	14.95	5,742	6,123	6.64	5,452	12.31
25,342	24,855	(1.92)	24,805	0.20	73,394	73,573	0.24	71,384	3.07
1,283	1,210	(5.69)	1,304	(7.21)	4,170	3,925	(5.88)	4,377	(10.33)
26,625	26,065	(2.10)	26,109	(0.17)	77,564	77,498	(0.09)	75,761	2.29
72,224	70,377	2.56	68,410	(2.88)	228,382	222,909	2.40	222,548	(0.16)
(45,599)	(44,312)	2.82	(42,301)	(4.75)	(150,818)	(145,411)	3.59	(146,787)	0.94
45,599	45,646	0.10	43,327	5.35	150,818	147,480	(2.21)	148,024	(0.37)
-	1,334		1,026		-	2,069		1,237	
-	(188)		(221)		-	(232)		(10)	
\$ -	\$ 1,146		\$ 805		\$ -	\$ 1,837		\$ 1,227	
4,935	4,856	(1.60)	4,824	0.66	15,488	15,641	0.99	15,447	1.26
410	363	(11.46)	380	(4.47)	1,203	1,170	(2.74)	1,251	(6.47)
13,280	12,560	(5.42)	12,779	(1.71)	38,418	37,163	(3.27)	38,571	(3.65)
50	45	(10.00)	49	(8.16)	165	147	(10.91)	162	(9.26)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR		THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET		
	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	%	
\$ 23,086	\$ (207)	(0.90)	<u>OPERATING REVENUES</u>				
90	(23)	(25.56)	\$ 23,449	\$ 22,879	\$ (570)	(2.43)	
1,629	280	17.19	101	67	(34)	(33.66)	
24,805	50	0.20	1,792	1,909	117	6.53	
1,304	(94)	(7.21)	SUB-TOTAL	25,342	24,855	(487)	(1.92)
26,109	(44)	(0.17)	Shared Ride Program	1,283	1,210	(73)	(5.69)
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	26,625	26,065	(560)	(2.10)
			<u>OPERATING EXPENSES</u>				
52,116	(883)	(1.69)	Labor & Fringe Benefits	54,539	52,999	1,540	2.82
10,815	(800)	(7.40)	Material & Services	11,887	11,615	272	2.29
1,741	62	3.56	Injuries & Damages	1,679	1,679	-	-
899	(16)	(1.78)	Propulsion Power	924	915	9	0.97
230	(41)	(17.83)	Fixed Rent	273	271	2	0.73
1,454	(261)	(17.95)	Fuel	1,696	1,715	(19)	(1.12)
1,155	(28)	(2.42)	Depreciation	1,226	1,183	43	3.51
68,410	(1,967)	(2.88)	TOTAL OPERATING EXPENSES	72,224	70,377	1,847	2.56
(42,301)	(2,011)	(4.75)	DEFICIT BEFORE SUBSIDIES	(45,599)	(44,312)	1,287	2.82
			<u>OPERATING SUBSIDIES</u>				
1,862	74	3.97	Federal	1,934	1,936	2	0.10
34,101	2,034	5.96	State	36,099	36,135	36	0.10
5,116	305	5.96	Local	5,415	5,421	6	0.11
2,143	(94)	(4.39)	Lease Cost/Debt Service	2,049	2,049	-	-
105	-	-	Other - Route Guarantees	102	105	3	2.94
43,327	2,319	5.35	TOTAL OPERATING SUBSIDIES	45,599	45,646	47	0.10
1,026	308	(30.02)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	1,334	1,334	-
(221)	33		Unrealized Investment Gain/(Loss)	-	(188)	(188)	
\$ 805	\$ 341		SURPLUS/(DEFICIT) After Investment Gain/(Loss)	\$ -	\$ 1,146	\$ 1,146	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
DETAIL INCOME STATEMENT  
THREE MONTHS ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		BUDGET AMOUNT	ACTUAL AMOUNT	AMOUNT	%
\$ 65,932	\$ 1,518	2.30	<u>OPERATING REVENUES</u>				
311	51	16.40	Passenger Revenue	\$ 67,652	\$ 67,450	\$ (202)	(0.30)
5,141	620	12.06	Investment Income	329	362	33	10.03
71,384	2,189	3.07	Other Income	5,413	5,761	348	6.43
4,377	(452)	(10.33)	SUB-TOTAL	73,394	73,573	179	0.24
75,761	1,737	2.29	Shared Ride Program	4,170	3,925	(245)	(5.88)
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	77,564	77,498	(66)	(0.09)
			<u>OPERATING EXPENSES</u>				
170,780	2,051	1.20	Labor & Fringe Benefits	174,972	168,729	6,243	3.57
34,324	(1,735)	(5.05)	Material & Services	35,248	36,059	(811)	(2.30)
5,784	328	5.67	Injuries & Damages	5,456	5,456	-	-
2,701	52	1.93	Propulsion Power	2,729	2,649	80	2.93
828	(54)	(6.52)	Fixed Rent	909	882	27	2.97
4,672	(916)	(19.61)	Fuel	5,384	5,588	(204)	(3.79)
3,459	(87)	(2.52)	Depreciation	3,684	3,546	138	3.75
222,548	(361)	(0.16)	TOTAL OPERATING EXPENSES	228,382	222,909	5,473	2.40
(146,787)	1,376	0.94	DEFICIT BEFORE SUBSIDIES	(150,818)	(145,411)	5,407	3.59
			<u>OPERATING SUBSIDIES</u>				
6,960	(704)	(10.11)	Federal	6,401	6,256	(145)	(2.27)
116,238	436	0.38	State	119,453	116,674	(2,779)	(2.33)
17,436	65	0.37	Local	17,918	17,501	(417)	(2.33)
7,070	(330)	(4.67)	Lease Cost/Debt Service	6,740	6,740	-	-
320	(11)	(3.44)	Other - Route Guarantees	306	309	3	0.98
148,024	(544)	(0.37)	TOTAL OPERATING SUBSIDIES	150,818	147,480	(3,338)	(2.21)
1,237	832	(67.26)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	2,069	2,069	-
(10)	(222)		Unrealized Investment Gain/(Loss)	-	(232)	(232)	
\$ 1,227	\$ 610		SURPLUS/(DEFICIT) After Investment Gain/(Loss)	\$ -	\$ 1,837	\$ 1,837	

**FINANCIAL REPORT - SEPTEMBER 2018**

**GROUP 3 - VICTORY DIVISION**

- (3.1) Comparative Statement of Income
- (3.2) Detail Income Statement - (One Month)
- (3.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED SEPTEMBER 29, 2018

(THOUSANDS)

ONE MONTH ENDED SEPTEMBER 29, 2018					THREE MONTHS ENDED SEPTEMBER 29, 2018					
THIS YEAR			LAST YEAR			THIS YEAR		LAST YEAR		
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 1,974	\$ 2,056	4.15	\$ 2,000	2.80	Passenger Revenue	\$ 6,048	\$ 6,198	2.48	\$ 6,090	1.77
199	328	64.82	177	85.31	Other Operating Revenue	613	716	16.80	522	37.16
<u>2,173</u>	<u>2,384</u>	9.71	<u>2,177</u>	9.51	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>6,661</u>	<u>6,914</u>	3.80	<u>6,612</u>	4.57
<u>7,744</u>	<u>7,408</u>	4.34	<u>7,701</u>	3.80	OPERATING EXPENSES	<u>24,392</u>	<u>24,649</u>	(1.05)	<u>24,030</u>	(2.58)
(5,571)	(5,024)	9.82	(5,524)	9.05	DEFICIT BEFORE SUBSIDIES	(17,731)	(17,735)	(0.02)	(17,418)	(1.82)
<u>5,571</u>	<u>5,191</u>	(6.82)	<u>5,654</u>	(8.19)	OPERATING SUBSIDIES	<u>17,731</u>	<u>17,999</u>	1.51	<u>17,573</u>	2.42
<u>-</u>	<u>167</u>		<u>130</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>264</u>		<u>155</u>	
<u>-</u>	<u>(12)</u>		<u>(14)</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(14)</u>		<u>(2)</u>	
<u>\$ -</u>	<u>\$ 155</u>		<u>\$ 116</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ 250</u>		<u>\$ 153</u>	
908	880	(3.08)	895	(1.68)	TOTAL VEHICLE MILES	2,836	2,818	(0.63)	2,880	(2.15)
1,044	1,048	0.38	1,067	(1.78)	REVENUE PASSENGER JOURNEYS	3,219	3,204	(0.47)	3,292	(2.67)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		BUDGET AMOUNT	ACTUAL AMOUNT	AMOUNT	%
\$ 2,000	\$ 56	2.80	<u>OPERATING REVENUES</u>				
5	3	60.00	Passenger Revenue	\$ 1,974	\$ 2,056	\$ 82	4.15
172	148	86.05	Investment Income	5	8	3	60.00
<u>2,177</u>	<u>207</u>	<u>9.51</u>	Other Income	<u>194</u>	<u>320</u>	<u>126</u>	<u>64.95</u>
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>2,173</u>	<u>2,384</u>	<u>211</u>	<u>9.71</u>
			<u>OPERATING EXPENSES</u>				
5,644	245	4.34	Labor & Fringe Benefits	5,620	5,399	221	3.93
1,610	99	6.15	Material & Services	1,641	1,511	130	7.92
82	-	-	Injuries & Damages	82	82	-	-
85	(9)	(10.59)	Propulsion Power	94	94	-	-
12	(3)	(25.00)	Fixed Rent	15	15	-	-
251	(38)	(15.14)	Fuel	274	289	(15)	(5.47)
17	1	5.88	Depreciation	<u>18</u>	<u>18</u>	<u>-</u>	<u>-</u>
<u>7,701</u>	<u>293</u>	<u>3.80</u>	TOTAL OPERATING EXPENSES	<u>7,744</u>	<u>7,408</u>	<u>336</u>	<u>4.34</u>
			DEFICIT BEFORE SUBSIDIES	<u>(5,571)</u>	<u>(5,024)</u>	<u>547</u>	<u>9.82</u>
			<u>OPERATING SUBSIDIES</u>				
249	(23)	(9.24)	Federal	242	226	(16)	(6.61)
4,689	(380)	(8.10)	State	4,625	4,309	(316)	(6.83)
703	(57)	(8.11)	Local	694	646	(48)	(6.92)
13	(3)	(23.08)	Lease Cost/Debt Service	10	10	-	-
-	-	-	Other - Route Guarantees	-	-	-	-
<u>5,654</u>	<u>(463)</u>	<u>(8.19)</u>	TOTAL OPERATING SUBSIDIES	<u>5,571</u>	<u>5,191</u>	<u>(380)</u>	<u>(6.82)</u>
			SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>167</u>	<u>167</u>	<u>-</u>
130	37	(28.46)	Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(12)</u>	<u>(12)</u>	<u>-</u>
<u>(14)</u>	<u>2</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ 155</u>	<u>\$ 155</u>	
\$ <u>116</u>	\$ <u>39</u>						



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
DETAIL INCOME STATEMENT  
THREE MONTHS ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR		THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET		
	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	%	
<p>\$ 6,090</p> <p>15</p> <p>507</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>6,612</p>  <p>17,903</p> <p>4,711</p> <p>272</p> <p>253</p> <p>37</p> <p>802</p> <p>52</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>24,030</p>  <p>(17,418)</p>  <p>769</p> <p>14,579</p> <p>2,187</p> <p>38</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>17,573</p>  <p>155</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(2)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>\$ 153</p>	<p>\$ 108</p> <p>3</p> <p>191</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>302</p>  <p>(433)</p> <p>(32)</p> <p>5</p> <p>(19)</p> <p>(4)</p> <p>(133)</p> <p>(3)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(619)</p>  <p>(317)</p>  <p>13</p> <p>364</p> <p>54</p> <p>(5)</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>426</p>  <p>109</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(12)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>\$ 97</p>	<p>1.77</p> <p>20.00</p> <p>37.67</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>4.57</p>  <p>(2.42)</p> <p>(0.68)</p> <p>1.84</p> <p>(7.51)</p> <p>(10.81)</p> <p>(16.58)</p> <p>(5.77)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(2.58)</p>  <p>(1.82)</p>  <p>1.69</p> <p>2.50</p> <p>2.47</p> <p>(13.16)</p> <p>0.00</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>2.42</p>  <p>(70.32)</p>	<p><u>OPERATING REVENUES</u></p> <p>Passenger Revenue</p> <p>Investment Income</p> <p>Other Income</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>TOTAL REVENUE AVAILABLE FOR OPERATIONS</p>  <p><u>OPERATING EXPENSES</u></p> <p>Labor &amp; Fringe Benefits</p> <p>Material &amp; Services</p> <p>Injuries &amp; Damages</p> <p>Propulsion Power</p> <p>Fixed Rent</p> <p>Fuel</p> <p>Depreciation</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>TOTAL OPERATING EXPENSES</p>  <p>DEFICIT BEFORE SUBSIDIES</p>  <p><u>OPERATING SUBSIDIES</u></p> <p>Federal</p> <p>State</p> <p>Local</p> <p>Lease Cost/Debt Service</p> <p>Other - Route Guarantees</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>TOTAL OPERATING SUBSIDIES</p>  <p>SURPLUS/(DEFICIT) AFTER SUBSIDIES</p> <p>Unrealized Investment Gain/(Loss)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)</p>	<p>\$ 6,048</p> <p>16</p> <p>597</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>6,661</p>  <p>17,989</p> <p>4,882</p> <p>267</p> <p>273</p> <p>44</p> <p>882</p> <p>55</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>24,392</p>  <p>(17,731)</p>  <p>770</p> <p>14,720</p> <p>2,208</p> <p>33</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>17,731</p>  <p>-</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>-</p>	<p>\$ 6,198</p> <p>18</p> <p>698</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>6,914</p>  <p>18,336</p> <p>4,743</p> <p>267</p> <p>272</p> <p>41</p> <p>935</p> <p>55</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>24,649</p>  <p>(17,735)</p>  <p>782</p> <p>14,943</p> <p>2,241</p> <p>33</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>17,999</p>  <p>264</p> <p>(14)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>250</p>	<p>\$ 150</p> <p>2</p> <p>101</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>253</p>  <p>(347)</p> <p>139</p> <p>-</p> <p>1</p> <p>3</p> <p>(53)</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(257)</p>  <p>(4)</p>  <p>12</p> <p>223</p> <p>33</p> <p>-</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>268</p>  <p>264</p> <p>(14)</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>250</p>	<p>2.48</p> <p>12.50</p> <p>16.92</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>3.80</p>  <p>(1.93)</p> <p>2.85</p> <p>-</p> <p>0.37</p> <p>6.82</p> <p>(6.01)</p> <p>-</p> <hr style="border: 0; border-top: 1px solid black; margin: 0;"/> <p>(1.05)</p>  <p>(0.02)</p>  <p>1.51</p>  <p>-</p>

**FINANCIAL REPORT - SEPTEMBER 2018**

**GROUP 4 - FRONTIER DIVISION**

- (4.1) Comparative Statement of Income
- (4.2) Detail Income Statement - (One Month)
- (4.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED SEPTEMBER 29, 2018

(THOUSANDS)

ONE MONTH ENDED SEPTEMBER 29, 2018					THREE MONTHS ENDED SEPTEMBER 29, 2018					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 537	\$ 520	(3.17)	\$ 506	2.77	Passenger Revenue	\$ 1,649	\$ 1,651	0.12	\$ 1,550	6.52
62	64	3.23	59	8.47	Other Operating Revenue	188	180	(4.26)	171	5.26
<u>599</u>	<u>584</u>	(2.50)	<u>565</u>	3.36	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>1,837</u>	<u>1,831</u>	(0.33)	<u>1,721</u>	6.39
<u>2,670</u>	<u>2,613</u>	2.13	<u>2,555</u>	(2.27)	OPERATING EXPENSES	<u>8,598</u>	<u>8,721</u>	(1.43)	<u>8,407</u>	(3.73)
(2,071)	(2,029)	2.03	(1,990)	(1.96)	DEFICIT BEFORE SUBSIDIES	(6,761)	(6,890)	(1.91)	(6,686)	(3.05)
<u>2,071</u>	<u>2,094</u>	1.11	<u>2,038</u>	2.75	OPERATING SUBSIDIES	<u>6,761</u>	<u>6,991</u>	3.40	<u>6,744</u>	3.66
<u>-</u>	<u>65</u>		<u>48</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>101</u>		<u>58</u>	
<u>-</u>	<u>(3)</u>		<u>(4)</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(3)</u>		<u>(1)</u>	
<u>\$ -</u>	<u>\$ 62</u>		<u>\$ 44</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ 98</u>		<u>\$ 57</u>	
419	426	1.67	423	0.71	TOTAL VEHICLE MILES	1,347	1,385	2.82	1,388	(0.22)
261	264	1.15	262	0.76	REVENUE PASSENGER JOURNEYS	801	843	5.24	782	7.80

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET AMOUNT      ACTUAL AMOUNT		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
\$ 506	\$ 14	2.77	<u>OPERATING REVENUES</u>				
1	1	-	Passenger Revenue	\$ 537	\$ 520	\$ (17)	(3.17)
58	4	6.90	Investment Income	1	2	1	-
<u>565</u>	<u>19</u>	<u>3.36</u>	Other Income	<u>61</u>	<u>62</u>	<u>1</u>	<u>1.64</u>
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>599</u>	<u>584</u>	<u>(15)</u>	<u>(2.50)</u>
			<u>OPERATING EXPENSES</u>				
2,072	(33)	(1.59)	Labor & Fringe Benefits	2,093	2,105	(12)	(0.57)
286	6	2.10	Material & Services	348	280	68	19.54
40	8	20.00	Injuries & Damages	32	32	-	-
4	-	-	Fixed Rent	5	4	1	20.00
149	(39)	(26.17)	Fuel	188	188	-	-
4	-	-	Depreciation	<u>4</u>	<u>4</u>	-	-
<u>2,555</u>	<u>(58)</u>	<u>(2.27)</u>	TOTAL OPERATING EXPENSES	<u>2,670</u>	<u>2,613</u>	<u>57</u>	<u>2.13</u>
			DEFICIT BEFORE SUBSIDIES	<u>(2,071)</u>	<u>(2,029)</u>	<u>42</u>	<u>2.03</u>
(1,990)	(39)	(1.96)	<u>OPERATING SUBSIDIES</u>				
			Federal	88	89	1	1.14
87	2	2.30	State	1,676	1,695	19	1.13
1,648	47	2.85	Local	251	254	3	1.20
247	7	2.83	Lease Cost/Debt Service	3	3	-	-
3	-	-	Other - Route Guarantees	53	53	-	-
53	-	-	TOTAL OPERATING SUBSIDIES	<u>2,071</u>	<u>2,094</u>	<u>23</u>	<u>1.11</u>
<u>2,038</u>	<u>56</u>	<u>2.75</u>	SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>65</u>	<u>65</u>	<u>-</u>
48	17	(35.42)	Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(3)</u>	<u>(3)</u>	<u>-</u>
(4)	1		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ 62</u>	<u>\$ 62</u>	<u>-</u>
\$ <u>44</u>	\$ <u>18</u>						

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
DETAIL INCOME STATEMENT  
THREE MONTHS ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL			THIS YEAR		THIS YEAR ACTUAL	
	BETTER (WORSE) LAST YEAR AMOUNT	%		BUDGET AMOUNT	ACTUAL AMOUNT	BETTER (WORSE) BUDGET AMOUNT	%
\$ 1,550	\$ 101	6.52	<u>OPERATING REVENUES</u>				
4	1	25.00	Passenger Revenue	\$ 1,649	\$ 1,651	\$ 2	0.12
167	8	4.79	Investment Income	4	5	1	25.00
<u>1,721</u>	<u>110</u>	<u>6.39</u>	Other Income	<u>184</u>	<u>175</u>	<u>(9)</u>	<u>(4.89)</u>
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>1,837</u>	<u>1,831</u>	<u>(6)</u>	<u>(0.33)</u>
			<u>OPERATING EXPENSES</u>				
6,752	(224)	(3.32)	Labor & Fringe Benefits	6,784	6,976	(192)	(2.83)
999	(3)	(0.30)	Material & Services	1,080	1,002	78	7.22
133	29	21.80	Injuries & Damages	104	104	-	-
13	1	7.69	Fixed Rent	15	12	3	20.00
498	(116)	(23.29)	Fuel	603	614	(11)	(1.82)
12	(1)	(8.33)	Depreciation	<u>12</u>	<u>13</u>	<u>(1)</u>	<u>(8.33)</u>
<u>8,407</u>	<u>(314)</u>	<u>(3.73)</u>	TOTAL OPERATING EXPENSES	<u>8,598</u>	<u>8,721</u>	<u>(123)</u>	<u>(1.43)</u>
<u>(6,686)</u>	<u>(204)</u>	<u>(3.05)</u>	DEFICIT BEFORE SUBSIDIES	<u>(6,761)</u>	<u>(6,890)</u>	<u>(129)</u>	<u>(1.91)</u>
			<u>OPERATING SUBSIDIES</u>				
298	(1)	(0.34)	Federal	287	297	10	3.48
5,459	215	3.94	State	5,484	5,674	190	3.46
819	32	3.91	Local	822	851	29	3.53
10	(1)	(10.00)	Lease Cost/Debt Service	9	9	-	-
158	2	1.27	Other - Route Guarantees	<u>159</u>	<u>160</u>	<u>1</u>	<u>0.63</u>
<u>6,744</u>	<u>247</u>	<u>3.66</u>	TOTAL OPERATING SUBSIDIES	<u>6,761</u>	<u>6,991</u>	<u>230</u>	<u>3.40</u>
<u>58</u>	<u>43</u>	<u>(74.14)</u>	SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>101</u>	<u>101</u>	<u>-</u>
<u>(1)</u>	<u>(2)</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(3)</u>	<u>(3)</u>	
\$ <u>57</u>	\$ <u>41</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ <u>-</u>	\$ <u>98</u>	\$ <u>98</u>	

**FINANCIAL REPORT - SEPTEMBER 2018**

**GROUP 5 - REGIONAL RAIL DIVISION**

- (5.1) Comparative Statement of Income
- (5.2) Detail Income Statement - (One Month)
- (5.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED SEPTEMBER 29, 2018

(THOUSANDS)

ONE MONTH ENDED SEPTEMBER 29, 2018					THREE MONTHS ENDED SEPTEMBER 29, 2018					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 12,172	\$ 11,767	(3.33)	\$ 11,827	(0.51)	Passenger Revenue	\$ 35,661	\$ 34,246	(3.97)	\$ 34,571	(0.94)
1,125	1,285	14.22	1,071	19.98	Other Operating Revenue	3,521	3,504	(0.48)	3,220	8.82
<u>13,297</u>	<u>13,052</u>	<u>(1.84)</u>	<u>12,898</u>	<u>1.19</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>39,182</u>	<u>37,750</u>	<u>(3.65)</u>	<u>37,791</u>	<u>(0.11)</u>
<u>27,719</u>	<u>27,458</u>	<u>0.94</u>	<u>28,992</u>	<u>5.29</u>	OPERATING EXPENSES	<u>86,413</u>	<u>87,308</u>	<u>(1.04)</u>	<u>88,954</u>	<u>1.85</u>
(14,422)	(14,406)	0.11	(16,094)	10.49	DEFICIT BEFORE SUBSIDIES	(47,231)	(49,558)	(4.93)	(51,163)	3.14
<u>14,422</u>	<u>14,734</u>	<u>2.16</u>	<u>16,355</u>	<u>(9.91)</u>	OPERATING SUBSIDIES	<u>47,231</u>	<u>50,074</u>	<u>6.02</u>	<u>51,474</u>	<u>(2.72)</u>
<u>-</u>	<u>328</u>		<u>261</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>516</u>		<u>311</u>	
<u>-</u>	<u>(145)</u>		<u>(225)</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>(125)</u>		<u>64</u>	
<u>\$ -</u>	<u>\$ 183</u>		<u>\$ 36</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ 391</u>		<u>\$ 375</u>	
1,636	1,606	(1.83)	1,616	(0.62)	TOTAL VEHICLE MILES	5,405	5,240	(3.05)	5,314	(1.39)
2,813	2,758	(1.96)	2,737	0.77	REVENUE PASSENGER JOURNEYS	8,386	8,110	(3.29)	8,161	(0.62)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		BUDGET AMOUNT	ACTUAL AMOUNT	AMOUNT	%
\$ 11,827	\$ (60)	(0.51)	<u>OPERATING REVENUES</u>				
82	30	36.59	Passenger Revenue	\$ 12,172	\$ 11,767	\$ (405)	(3.33)
989	184	18.60	Investment Income	105	112	7	6.67
12,898	154	1.19	Other Income	1,020	1,173	153	15.00
			TOTAL REVENUE AVAILABLE FOR OPERATIONS	13,297	13,052	(245)	(1.84)
			<u>OPERATING EXPENSES</u>				
17,938	1,570	8.75	Labor & Fringe Benefits	16,433	16,368	65	0.40
8,399	(177)	(2.11)	Material & Services	8,760	8,576	184	2.10
450	28	6.22	Injuries & Damages	422	422	-	-
1,490	32	2.15	Propulsion Power	1,551	1,458	93	6.00
91	(9)	(9.89)	Fixed Rent	99	100	(1)	(1.01)
29	3	10.34	Fuel	49	26	23	46.94
595	87	14.62	Depreciation	405	508	(103)	(25.43)
28,992	1,534	5.29	TOTAL OPERATING EXPENSES	27,719	27,458	261	0.94
(16,094)	1,688	10.49	DEFICIT BEFORE SUBSIDIES	(14,422)	(14,406)	16	0.11
			<u>OPERATING SUBSIDIES</u>				
516	(75)	(14.53)	Federal	427	441	14	3.28
9,725	(1,299)	(13.36)	State	8,166	8,426	260	3.18
1,459	(195)	(13.37)	Local	1,225	1,264	39	3.18
4,617	(155)	(3.36)	Lease Cost/Debt Service	4,462	4,462	-	-
38	103	-	Other - Route Guarantees	142	141	(1)	(0.70)
16,355	(1,621)	(9.91)	TOTAL OPERATING SUBSIDIES	14,422	14,734	312	2.16
261	67	(25.67)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	328	328	-
(225)	80		Unrealized Investment Gain/(Loss)	-	(145)	(145)	
\$ 36	\$ 147		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ 183	\$ 183	



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
DETAIL INCOME STATEMENT  
THREE MONTHS ENDED SEPTEMBER 29, 2018

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR		THIS YEAR BUDGET AMOUNT		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	%
<p>\$ 34,571</p> <p style="padding-left: 20px;">338</p> <p style="padding-left: 20px;">2,882</p> <p style="border-top: 1px solid black; padding-left: 20px;">37,791</p> <p>55,328</p> <p style="padding-left: 20px;">25,605</p> <p style="padding-left: 20px;">1,405</p> <p style="padding-left: 20px;">4,481</p> <p style="padding-left: 20px;">279</p> <p style="padding-left: 20px;">100</p> <p style="padding-left: 20px;">1,756</p> <p style="border-top: 1px solid black; padding-left: 20px;">88,954</p> <p style="border-top: 1px solid black; padding-left: 20px;">(51,163)</p> <p style="padding-left: 20px;">2,438</p> <p style="padding-left: 20px;">29,158</p> <p style="padding-left: 20px;">4,374</p> <p style="padding-left: 20px;">15,216</p> <p style="padding-left: 20px;">288</p> <p style="border-top: 1px solid black; padding-left: 20px;">51,474</p> <p style="border-top: 1px solid black; padding-left: 20px;">311</p> <p style="border-top: 1px solid black; padding-left: 20px;">64</p> <p style="border-top: 1px solid black; padding-left: 20px;">\$ 375</p>	<p>\$ (325)</p> <p style="padding-left: 20px;">62</p> <p style="padding-left: 20px;">222</p> <p style="border-top: 1px solid black; padding-left: 20px;">(41)</p> <p>2,046</p> <p style="padding-left: 20px;">(719)</p> <p style="padding-left: 20px;">102</p> <p style="padding-left: 20px;">(13)</p> <p style="padding-left: 20px;">(40)</p> <p style="padding-left: 20px;">(7)</p> <p style="padding-left: 20px;">277</p> <p style="border-top: 1px solid black; padding-left: 20px;">1,646</p> <p style="border-top: 1px solid black; padding-left: 20px;">1,605</p> <p style="padding-left: 20px;">(916)</p> <p style="padding-left: 20px;">(71)</p> <p style="padding-left: 20px;">(11)</p> <p style="padding-left: 20px;">(539)</p> <p style="padding-left: 20px;">137</p> <p style="border-top: 1px solid black; padding-left: 20px;">(1,400)</p> <p style="border-top: 1px solid black; padding-left: 20px;">205</p> <p style="border-top: 1px solid black; padding-left: 20px;">(189)</p> <p style="border-top: 1px solid black; padding-left: 20px;">\$ 16</p>	<p>(0.94)</p> <p style="padding-left: 20px;">18.34</p> <p style="padding-left: 20px;">7.70</p> <p style="border-top: 1px solid black; padding-left: 20px;">(0.11)</p> <p>3.70</p> <p style="padding-left: 20px;">(2.81)</p> <p style="padding-left: 20px;">7.26</p> <p style="padding-left: 20px;">(0.29)</p> <p style="padding-left: 20px;">(14.34)</p> <p style="padding-left: 20px;">(7.00)</p> <p style="padding-left: 20px;">15.77</p> <p style="border-top: 1px solid black; padding-left: 20px;">1.85</p> <p style="border-top: 1px solid black; padding-left: 20px;">3.14</p> <p style="padding-left: 20px;">(37.57)</p> <p style="padding-left: 20px;">(0.24)</p> <p style="padding-left: 20px;">(0.25)</p> <p style="padding-left: 20px;">(3.54)</p> <p style="padding-left: 20px;">47.57</p> <p style="border-top: 1px solid black; padding-left: 20px;">(2.72)</p> <p style="border-top: 1px solid black; padding-left: 20px;">(65.92)</p> <p style="border-top: 1px solid black; padding-left: 20px;">(2.72)</p>	<p><u>OPERATING REVENUES</u></p> <p>Passenger Revenue</p> <p>Investment Income</p> <p>Other Income</p> <p style="border-top: 1px solid black;">TOTAL REVENUE AVAILABLE FOR OPERATIONS</p> <p><u>OPERATING EXPENSES</u></p> <p>Labor &amp; Fringe Benefits</p> <p>Material &amp; Services</p> <p>Injuries &amp; Damages</p> <p>Propulsion Power</p> <p>Fixed Rent</p> <p>Fuel</p> <p>Depreciation</p> <p style="border-top: 1px solid black;">TOTAL OPERATING EXPENSES</p> <p>DEFICIT BEFORE SUBSIDIES</p> <p><u>OPERATING SUBSIDIES</u></p> <p>Federal</p> <p>State</p> <p>Local</p> <p>Lease Cost/Debt Service</p> <p>Other - Route Guarantees</p> <p style="border-top: 1px solid black;">TOTAL OPERATING SUBSIDIES</p> <p>SURPLUS/(DEFICIT) AFTER SUBSIDIES</p> <p>Unrealized Investment Gain/(Loss)</p> <p>SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)</p>	<p>\$ 35,661</p> <p style="padding-left: 20px;">342</p> <p style="padding-left: 20px;">3,179</p> <p style="border-top: 1px solid black; padding-left: 20px;">39,182</p> <p>53,137</p> <p style="padding-left: 20px;">25,638</p> <p style="padding-left: 20px;">1,303</p> <p style="padding-left: 20px;">4,672</p> <p style="padding-left: 20px;">297</p> <p style="padding-left: 20px;">159</p> <p style="padding-left: 20px;">1,207</p> <p style="border-top: 1px solid black; padding-left: 20px;">86,413</p> <p style="border-top: 1px solid black; padding-left: 20px;">(47,231)</p> <p>1,398</p> <p style="padding-left: 20px;">26,722</p> <p style="padding-left: 20px;">4,008</p> <p style="padding-left: 20px;">14,677</p> <p style="padding-left: 20px;">426</p> <p style="border-top: 1px solid black; padding-left: 20px;">47,231</p> <p style="border-top: 1px solid black; padding-left: 20px;">-</p> <p style="border-top: 1px solid black; padding-left: 20px;">-</p> <p style="border-top: 1px solid black; padding-left: 20px;">\$ -</p>	<p>\$ 34,246</p> <p style="padding-left: 20px;">400</p> <p style="padding-left: 20px;">3,104</p> <p style="border-top: 1px solid black; padding-left: 20px;">37,750</p> <p>53,282</p> <p style="padding-left: 20px;">26,324</p> <p style="padding-left: 20px;">1,303</p> <p style="padding-left: 20px;">4,494</p> <p style="padding-left: 20px;">319</p> <p style="padding-left: 20px;">107</p> <p style="padding-left: 20px;">1,479</p> <p style="border-top: 1px solid black; padding-left: 20px;">87,308</p> <p style="border-top: 1px solid black; padding-left: 20px;">(49,558)</p> <p>1,522</p> <p style="padding-left: 20px;">29,087</p> <p style="padding-left: 20px;">4,363</p> <p style="padding-left: 20px;">14,677</p> <p style="padding-left: 20px;">425</p> <p style="border-top: 1px solid black; padding-left: 20px;">50,074</p> <p style="border-top: 1px solid black; padding-left: 20px;">516</p> <p style="border-top: 1px solid black; padding-left: 20px;">(125)</p> <p style="border-top: 1px solid black; padding-left: 20px;">\$ 391</p>	<p>\$ (1,415)</p> <p style="padding-left: 20px;">58</p> <p style="padding-left: 20px;">(75)</p> <p style="border-top: 1px solid black; padding-left: 20px;">(1,432)</p> <p>(145)</p> <p style="padding-left: 20px;">(686)</p> <p style="padding-left: 20px;">-</p> <p style="padding-left: 20px;">178</p> <p style="padding-left: 20px;">(22)</p> <p style="padding-left: 20px;">52</p> <p style="padding-left: 20px;">(272)</p> <p style="border-top: 1px solid black; padding-left: 20px;">(895)</p> <p style="border-top: 1px solid black; padding-left: 20px;">(2,327)</p> <p>124</p> <p style="padding-left: 20px;">2,365</p> <p style="padding-left: 20px;">355</p> <p style="padding-left: 20px;">-</p> <p style="padding-left: 20px;">(1)</p> <p style="border-top: 1px solid black; padding-left: 20px;">2,843</p> <p style="border-top: 1px solid black; padding-left: 20px;">516</p> <p style="border-top: 1px solid black; padding-left: 20px;">(125)</p> <p style="border-top: 1px solid black; padding-left: 20px;">\$ 391</p>

Anne Crozier  
PO Box 3448  
Philadelphia PA 19101

for 42 and walnut, 42 and chestnut  
39 and chestnut for 30 SEPTA  
rather than saying west should  
say 30 start at 69 street  
transportation center

30 septa goes from 38 and  
chestnut to 38 and market  
39 and market 40 and market  
41 and market 41 and market  
northward on 41 and hamard ferry  
north at barbet <sup>westward</sup>  
on hamard ferry to 69 street  
transportation station

30 SEPTA ~~to~~ 40 and chestnut  
says to 30 and market  
20 station get on amtrak  
to market 30 goes  
from 40 and chestnut ~~to market~~  
to 40 and walnut 42 and  
walnut 42nd and ~~spring~~  
42 and pine then 40 and  
woodrow then 38 and walnut  
38 and chestnut 33rd not  
at market to 30 and market  
20 station where go  
to amtrak to market

**Good Afternoon. My name is Bob Sechler, I live in Media, AND I took the trolley and the El to come here today.**

**The subject of my address to you is battery powered electric buses. Last August 24, news media announced SEPTA' s purchase of 10 New Flyer electric buses. These will be housed at the Midvale Depot and will be operated in a pilot program to see how well they fit in with the overall bus system.**

**Well and good!**

**However, another purchase seems to have fallen into the memory hole. The Proterra electric buses ordered for Routes 29 and 79 are not yet running. In late 2017 it was projected that they could be running early in the *present* year. We are near the end of 2018 and no Proterras are running, although the August 24 article mentioned above says that they are "currently in production."**

**Going electric does mean a lot of corollary effort such as battery charging infrastructure, spare parts inventory, personnel training, and vehicle testing; any major innovation of this type will encounter problems and delays. SEPTA does owe the public a progress report on the Proterra electric bus project, and estimates of when the buses will be going into full time service on Routes 29 and 79. The need for such a progress report is all the more important, because of the great potential of electric buses for transit service improvement and environmental conservation.**