

1 SOUTHEASTERN PENNSYLVANIA TRANSPORTATION
2 AUTHORITY
3 REGULAR MONTHLY BOARD MEETING
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9 December 17, 2020
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22 VERITEXT LEGAL SOLUTIONS, LLC
23 MID-ATLANTIC REGION
24 1801 Market Street - Suite 1800
 Philadelphia, Pennsylvania 19103

1 A P P E A R A N C E S :

2

3 PRESENT IN THE BOARD ROOM

4 Pasquale T. Deon, Sr., Chairman

5

6 PRESENT ON THE WEBEX

7 Honorable Kenneth Lawrence, Vice Chairman

Thomas E. Babcock

8 Joseph E. Brion, Esquire

Michael A. Carroll, P.E.

9 John F. Cordisco, Esquire

Mark H. Dambly

10 Robert D. Fox, Esquire

Honorable Stewart J. Greenleaf

11 Kevin L. Johnson, P.E.

John I. Kane

12 Obra S. Kernodle, IV

William J. Leonard, Esquire

13 Deborah Mahler

14

15

STAFF PRESENT IN THE BOARD ROOM

16

Leslie S. Richards, General Manager

17 Richard G. Burnfield, Deputy General

Manager/Treasurer

18 Robert L. Lund, P.E., Deputy General Manager

Gino Benedetti, Esquire, General Counsel

19 Carol R. Looby, Secretary

Stephanie Deiger, AGM, Employee Development

20 Relations

Jody Holton, AGM, Planning

21 Francis E. Kelly, Government & Public Affairs

Scott A. Sauer, AGM, Operations

22 William Webster, AGM, Communications

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CHAIRMAN DEON, SR.: Good
afternoon, everybody. The Regular Board
Meeting will now come to order. The
Special Meeting which was noticed has
been canceled.

Let me go down the list. Just
say, "aye," if you're on the phone.

Vice chairman Lawrence?

NO RESPONSE

CHAIRMAN DEON, SR.: Ken?

NO RESPONSE

CHAIRMAN DEON, SR.: No? Tom

Babcock?

NO RESPONSE

CHAIRMAN DEON, SR.: Skip Brion.

MR. BRION: Here.

CHAIRMAN DEON, SR.: Mike

Carroll?

MR. CARROLL: Here.

CHAIRMAN DEON, SR.: Mark

Dambly?

MR. Dambly: Here.

CHAIRMAN DEON, SR.: Robb Fox?

1 NO RESPONSE

2 CHAIRMAN DEON, SR.: Senator
3 Greenleaf?

4 SENATOR GREENLEAF: Yes.

5 MR. FOX: I'm here. It's Robb
6 Fox, here.

7 CHAIRMAN DEON, SR.: Kevin
8 Johnson? I see your picture.

9 John Kane?

10 NO RESPONSE

11 CHAIRMAN DEON, SR.: John,
12 you're back on?

13 NO RESPONSE

14 CHAIRMAN DEON, SR.: Obra
15 Kernodle?

16 NO RESPONSE

17 CHAIRMAN DEON, SR.: Obra?

18 NO RESPONSE

19 CHAIRMAN DEON, SR.: Bill
20 Leonard?

21 NO RESPONSE

22 CHAIRMAN DEON, SR.: Debbie
23 Mahler.

24 MS. MAHLER: Here, I'm here.

1 SENATOR GREENLEAF: Stewart
2 Greenleaf.

3 CHAIRMAN DEON, SR.: We got you,
4 Stewart.

5 Okay. I think we have enough
6 here.

7 All right. Let's start off with
8 the Pledge of Allegiance.

9 PLEDGE OF ALLEGIANCE

10 CHAIRMAN DEON, SR.: All right.
11 All right. Start off -- all right.

12 SEPTA employees are working
13 tirelessly to make sure residents have
14 access to essential jobs and services.
15 While these efforts get more challenging
16 by the day, I'm inspired by SEPTA's
17 frontline workers and their commitment to
18 serving the riders who need transit the
19 most.

20 We know how difficult this year
21 has been for our core customers, and
22 that's why the Board has delayed the
23 proposed fare increases today, and
24 pushing those back until at least July.

1 SEPTA is doing everything
2 possible to make sure that the transit
3 system is ready to support our region's
4 eventual recovery, but we are facing
5 unprecedented long-range financial
6 challenges heading into 2021.

7 We have been extremely careful
8 with our finances, with our Federal CARES
9 Act funds. However, without more
10 emergency assistance, we will have to
11 make some extremely difficult decisions
12 in the coming months.

13 We greatly appreciate your
14 participation in these virtual meetings.
15 Please continue to stay engaged, and let
16 everyone know how critical SEPTA is to
17 this city, region and Commonwealth.

18 I want to close by wishing a
19 happy retirement to friend and colleague,
20 Dan Hilferty. Dan is the President and
21 CEO of Blue Cross, been a great leader in
22 the region, served as chairman of the
23 Chamber of Commerce; civic-minded; gives
24 back to the community every day. He and

1 Blue Cross have also been great partners
2 to the Authority.

3 Under Dan's leadership, Blue
4 Cross has generously contributed to the
5 Hub of Hope, which has been instrumental
6 in efforts to help our vulnerable
7 population. Blue Cross has also
8 sponsored free ride programs on several
9 occasion, most notably, on the day of the
10 Super Bowl Championship parade.

11 Dan has also been a trusted
12 voice for our region throughout the
13 pandemic, offering calm reassurances when
14 we all needed it, and I'm sure he'll
15 continue to work on it as he leaves Blue
16 Cross.

17 It's been my honor to work with
18 Dan and hope he enjoys a happy
19 retirement.

20 And just one more thing before
21 we get on to the business of the Board, I
22 would like to wish everyone happy
23 holidays. Let's continue working
24 together and looking forward to better

1 things in 2021. And again, I'll quote
2 Gino, "The best thing about 2020 is, it's
3 over."

4 First item on the Agenda is
5 approval of the Minutes of the November
6 19th Regular Board Meeting. These
7 minutes have been circulated. I'll
8 entertain a motion to approve the
9 minutes.

10 MR. BRION: So moved.

11 CHAIRMAN DEON, SR.: Can I get a
12 second?

13 MR. CARROLL: Second.

14 CHAIRMAN DEON, SR.: All in
15 favor, call a question, say, "aye"?

16 ALL: Aye.

17 CHAIRMAN DEON, SR.: Minutes are
18 approved.

19 Rich, we'll move on to the
20 Financial Report.

21 MR. BURNFIELD: Thank you, Mr.
22 Chairman.

23 For the month of November,
24 operating revenue was \$34.4 million under

1 budget, with transit ridership remaining
2 at 30 percent of pre-COVID levels, and
3 regional rail ridership at less than
4 approximately 15 percent of pre-COVID
5 ridership levels.

6 Operating expenses were under
7 budget for the month by \$9.5 million due
8 to labor and fuel cost running under
9 budget.

10 With allocation of Federal CARES
11 funding, there was a balanced budget for
12 the month. Year-to-date there is a
13 budget surplus of \$300,000.

14 Mr. Chairman, this concludes my
15 report.

16 CHAIRMAN DEON, SR.: Great.
17 Thank you, Rich.

18 I'll entertain a motion that the
19 Financial Report be received and filed.

20 MR. BRION: Skip Brion, so
21 moved.

22 MR. JOHNSON: Kevin, I'll
23 second.

24 CHAIRMAN DEON, SR.: All right.

1 Any comments?

2 NO RESPONSE.

3 CHAIRMAN DEON, SR.: Hearing
4 none, I'll call the question. All in
5 favor, say, "aye."

6 ALL: Aye.

7 CHAIRMAN DEON, SR.: Financial
8 Report is received and filed.

9 I think we have some speakers
10 who wish to talk on the Agenda items, so
11 let's start off with Benjamin She.

12 MR. SHE: Can you hear me?

13 CHAIRMAN DEON, SR.: Go ahead.
14 Start now. You have two minutes.

15 MR. SHE: All right. Cool.
16 This is Benjamin She from 5th Square.
17 You know, I'd like to commend SEPTA for
18 selecting Nelson/Nygaard as their
19 contractor for the Comprehensive Bus
20 Network Redesign.

21 I would just like to bullet
22 point a couple items which are pertinent
23 in its long effort to rebuild SEPTA's
24 ridership network:

1 First of all, SEPTA... look at
2 the comments of... Choices Report
3 produced by Jarrett Walker's firm in
4 2019. The report is very pertinent and
5 very timely today to really illustrate
6 the issues regarding the service on the
7 bus network.

8 Secondly, SEPTA must partner
9 with the City of Philadelphia and their
10 own pending transit plan to provide a
11 true structural bus lane that works, that
12 is combined with automatic enforcement
13 on... SEPTA's network to... with the
14 network and to spend more service hours
15 to underserved neighborhoods.

16 Thirdly, SEPTA must keep in mind
17 regional rail as well, and aim to provide
18 a long-term plan to better connect
19 regional rail with the bus network as
20 well and apply sensitive time transfers
21 and increase mobility as well.

22 In conclusion, I congratulate
23 SEPTA again for... in the country's
24 fourth biggest bus network, and you know,

1 5th Square hopes for increased
2 cooperation in the future.

3 Thank you.

4 CHAIRMAN DEON, SR.: Okay.

5 Thank you.

6 Daniel Trubman. Mr. Trubman,
7 you're on. As they say, you're on the
8 clock.

9 NO RESPONSE.

10 CHAIRMAN DEON, SR.: Hello?

11 NO RESPONSE

12 CHAIRMAN DEON, SR.: It's on
13 mute. He's on. You're good to go.

14 NO RESPONSE.

15 CHAIRMAN DEON, SR.: Hello?

16 NO RESPONSE

17 CHAIRMAN DEON, SR.: Mr.

18 Trubman?

19 NO RESPONSE

20 CHAIRMAN DEON, SR.: Mr.

21 Trubman?

22 NO RESPONSE

23 CHAIRMAN DEON, SR.: All right.

24 We'll move on. Can we try Kev Dy?

1 NO RESPONSE.

2 CHAIRMAN DEON, SR.: He's not

3 on?

4 Let's give Mr. Trubman one more

5 try.

6 NO RESPONSE.

7 CHAIRMAN DEON, SR.: Mr.

8 Trubman?

9 NO RESPONSE.

10 CHAIRMAN DEON, SR.: Hello?

11 NO RESPONSE

12 CHAIRMAN DEON, SR.: All right.

13 We will move on to the Consent Calendar.

14 If he comes back on, we will add him at

15 the end.

16 Next item on the Agenda is the

17 Consent Calendar, which consists of:

18 "Deferral of the Fare Associated

19 With the Adoption of the Fiscal Year 2021

20 Operating Budget;"

21 "Purchase from Chubb Insurance

22 of Directors and Officers Liability

23 Insurance;"

24 "Authorization for

1 Administration of SEPTA's Employee
2 Medical Benefit Programs with
3 Independence Blue Cross;"

4 "Award of Contract Pursuant to a
5 Request for Proposal;"

6 "Authorization to Award
7 Contracts for Various Procurements;"

8 "Award of Contract for Sole
9 Source Procurement;" and

10 "Authorization to Execute Change
11 Orders and Amendments."

12 Please note that item II.A.
13 "Purchase from Chubb Insurance of
14 Directors and Officers Liability
15 Insurance" was revised. A copy of the
16 Revised Resolution has been provided to
17 the Board. The remaining items on the
18 Consent Calendar have been reviewed by
19 the appropriate Board Consent Committees
20 in public session.

21 I'll entertain a motion to adopt
22 these resolutions.

23 MR. BRION: Skip Brion, so
24 moved.

1 CHAIRMAN DEON, SR.: Come on,
2 Kev?

3 MR. JOHNSON: Yes, Kevin
4 Johnson, I'll second.

5 CHAIRMAN DEON, SR.: Any
6 abstentions?

7 NO RESPONSE

8 CHAIRMAN DEON, SR.: Hearing
9 none, I'll call the question. All in
10 favor say, "aye"?

11 ALL: Aye.

12 CHAIRMAN DEON, SR.: Resolutions
13 are adopted.

14 Thank you, guys.

15 Let's move on to the report of
16 the general manager.

17 GENERAL MANAGER RICHARDS: Hi,
18 thank you, Chairman.

19 As is true to form for 2020, it
20 did not go out with a whimper here.

21 I just want to thank SEPTA
22 employees who battled the weather, from
23 yesterday to this morning, to keep our
24 service running. And we thank our

1 customers for their patience and
2 understanding.

3 Between COVID and the weather,
4 doing the very best we can in very trying
5 circumstances... the same for this year.

6 As cases have risen across the
7 country and the region, we are
8 experiencing significant numbers of
9 callouts due to COVID. It's challenging
10 but we continue to provide regular
11 service, and we are trying to minimize
12 missed runs as much as possible.

13 Mask compliance for both our
14 customers and our employees remains
15 critical, and we are thrilled to see high
16 compliance.

17 We continue testing with the
18 Black Doctors COVID-19 Consortium. We
19 are thrilled with this partnership. We
20 are happy to see that more employees are
21 taking advantage of this opportunity, and
22 enabling them to go out into the
23 communities which we serve.

24 We have been advocating that our

1 employees be among the first to get the
2 vaccine, and we are having very good
3 conversations with the City of
4 Philadelphia in helping us do that, and
5 we are very grateful for that.

6 We know what when we get
7 vaccinated we keep not only them safe,
8 but also keep all of our customers safe.

9 Yesterday we announced a
10 partnership with Drexel University to
11 continue our cleaning efforts, and our
12 best practices. By partnering with
13 Drexel, we're able to make sure that our
14 surfaces are as clean as possible, as
15 well as our air quality. And we are
16 seeing as we learn more about this virus
17 that air quality is extremely important,
18 and so we are thrilled to be working
19 alongside with Drexel to be providing the
20 best for our customers.

21 Of course our trials don't end
22 with COVID and the weather. We continue
23 to advocate for funding. Even if we
24 receive another round of funding,

1 according to the federal discussions that
2 are ongoing right now, we will continue
3 to have a great need. While we
4 desperately need more relief, we do
5 continue to lose a million dollars a day.
6 We will keep an eye on the pace of our
7 recovery, and our needs and reporting
8 back to our customers and the public. We
9 also need to think about how we need to
10 survive in the long term, and we will be
11 sharing our ideas with you. In the
12 meantime, doing all we can for our
13 customers. As Chairman Deon announced in
14 his remarks, will be delaying the fare
15 increase. Other efforts that will be
16 focusing on equity, while they are
17 challenging at this time, we do move
18 forward on our free transfer, kids under
19 12 riding free, the three-day convenience
20 pass, and the bus network redesign, which
21 will best accommodate our riders' needs.

22 As much as we are all ready to
23 turn the page on 2020, I just need to say
24 that I'm so appreciative of what SEPTA

1 has been able to accomplish over this
2 past year in truly the worst of times.
3 Our employees drove forward, providing
4 essential service to connect people to
5 work, to school, to healthcare, and to
6 other life-sustaining services.

7 I want to wish all of our
8 employees and our customers a wonderful
9 holiday with their families, as well as
10 the chance to rest, regroup, and
11 recharge.

12 Happy new year to everybody, and
13 that concludes my report, Mr. Chairman.

14 CHAIRMAN DEON, SR.: Thank you,
15 Leslie.

16 We have some speakers. We will
17 start off with Mr. Jack Calhoun. Mr.
18 Calhoun?

19 MR. CALHOUN: Can you hear me?

20 CHAIRMAN DEON, SR.: Yes, you
21 have two minutes.

22 MR. CALHOUN: I'm Jack Calhoun
23 from Philadelphia Transit Riders Union,
24 so in a recent service change, you

1 decreased trips on the Route 112 for 69th
2 to Delaware Community College by 29
3 percent, roughly. While honestly I'm a
4 student there, and we are barely open,
5 but not only does the 112 provide service
6 to the college, it also provides
7 essential service along the West Chester
8 Pike corridor from Upper Darby to
9 Havertown, to Broomall, and specifically
10 it is an important resource for seniors,
11 and students of other schools along that,
12 you know, corridor, so my question is,
13 like, I don't know if this is a question,
14 but like, what is being done to, like,
15 offset the 112 cut, like I said, it
16 provides essential service for three
17 major towns, like high transit riders?

18 CHAIRMAN DEON, SR.: Rich, you
19 want to answer?

20 MR. BURNFIELD: We are
21 constantly looking at all those routes,
22 including the service changes and
23 reductions working with our service
24 planning staff, and we will go back and

1 look at some of the specific ridership on
2 the Route 112.

3 CHAIRMAN DEON, SR.: Thank you,
4 Rich. Thank you, Mr. Calhoun.

5 We'll move on to Mr. John
6 Flaherty.

7 Mr. Flaherty?

8 NO RESPONSE

9 CHAIRMAN DEON, SR.: Not on?
10 Okay. Mr. Carrington. Calhoun
11 Carrington?

12 NO RESPONSE

13 CHAIRMAN DEON, SR.: Not on?

14 Rhonda Lancaster. Ms.

15 Lancaster?

16 MS. LANCASTER: Hear me?

17 CHAIRMAN DEON, SR.: Yes, I can
18 hear you. You're on.

19 MS. LANCASTER: Okay.

20 Wonderful. Thank you, and I'm glad you
21 are well, and yes we are trying to put
22 2020 behind us.

23 So listen, I live in Germantown.
24 I spoke to you on the last Board Meeting

1 about the Chestnut Hill West Line. Just
2 want to give you an update, and I want
3 you to be thinking about some things that
4 you can do. There has been a rumor on
5 the Chestnut Hill West Line that the
6 trains were running again. Commuter
7 trains have been seen going up the line
8 from Queen Lane, all the way up and back,
9 around 5:30, six o'clock in the morning,
10 and apparently there was some talk going
11 up and down the line, the trains were
12 running. People were standing on the
13 platform and trains were flying by. They
14 weren't stopping. There were calls made
15 to SEPTA's customer service, and nobody
16 at customer service seem to know anything
17 about what's going on, so I think, I
18 think at least doing good, you may want
19 to put something out in the press about
20 what is happening to the Chestnut Hill
21 West Line. People are still commuting to
22 Center City. I think last time I talk to
23 you I told you about my own personal
24 story experience, having traveled to

1 Wayne Junction and a Lyft every time I go
2 in Center City, which at that time was
3 three times a week, and I spent an
4 exorbitant amount of money. It was
5 almost a thousand dollars, to Wayne
6 Junction and back to my home... Chestnut
7 Hill West Line, which is closer, so I
8 would ask you to think about that because
9 there seems to be a lot of confusion, and
10 a disconnect and people are, I'm trying
11 to get some of these people to talk to
12 me, so I can get a synopsis, but that's
13 the word, the trains were running, people
14 were out there, and then there is this
15 issue, and I don't know if you guys can
16 tell me what's going on. What's going on
17 with this locomotive that I understand is
18 running up and down the tracks, is
19 sitting for two hours, it's blowing smoke
20 in the air, and nobody knows what's going
21 on. So --

22 CHAIRMAN DEON, SR.: Let me get
23 Scott to answer your question.

24 MS. LANCASTER: Okay.

1 CHAIRMAN DEON, SR.: I got him
2 here.

3 MR. SAUER: Thank you. So
4 Amtrak is still completing their work
5 around the interlocking that leads out
6 onto the Chestnut Hill West branch, so
7 there are a number of work trains and
8 diesel locomotives that are running along
9 the Chestnut Hill West Line --

10 MS. LANCASTER: Okay.

11 MR. SAUER: -- several times per
12 week.

13 MS. LANCASTER: Uh-huh. Okay.
14 So listen, I want to ask you this, is
15 there some kind of rough idea about when
16 this is going to stop, and the line
17 reopen again?

18 MR. SAUER: At this point the
19 Amtrak work is slated to be completed
20 sometime in January, and then the line
21 will be reassessed for whether or not it
22 reopens immediately.

23 MS. LANCASTER: And can I
24 briefly ask, can you tell me a little bit

1 about what the protocol might be for the
2 reopening, what are you looking at?

3 MR. SAUER: So there are a
4 number of factors, where ridership is key
5 among them, and the demand for service on
6 the Chestnut Hill West Line.

7 MS. LANCASTER: Okay. 'Cause in
8 the last meeting I just want to say
9 quick, in the last meeting, I think it
10 was Leslie Richards, and you can correct
11 me, we talked about there may be an
12 opening in January, so are we still on
13 target for that or we're not sure or
14 what's happening?

15 CHAIRMAN DEON, SR.: Let me
16 just, I think what we're missing here is,
17 based on all the issues with COVID and
18 stuff, our ridership is so far down, all
19 these lines are being looked at almost on
20 a daily basis, so I think it will be
21 updated as we see it, but you know, it's
22 just exorbitantly expensive to run this
23 stuff without riders, so we sympathize,
24 and are trying to get it back as soon as

1 we can without riders.

2 MS. LANCASTER: Thank you.

3 MR. SAUER: Thank you.

4 CHAIRMAN DEON, SR.: Thank you,
5 Ms. Lancaster.

6 All right. We have Benjamin A.

7 MR. AITOUMEZIANE: Can you hear
8 me?

9 CHAIRMAN DEON, SR.: You're on.

10 MR. AITOUMEZIANE: Hi there.

11 This is Benjamin Aitoumeziene. I'm with
12 the Youth Advisory Council. I'm also a
13 coalition member of Transit Forward
14 Philadelphia. Just want to say thanks
15 for allowing me to share, you know, TFP's
16 goals for the Bus Network Redesign.

17 For the redesign to support
18 Philadelphia, SEPTA needs to really start
19 over and redesign routes for today's
20 needs, and make the bus network
21 understandable to use.

22 Many of our buses follow the
23 same path once traveled by streetcars and
24 trolleys, built over a hundred years ago

1 in an era of legalized racial
2 discrimination and redlining, so parts of
3 network follow those same paths by
4 convenience and may inadvertently
5 reinforce discriminatory social
6 geography. By starting over, the bus
7 network can meet today's needs, and not
8 yesterday's decisions.

9 Furthermore, the Redesign must
10 make the bus network easy to understand,
11 and better connected to SEPTA's trolleys,
12 trains, and subways. If I was to ask
13 each of you on the Board to draw SEPTA's
14 frequent bus network from memory, how
15 many of you could do that? In all
16 honesty, I certainly wouldn't be able to.
17 It could be twisty, turny, and often
18 don't conform to Philadelphia's
19 directional grid.

20 The redesign must make change
21 this. It must make the bus network
22 easier to understand to riders and
23 therefore more efficient, shifting more
24 riders onto SEPTA's high-capacity system

1 of trolleys, trains, and subways.

2 It's really essential for young
3 people like me and my peers that we have
4 a bus system ready to meet the
5 possibilities that my generation hopes to
6 experience right here in the Greater
7 Philadelphia area. Your Youth Advisory
8 Counsel and Transit Forward Philadelphia
9 look forward to working with you and
10 achieving these goals.

11 Thank you very much.

12 CHAIRMAN DEON, SR.: Great.

13 Thank you.

14 Move on to Cameron Adamez.

15 MR. ADAMEZ: Adamez. Hi, good
16 afternoon.

17 CHAIRMAN DEON, SR.: Hi, you're
18 on.

19 MR. ADAMEZ: All right.

20 Awesome. I'm Cameron Adamez, as I just
21 said. I'm a transit committee member of
22 5th Square, and coalition number of
23 Transit Forward Philadelphia.

24 5th Squares believes that a

1 redesign that supports Philadelphia
2 hinges on SEPTA's ability to increase
3 opportunities for all Philadelphians and
4 enhance bus service reliability.

5 The redesign must increase the
6 number of opportunities available for
7 communities of color, and low-income
8 Philadelphians within the frequent
9 service network. SEPTA will be able to
10 measure this quantitatively by building
11 network where more riders experience
12 frequent service. By making the
13 difficult tradeoff of serving more riders
14 rather than greater coverage, SEPTA can
15 maximize the effectiveness of the current
16 Operating Budget, and ensure that bus
17 transit becomes a feasible option for
18 more Philadelphians.

19 Additionally, the redesign must
20 make buses more reliable, reducing delays
21 and increasing timeliness. The average
22 speed of buses in Philadelphia falls
23 below our peer agencies in Boston,
24 Washington, and Pittsburgh. And our

1 riders feel this challenge, they
2 responded that service, reliability, and
3 frequency, were among the greatest
4 barriers to SEPTA's convenience in your
5 Annual Customer Satisfaction Survey.
6 Using data to guide our decisions, we
7 have the potential to modify routes to
8 increase their average speed and improve
9 on-time performances.

10 As a grocery store manager, I
11 witness first-hand the importance of a
12 bus network that connects people to
13 opportunities. Timely and reliable
14 transit is critical to ensuring that
15 workers arrive on time. Without transit,
16 communities are not nourished during the
17 pandemic.

18 Thank you for your time and
19 consideration. 5th Square and TFP looks
20 forward to working with all of you in
21 achieving a network that supports
22 opportunity and reliability.

23 CHAIRMAN DEON, SR.: Great.
24 Thank you. Thanks, Cameron.

1 Move on to, we have Danielle
2 Bossert.

3 MS. BOSSERT: Uh-huh, good
4 afternoon, everyone. My name is
5 Danielle, and I represent National
6 Service Center, and I'm also a coalition
7 member of Transit Forward Philadelphia.

8 NSC serves immigrants and
9 refugee population who make up nearly 15
10 percent of Philadelphia's population.
11 They come to Philadelphia fleeing
12 persecution for a better life for
13 themselves. They help grow our economy,
14 and contribute to our diverse cultural
15 fabric. Most of these immigrants rely on
16 public transportation with SEPTA for
17 their first two to three years of
18 residency, and often work as essential
19 workers on the frontline of service,
20 hospitality and transportation. And
21 nearly 67 percent of NSC's current
22 clients are employed in essential
23 positions, utilizing SEPTA every single
24 day.

1 I'm here to talk about the final
2 goal of Transit Forward Philly for the
3 Bus Redesign that will support a Greater
4 Philadelphia. We hope that the redesign
5 will be completed in a timely manner.
6 Our communities cannot wait while our bus
7 network loses riders.

8 Your decision today to approve
9 Nelson/Nygaard as the consultant is an
10 important first step to commence the
11 program. The hiring process has taken
12 nine months, and it's been a full 30
13 months since Jarrett Walker released its
14 initial analysis of the bus network.

15 Before COVID SEPTA's ridership
16 hit its lowest number in over 20 years.
17 Now, CBNR is critical for SEPTA's
18 financial and mission recovery.

19 Over the next few months, we
20 hope to be working with the consultant
21 quickly and thoroughly to onboard and
22 commence their three-year timeline as
23 quickly as possible. We look forward to
24 working with you and your team in the

1 future.

2 Thank you.

3 CHAIRMAN DEON, SR.: Okay.

4 Thank you.

5 Emma Horst-Martz?

6 MS. HORST-MARTZ: Hello, can you
7 hear me?

8 CHAIRMAN DEON, SR.: Yes.

9 You're on.

10 MS. HORST-MARTZ: Good
11 afternoon. My name is Emma Horst-Martz,
12 I'm an advocate with the Pennsylvania
13 Public Interest Research Group. We are a
14 coalition member of Transit Forward
15 Philadelphia.

16 We are also a statewide
17 nonprofit advocacy organization working
18 on behalf of the public interest. We
19 have a long history of working to expand
20 public transportation options for
21 Pennsylvanians, and that's why we're
22 standing with coalition members, Transit
23 Forward Philly, to call on SEPTA to
24 modernize its bus network through the

1 redesign process.

2 We believe that the redesign
3 should be proven research, and must be
4 publicly engaged.

5 Cities like Boston, Houston,
6 Baltimore, and New York have completed
7 and are in the process of a successful
8 bus network redesign. These cities used
9 proven research and up-to-date passenger
10 data to design the bus network around
11 quick connections, rather than lengthy
12 one-seat rides. This allows riders,
13 businesses and communities to best
14 benefit from a well-connected network, as
15 well as help SEPTA regain bus ridership
16 and the trust of passengers.

17 The redesign must also engage
18 the public and involve riders regularly
19 throughout the entire planning process of
20 the redesign. Transit will only serve
21 everyone if it's created by everyone.

22 The public outreach process
23 should be used to inform the public about
24 pre-determined changes. The redesign

1 team must ask for public input before
2 approaching riders with a new proposed
3 plan.

4 In conclusion, the Transit
5 Forward Philly coalition encourages
6 SEPTA's leadership to use the redesign
7 process to transform how staff conducts
8 public outreach, and we hope that SEPTA
9 will learn from the experiences of riders
10 and community organizations, like the two
11 dozen groups represented by our
12 coalition.

13 Thank you very much.

14 CHAIRMAN DEON, SR.: Thank you.

15 Will Herzog. Mr. Herzog?

16 MR. HERZOG: Thank you,
17 Chairman. My name is Will Herzog, and
18 I'm the Chair of the SEPTA Youth Advisory
19 Council.

20 Thank you for allowing me the
21 opportunity to speak this afternoon. I
22 won't take too much of your time, but I
23 wanted to congratulate you, the Chairman,
24 the general manager's team, and each of

1 our frontline workers for their
2 courageous efforts since early March.
3 Demonstrating leadership and sacrifice,
4 each of you took a voluntary pay cut, and
5 despite our ongoing fiscal challenges, we
6 suspended any fare increases and unlocked
7 additional benefits at a time when our
8 riders are among those who are hardest
9 hit by the pandemic.

10 Through the toughest moments,
11 SEPTA's operators and the team never
12 stopped ensuring that the essential
13 functions of our region continued
14 forward.

15 During the event, operators
16 experienced illness, and several even
17 passed away. The sacrifices and
18 leadership across the Board are not
19 unnoticed, and I just want to make sure
20 that you all know that the Youth Advisory
21 Council appreciates each of you and your
22 actions. Have a happy holiday.

23 CHAIRMAN DEON, SR.: Great.
24 Thank you, Mr. Herzog.

1 Yasha Z. They made it easy on
2 me this month. Thank you.

3 MR. ZARRINKELK: You're welcome,
4 Mr. Deon. How are you?

5 CHAIRMAN DEON, SR.: Good. How
6 are you?

7 MR. ZARRINKELK: Good. I just
8 want to wish the Board, you, Chairman
9 Deon, General Manager, Richards, a happy
10 holiday.

11 As you know, my name is Yasha
12 Zarrinkelk, coalition organizer of
13 Transit Forward Philadelphia, and as you
14 have already heard from a few of our
15 two-dozen coalition members, we want to
16 celebrate the Board's decision, approving
17 a consultant for the Comprehensive Bus
18 Network Redesign project. We are pleased
19 to announce a few goals for our Better
20 Access Better Service, Better Bus
21 campaign, which asked SEPTA to transform
22 their current bus service to be faster,
23 more frequent, and more reliable through
24 the redesign.

1 Upon the Redesign's launch, we
2 will be organizing to ensure that the
3 Redesign support's Philadelphia and
4 SEPTA's recovery, provides access to
5 opportunities for all riders, and
6 transforms the bus network into one of
7 the preferred modes of transportation in
8 Greater Philadelphia region.

9 Our members of our coalition
10 have shared with the Board today what
11 each letter in "SUPPORT" stands for, and
12 I just want to reiterate to the group
13 that SEPTA needs to start over and
14 redesign a bus network for today's needs
15 bus. Should be easy to understand and
16 better connected to SEPTA's trolleys,
17 trains and subways. Proven research to
18 design the bus network around quick
19 connections, rather than one-seat long
20 rides. And most importantly, the
21 redesign should engage the public and
22 involve riders and residents regularly
23 during the entire process of the
24 redesign, asking for public input before

1 approaching with the proposed plan. It
2 needs to increase the number of
3 opportunity and number of Philadelphians
4 frequent, reliable bus service by
5 prioritizing the redesign around
6 low-income and Philadelphians of color,
7 as well as the elderly, and persons of
8 disability. It needs to improve service
9 to show up more often and on time. And
10 finally, it needs to implement and
11 complete the redesign in a timely manner.
12 We really look forward to working with
13 operations and long-range planning team,
14 and we appreciate your all moving forward
15 with the hiring of the consultant.

16 Thank you so much for your time.

17 CHAIRMAN DEON, SR.: Thank you,
18 Yasha. I think you'll see the Board and
19 you, yourself, have parallel interest on
20 this. I think you will see everything
21 you're talking about there.

22 Scott, you're going to call a
23 couple of the questions for... service
24 issues?

1 MR. SAUER: Yes.

2 CHAIRMAN DEON, SR.: Okay.

3 Great.

4 (The following is a message that
5 was retrieved on December 9, 2020:

6 Hello, SEPTA board room. My
7 name is Louis Testa. I'm a retiree from
8 the Frontier Division of SEPTA. I was a
9 bus driver for 24 years. My account
10 number was 05903.

11 My message, I'm concerned about
12 the pension fund. I believe I draw my
13 pension from the Red Arrow Pension Fund.
14 With the bottom falling out with
15 ridership system -- system-wide, is the
16 pension fund staying relatively healthy?

17 Are employees and SEPTA's
18 contribution maintaining the fund in
19 these hard economic times for transit
20 business?

21 How well is -- how well is it
22 funded percentage-wise?

23 What is the outlook?

24 When is the next pension board

1 meeting?

2 My home phone is (610) 278-5008.

3 My e-mail address is Testa, T-E-S-T-A,

4 Louie, L-O-U-I-E, l@verizon.net.

5 Testalouiel@verizon.net. Phone number

6 (610) 278-5008.

7 Thank you.

8 Message received November 30th
9 2020 at 1:34 p.m. message from unknown
10 caller. Message is one minute 15
11 seconds.)

12 CHAIRMAN DEON, SR.: Hearing
13 nothing else, again, wishing everybody a
14 happy, healthy holiday, 2021, and
15 hopefully we don't get hit by a meteor in
16 2021, and we will all be back. So thank
17 you all.

18 Move to adjourn?

19 MR. BABCOCK: So moved.

20 CHAIRMAN DEON, SR.: Do I hear a
21 second?

22 MR. JOHNSON: Second.

23 CHAIRMAN DEON, SR.: Thank you,
24 guys. We're adjourned.

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(Meeting concluded at 3:39 p.m.)
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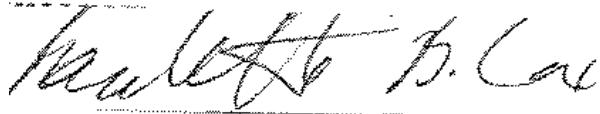
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C E R T I F I C A T E

COMMONWEALTH OF PENNSYLVANIA:
COUNTY OF PHILADELPHIA:

I do hereby certify that I am a Notary Public in good standing, that the aforesaid meeting was taken before me, pursuant to notice, at the time and place indicated; that said proceedings was correctly recorded in machine shorthand by me and thereafter transcribed under my supervision with computer-aided transcription; that the transcript is a true record of the proceedings.

WITNESS my hand and official seal this 1st day of January 2021



Paulette Cox, Court Reporter
Notary Public