SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
REGULAR MONTHLY BOARD MEETING

April 22, 2021

3:00 p.m.

VERITEXT LEGAL SOLUTIONS, LLC
MID- ATLANTIC REGION
1801 Market Street - Suite 1800
Philadelphia, Pennsylvania 19103
APPEARANCES:

BOARD MEMBERS PRESENT IN THE BOARDROOM:
Pasquale T. Deon, Sr., Chairman
Honorable Kenneth Lawrence, Jr., Vice Chairman
Thomas Jay Ellis, Esquire

BOARD MEMBERS PRESENT ON THE WEBEX:
Thomas E. Babcock
Joseph E. Brion, Esquire
Michael A. Carroll, P.E.
John F. Cordisco, Esquire
Robert D. Fox, Esquire
Kevin L. Johnson, P.E.
Obra S. Kernodle, IV
William J. Leonard, Esquire
Deborah Mahler
Honorable Martina White

STAFF PRESENT IN THE BOARDROOM:
Leslie S. Richards, General Manager
Richard G. Burnfield, Deputy General
Manager/Treasurer
Robert L. Lund, P.E., Deputy General Manager
Gino Benedetti, Esquire, General Counsel
Carol R. Looby, Secretary
Stephen A. Jobs, Controller
Stephanie Deiger, AGM, Employee Development
Relations
Jody Holton, AGM, Planning
Francis E. Kelly, AGM, Government & Public
Affairs
William Webster, AGM, Communications
CHAIRMAN DEON: The Regular Meeting of the Board will now come to order. The Special Meeting which was noticed has been canceled.

Vice Chairman Lawrence?
Inaudible

CHAIRMAN DEON: Tom Babcock?
Inaudible

CHAIRMAN DEON: Skip Brion?
Inaudible

CHAIRMAN DEON: Mike Carroll?
Inaudible

CHAIRMAN DEON: John Cordisco?
Inaudible

CHAIRMAN DEON: Mark Dambly?
Inaudible

CHAIRMAN DEON: Tom Ellis?
Inaudible

CHAIRMAN DEON: Robb Fox?
Inaudible

CHAIRMAN DEON: Kevin Johnson?
Inaudible

CHAIRMAN DEON: Obra Kernodle?
Inaudible
CHAIRMAN DEON: Bill Leonard?

Inaudible

CHAIRMAN DEON: I have John Cordisco now. You have Skip?

Inaudible

CHAIRMAN DEON: Robb Fox, okay. Debbie Mahler?

Inaudible

CHAIRMAN DEON: Debbie?

Inaudible

CHAIRMAN DEON: Representative White?

REPRESENTATIVE WHITE: Yes, Chairman. I'm here.

CHAIRMAN DEON: Thank you.

MR. KENODLE, IV: Chairman, this is Obra. Did you hear me?

CHAIRMAN DEON: Anybody comes on -- okay. Do we have eight? We have nine? We should have -- okay.

Start with the Pledge of Allegiance.

PLEDGE OF ALLEGIANCE

CHAIRMAN DEON: All right.
Welcome, everybody.

For over a year now, SEPTA's workforce has kept the region moving during this pandemic. Despite the challenging circumstances, this Authority has made sure people can get to the essential jobs and services.

Now, we are central to the most critical part of our recovery: Getting people to and from appointments for vaccines.

Every day, SEPTA is at the heart of the effort to get thousands of people to vaccination sites. We have worked closely with our partners to make sure residents have safe, reliable and accessible transportation. This includes the mass vaccination sites, such as the Pennsylvania Convention Center and Esperanza Vaccination Center, and smaller neighborhood clinics.

We have also worked behind the scenes to support the vaccination effort. For example, we have operated shuttle
buses to get National Guard personnel to
and from the Esperanza, which has served
thousands of residents in North
Philadelphia.

At the same time, there has been
a huge effort to get SEPTA vaccinated.
Thanks to the work of SEPTA staff and our
partnerships with the City of
Philadelphia, Einstein and Main Line
Health, all SEPTA employees have been
given access to vaccinations.

The health and safety of our
riders and employees is our number one
priority. I want to thank everyone for
their hard work and dedication during
this unprecedented drive to get our
residents and employees vaccinated.

And now we will move along to
the minutes of the first meeting agenda
is the approval of the March 25th
meeting. The minutes have been
circulated.

Carol, do I have to turn front
and back to figure out where I'm at here?
Is this just to confuse me today?

I'll entertain a motion that the minutes to be approved.

MR. CORDISCO: So moved.

MR. ELLIS: Second.

CHAIRMAN DEON: Thank you. All in favor say, "aye."

ALL: "Aye."

CHAIRMAN DEON: Opposed?

(No. Response.)

CHAIRMAN DEON: Hearing none, the minutes are approved.

Move on to financial.

MR. BURNFIELD: Thank you, Mr. Chairman.

Revenue for the month of March was $35.8 million below budget. During the month, ridership grew slightly, with transit ridership at approximately 38 percent of pre-COVID ridership levels, and regional rail ridership at 18 percent of pre-COVID levels. After the first nine months of Fiscal Year 2021, revenue is $269 million below budget.
Operating expenses for the year to date are $103 million below budget, with the federal CARE's relief fund providing operating assistance to offset revenue shortfalls, SEPTA has been able to operate with a balanced budget during the Fiscal Year.

This concludes my report, Mr. Chairman.

CHAIRMAN DEON: Thank you, Rich. I'll entertain a motion that the Financial Report be received and filed.

VICE CHAIRMAN LAWRENCE: So moved.

MR. ELLIS: Second.

CHAIRMAN DEON: Any questions or comments?

(No response.)

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

ALL: "Aye."

CHAIRMAN DEON: Opposed?

(No response.)
CHAIRMAN DEON: Hearing none, the March Financial Report is received and filed.

Please note that all written comments and voicemail messages that have been received will be included in the official Board Meeting transcript, which will then be posted to the SEPTA website.

Are there any speakers who wish to address items on today's agenda?

(No response.)

CHAIRMAN DEON: The next item on the Agenda is the Consent Calendar, which consists of:

"Purchase of Excess Workers' Compensation Insurance from U.S. Specialty Insurance Company;"

"Approval of SEPTA's 2021 Title VI Program;"

Authorization to Enter into an Agreement with PNC Bank for a Renewal and Consolidation of a $200 Million Unsecured Line of Credit;"

"Award of Contracts Pursuant to
Requests for Proposals;"

"Second Amendment to the Lease Agreement Between SEPTA and Greater Media Tower Company for Space on the Y-100 Antenna Tower in Newtown Square, Delaware County, Pennsylvania;"

"Sixth Amendment to the Lease Agreement Between SEPTA and Lincoln Plaza Center, L.P. for Space on the Roof of One Oxford Valley Mall in Langhorne, Bucks County, Pennsylvania;"

"New Lease Agreement with the City of Philadelphia Pertaining to the Renewal of Leasing a Total of 54,080 Square Feet of Space on the 15th Floor and 18th Floor and Rear Plaza of SEPTA's Headquarters Building at 1234 Market Street;"

"New Lease Agreement with the Philadelphia Housing and Development Corporation Pertaining to the Renewal of Leasing a Total of 68,584 Square Feet of Space on the 16th and 17th Floors at SEPTA's Headquarters Building at 1234
Market Street;"

"Agreement with Independence Visitor's Center Corporation Related to Philadelphia Phlash Service;"

"Authorization to Award Contracts for Various Procurements;"

"Award of Contracts for Sole Source Procurements;" and

"Authorization to Execute Change Orders."

All items on the Consent Calendar have been reviewed by the appropriate Board Committees in public session.

I'll entertain a Motion to adopt these Resolutions.

MR. BRION: So moved.

MR. ELLIS: Second.

CHAIRMAN DEON: Any questions?

(No response.)

CHAIRMAN DEON: Any abstentions?

MS. MAHLER: Chairman, this is Debbie Mahler. Yes, I'd like to retrieve myself from Items III and IV, please.
CHAIRMAN DEON: So noted.

Anybody else?

MR. BENEDETTI: Mr. Chairman,

Mr. Carroll didn't come through, but he
needs to abstain from the same items as
Ms. Mahler.

CHAIRMAN DEON: Okay. I got it.

All right. Thank you.

I'll call the question. All in
favor say, "aye."

ALL: "Aye."

CHAIRMAN DEON: Opposed?

(No response.)

CHAIRMAN DEON: Hearing none,
the Resolutions are adopted.

Move to report of the general
manager.

MS. RICHARDS: Thank you.

Before I give my report, I want to
acknowledge what a solemn day Tuesday was
for our nation. While we celebrate that
accountability was finally achieved in
the murder of George Floyd, we also
acknowledge that this verdict honors all
the generations of Black and Brown Americans for whom justice was not served.

Following Mr. Floyd's death last year, Chairman Deon and I wrote to our employees to let them know that SEPTA is unequivocally committed to diversity, inclusion and acceptance of all people regardless of race, religion, gender identity, and sexual orientation.

I am very proud of the work we have done as an organization to create more of a culture of belonging, but we cannot be satisfied where we are.

We still have work to do. Today we are calling on all employees to join us in recommitting to conversation, collaboration, and understanding, and to all of us to do our part to end systemic racism. We cannot and should not let this moment pass.

This last year has been very heavy with a culmination of racial strife, the pandemic, and the financial
challenges that it brought. We are beginning to see signals that there is light at the end of the tunnel.

One of the most important contributors to getting back to life as we know it is getting people vaccinated. In his remarks today, I'm happy to reiterate that more than 4,000 of our employees have received this vaccine. Thanks to our partners again at Jefferson, Main Line Health, Einstein, and the City of Philadelphia.

I also want to give a shout out to our own Fran Kelly and everybody here who have made it a priority over these last few months to make sure our employees can get vaccinated, keeping us all healthy and safe for all of our customers.

Thanks, Fran, from all of us.

I'm also proud of the role that SEPTA is playing in removing barriers for people getting their shots. Over one million Philadelphia residents live
within a convenient, one-seat ride on
SEPTA to a COVID-19 vaccination site, and
are helping to ensure that our community
members can get their vaccinations at the
Esperanza Community Vaccination Center,
by transporting the National Guard there
to administer the shots.

We're also starting to become
more optimistic about what our future
looks like. This has been a challenging
time for SEPTA as we work through our
operating and capital budgets. We are at
a critical juncture with infrastructure
funding, and we are hopeful.

In the meantime, we are working
with corporate and community partners to
determine when and how riders will be
returning to the workplace. We are
monitoring that situation and we will be
prepared to meet our riders' needs when
they are ready to come back. With the
warmer weather, we have already seen an
increase in ridership in some parts of
the system, and that's been very
encouraging.

As many of you know, we closed down the Somerset Station for two weeks to address emergency safety, security and infrastructure issues.

That work was needed throughout the station to mitigate damage from urination, human waste, discarded needles and other debris. We also reinforced key structures, installed enhanced lighting, and new signage, and painted and deep cleaned. Work to restore elevators is ongoing and we reopened with a new security plan.

SEPTA Transit Police officers are assigned to Somerset Station throughout the service day, and there will be a new street-level police booth. The police officers will work closely with social outreach specialists who will be assigned to Somerset Station to connect those in need with substance use, or behavioral health treatment, as well as other services. We have made
some really terrific progress on that front, and we are now replicating that strategy at other stations that have been impacted similarly to Somerset.

I want to thank the City for their partnership in helping us provide safe and reliable service for our customers in these communities.

Before I end, I'd also like to give a shout out to one of our bus operators out of the Southern District, Randy Barksdale is with us today. Randy, if you want to just wave to everybody who is with us today, and the reason I want to shout out to Randy is, he is a wonderful example of how our employees come to work every day, in fact, Randy loves his job so much it shows. And one of our customers actually approached him, so years ago, one of our customers struck up a conversation with Randy and asked how he could get a job as a driver with SEPTA. Randy walked through the process and the person applied, and while, had a
difficult time due to some challenges in their past, Randy would not let them give up. Even encouraging them to get training by getting a commercial driver's license from a school bus company to give them an edge when they came back and applied. So we are thrilled that Randy did not give up on one of our customers, and we are also thrilled to announce that last night, this customer has become a SEPTA employee, and one of our bus operators. So Randy, we thank you for your dedication, for making the job look like so much fun, which it is, we know, and for loving it so much that your passion just shows, so shows to the public and encouraged others.

I will say that our new employee did say, "I will forever be thankful and grateful that I got on that 17 bus years ago, and that particular day and time because it has truly changed my life." So, Randy, thanks so much for all you do for us. We appreciate it.
And then lastly, I do want to, I do want to call out that today is Earth Day, and we celebrate here at SEPTA. We actually celebrate Earth Day every day here at SEPTA. We play an important role in the sustainability in our planet, as we chart our future path, we will continue to prioritize sustaining our natural environment, creating healthy communities, and focusing on the economic vitality for all of us in this region.

Thank you, and Mr. Chairman, that concludes my report.

CHAIRMAN DEON: Thank you. The staff here, Randy, shows frontline, all the way up, what a great group of people work here at SEPTA, so thank you, guys. It's been a challenging time, but it brings everybody together.

All right. Move on --

MR. FOX: Chairman?

CHAIRMAN DEON: Yes.

MR. FOX: It's Robb Fox. Can I just say one quick thing?
CHAIRMAN DEON: Absolutely.

MR. FOX: So just to show you, SEPTA's roots in the community. I had an appointment with my doctor this week who is a very loyal SEPTA rider, and he was very proud, his name is Steven Sivak, and he was proud to tell me he was instrumental in giving vaccination to SEPTA employees. So our reach is very broad, and people are very proud of what they do and how they can serve SEPTA.

CHAIRMAN DEON: Thank you, Robb. Anybody else?

(No response.)

CHAIRMAN DEON: We have a couple speakers here. Alex Davis.

MR. DAVIS: Oh, hello, I'm up first? Okay. So can you hear me?

CHAIRMAN DEON: We can. You're on.

MR. DAVIS: Got it. Awesome. So I'll make this quick. My name is Alex, I live in Delaware County, but I'm going to talk about the West Philly
trolley system because it means a lot. Over the years it has helped me, many times, to get to important doctors' appointments or see friends, to actually, you know, try a new restaurant or grocery store. And the trolleys, they are not just a lifeline for West Philly commuters, they are West Philly's gateway, and across the entire region. You know, people like me enjoy visiting West Philly with the convenience of a subway street service. And with the potential to become, you know, true light rail like a lot of cities have, it can become efficient here and as an urban planning student, I know, like, that cannot happen overnight. Trolley mod is a long-term project, but winning tomorrow, it means fighting now, and I think that 6901 Elmwood offers a once-in-a-generation chance to invest in the trolley system, and my nightmare is that, you know, when I'm your age, I'm going to see, I'm 18, I'm going to see a
stifled 36... to Amazon warehouse that
really could be built anywhere else, so
I'm asking, please don't let that happen.
Please resume the eminent domain process
and fight for the trolleys today.

      Thank you.

    CHAIRMAN DEON: Thank you, Alex.

    Yasha Zarrinkelk.

    MR. ZARRINKELK: Way to go,

     Chairman Deon. You got it right. Thank
    you so much.

    Good afternoon, everyone --

    CHAIRMAN DEON: I have to bet on
that, Yash, just to make sure, I have a
big bankable state check to make sure I
say it right, so --

    THE WITNESS: Well, I'm glad I
    can make you some money too on the side.

    Well, good afternoon, General
Manager Richards, Chairman Deon, and the
rest of the SEPTA Board. As you may
know, my name is Yasha Zarrinkelk, and
I'm the coalition manager and organizer
with Transit Forward Philly. Apart from
my role as an organizer of TFP, I live in West Philadelphia's Walnut Hill neighborhood, and I rely on the Trolley Network, specifically the No. 34 trolley.

Although I'm a resident of West Philadelphia, I believe in the connectivity of the City as a whole. The Philadelphia 2035 Plan is a culmination of multiple community conversations, which led to the decision for trolleys and public space at 6091 (sic) Elmwood Avenue, in lieu of having a publicly engaged land selection process for the trolleys, I would like to outline a few points of reflection so that the lessons learned from 6091 (sic) do not repeat themselves.

If SEPTA decides not to proceed with eminent domain and utilize their rights under federal law to acquire 609 (sic) Elmwood Avenue. We understand that the alternative is to have multiple locations to store trolleys. We are aware that there are no alternative sites
for an all-in-one trolley facility in Southwest Philly.

However, trolleys catalyze economic inclusion and development. It will be difficult for TFP and the West and Southwest Philadelphia communities to support sites that have a negative economic development. Amazon warehouses are ripe for automation, known for harsh working conditions, and depressing workers' rights and dignity. SEPTA jobs on the other hand are union-based, well paid, and come with multiple benefits.

More importantly a $1 billion trolley fleet cannot be parked in a floodplain. As Eastwick's president, Carolyn Mosley said at a community meeting regarding Amazon's proposal, "Eastwick isn't getting any drier," and Amazon at 6091 (sic) will exacerbate flooding in her and many SEPTA's riders' neighborhoods.

Our hope is that all of you will rise to the occasion and act upon the
severity and necessity of this issue. We ask you to build riders' confidence in SEPTA, and alleviate their concerns around transparency and trust. SEPTA is a publicly accountable government agency that needs and depends on the support of riders, residents, and advocates. It's time to work with them and the community of Southwest Philadelphia to make this project a reality.

Thank you so much for your time.

CHAIRMAN DEON: Okay. Thank you.

Bakari Height.

(No response.)

CHAIRMAN DEON: Bakari, you're on.

MR. HEIGHT: O' good leaders of SEPTA Board, my name is Bakari Height. I'm with Philly TRU. I just wanted to welcome myself as being new to this group, and I just look forward to getting to knowing you all. I just wanted to also speak on the, looking into the over
cutting of bus 23. I know this is something that Philly TRU have worked on for a good bit of time, so I just wanted to open the lines of communication that we are open to continue to discuss this offer any proof that's needed, as far as looking into the situation. We are absolutely open to discussions for that.

Thank you so much.

CHAIRMAN DEON: Fran, can you get someone to get back to him on that bus?

MR. KELLY: Mr. Chairman, we'll follow up.

CHAIRMAN DEON: All right.

Thank you.

Cameron Adamez.

MR. ADAMEZ: Hi, this is Cameron Adamez, I'm a transit committee member of 5th Square, and there's just a few things I would like to talk about.

Station closures, I do appreciate all the cleaning and hard work that's gone on with it, but I would like
to see continued transparency on closures with timelines and specifics.

    I have also heard that the trolley tunnels are being closed from midnight to 5:00 a.m., and I would like a little bit more clarity, a timetable on that specifically.

    I also hope that the future closures will aim for more elevators and lot more things to bring stations to ADA compliance.

    Secondly, the silence on eminent domain on the Elmwood lot, I feel speaks volumes to SEPTA's willingness to defend public transit. You were cleared to do it in 2016, and from a long-term strategic point, I think it makes sense to actually go through with this. I know that there is other lots that you could consider, but I think this lot is probably the best option, and I think that you should follow through on that.

    I would also like an ETA on the 2022 Budget for all of us to look at.
Thank you.

CHAIRMAN DEON: Great. Thank you.

Will Tung.

MR. TUNG: Hi, good afternoon. My name is Will Tung. I'm a volunteer of 5th Square. I live in the Kingsessing neighborhood with my wife and kids, and we rely on the 13 trolley to get to my job as a fire fighter in Chinatown, and when we travel as a family to Center City.

It's time to work with us and my neighbors in Southwest Philadelphia, to make Trolley Modernization a reality. My neighbors and I deserve fast, reliable and modern trolley service.

Our trolleys are currently inaccessible and even as an able-bodied individual, it's tough to navigate with a small child and simple items, like a stroller and diaper bag.

The trolleys that serve my line dates from the Reagan Administration, and
have surpassed their useable life. Breakdowns, when they do occur, can incapacitate the entire system, and elongate my journey two to three times. My fear is that as these trolleys age, breakdowns and bus substitution will only happen more often.

To see the Agency has passed up the first step in this process by failing to acquire the site at Elmwood Avenue for modern trolley maintenance does not give me much hope that we will see an improvement in the service in our adult lives.

SEPTA needs to show today that it cares about its current riders, and the thousands of essential workers that take the trolley in Southwest Philadelphia.

SEPTA needs to prioritize the Trolley Modernization Project and take immediate steps in its decision-making and Capital Budget to demonstrate that this plan will go forward.
Thank you very much.

CHAIRMAN DEON: Great. Thank you.

Roger Eldridge?

MR. ELDRIDGE: Good afternoon. Thank you. May name is Roger Eldridge. I'm the legislative representative for BLET Division 71, represents Locomotive Engineers at SEPTA.

While the Southeast PA region plans for the economic recovery from the COVID-19 pandemic, SEPTA is dragging its feet.

SEPTA's decision to cut Regional Rail service levels and to maintain these deep cuts throughout the summer, is egregious. SEPTA has received an incredible amount of taxpayer funds from the federal stimulus packages. The BLET questions this decision by management. The only reason the Federal government granted SEPTA over $895 million in the stimulus fund was to provide attractive and consistent train service for riders,
public needs, the demands.

SEPTA's General Manager, Ms. Richards said, "Transit drives the economy. Investing in the recovery of SEPTA and the region is essential to Pennsylvania's economic recovery." We agree.

With over 40 percent of Center City's workforce living outside the city, it is vital that workers have timely and reliable train service. This decision will place an unfair burden on suburban counties trying to recover, as they will take the weight of these service cuts.

SEPTA's biggest cuts are on night and weekend train service. This is a terrible decision that will greatly impact Center City Philadelphia's struggling hospitality industry. Restaurants, bars, night clubs and other small businesses will be hurt by these service cuts. Since the start of the pandemic, Center City Philadelphia has lost over 250 restaurants alone. It is
crucial to supply attractive and consistent train service to encourage the re-opening of these businesses.

    And in conclusion, SEPTA is vital to the recovery of many struggling businesses and families in Southeast Pennsylvania. SEPTA's decision to save a few short-term dollars will cause long-term economic loss. With current railroad service levels, SEPTA does not provide a lifeline to the region, it is an anchor that will drag down our recovery.

    Thank you.

    CHAIRMAN DEON: Thank you.

    Emily Kennedy?

    MS. KENNEDY: Good afternoon, everyone. Thank you for having me. My name is Emily Kennedy, and I'm a volunteer with 5th Square and Sunrise Philly. And thank you for allowing me to speak today.

    In the fall I joined my colleague, David Park, he is also a
classmate of mine in the Department of City and Regional Planning at the University of Pennsylvania to write in the Inquirer about the need to measure equity in the Capital Budget, and we talked about, you know:

"The coronavirus pandemic has exacerbated institutionalized inequities, including in transportation. Many transit-dependent residents and commuters in the service sector and other lower salaried jobs who are disproportionately Black and Latino continued to use public transit throughout the pandemic."

And we see this in our ridership numbers. Prior to COVID, the SEPTA Trolley Network got as many riders as Regional Rail, but I want each of you to think about SEPTA map for just a second. Regional Rail takes up 90 percent of the map space, and they make up 10 percent of our ridership. Trolleys, however, while having the same ridership, aren't even fully inscribed on
the map, represented only by an arrow
after University City.

Now, in light of COVID, the
Trolley Network has almost twice as much
riders as Regional Rail, and since we
know that Black and Brown Philadelphians
disproportionately rely on public
transit, it is critical that we think
about what message this sends when it
comes to creating a more equitable
transit system.

In just a week, upon the release
of the Capital Budget, we will learn if
the Board and the General Manager believe
that a mode that gets almost twice as
many riders as Regional Rail should get
the same funding and just two regional
rail station renovations, the same amount
of CARES money diverted to King of
Prussia extension.

And certainly, King of Prussia
Rail is nice to have, but trolleys on the
other hand are in a
state-of-good-repair -- and they are an
imperative.

As we make decisions like the CARES diversion and implement other measures to "accelerate COVID relief funds," we have an obligation to give the same planning attention to Trolley Modernization.

King of Prussia Rail went to a miraculous 15 percent design in a matter of months because of the GM's leadership, and the Planning Team's hard work. Yet, Biden has repeatedly said that most of the infrastructure package will fund state-of-good repair needs -- needs that require plans to be shovel-ready.

And the question that remains: When the money is here, will we be ready? And will we have a plan?

Sunrise Philly and 5th Square rely on your leadership.

Thank you for your time.

CHAIRMAN DEON: Thank you.

Seth Drain?

MR. DRAIN: Happy Earth Day all.
My name is Seth Drain, and I'm a life-long resident of Southwest Philadelphia. I'm also a constituent of Senator Anthony Hardy Williams, and Council member, Jamie Gauthier. I rely on the trolleys every day to access my community and my city.

As I walk down Elmwood and Woodland Avenues, I dream of modern trolleys that can serve Philadelphians of all ages and abilities with safe streets and pedestrian infrastructure. The Planning Commission sees my vision too.

In 2017 the city adopted their Philly 2035 Comprehensive Plan envisioning 6901 Elmwood Avenue as a trolley facility and jobs training facility for SEPTA, and a recreation field set aside by SEPTA for the community. This is the green future my community needs and deserves.

Make no mistake: Your decision to backing down on 6901 Elmwood will be a generational moment for my community.
Without so much as telling us that you backed down from the 6901 acquisition earlier this year. This is a choice between mobility justice, union jobs, and a greener community or a traffic inducing nightmare. My community deserves your support.

I've spoken to all my neighbors and canvassed my area, and we would much rather have a green future supported by trolleys and the jobs that they create, not the thousands of Prime delivery vehicles on our commercial corridor. You have the support of my Southwest Philadelphia community to resume your eminent domain process. We've let Tony Williams know loud and clear, we need SEPTA.

This is a moment of leadership and these moments are what eminent domain was invented for. Will the planner follow through with her plan?

Thank you for your time.

CHAIRMAN DEON: Thank you.
Is that it, Carol?

MS. LOOBY: Inaudible

CHAIRMAN DEON: Okay. Any comments or questions from anybody?

(No response.)

CHAIRMAN DEON: I'll entertain a motion to adjourn the meeting.

VICE CHAIRMAN LAWRENCE: So moved.

MR. ELLIS: Second.

CHAIRMAN DEON: All right.

We're adjourned.

Thank you, everybody.

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(Meeting adjourned at 3:30 p.m.)
CERTIFICATE

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 meeting was correctly recorded in machine shorthand by me and thereafter transcribed under my supervision with computer-aided transcription.

WITNESS my hand and official seal this 29th day of April, 2021.

Paulette Cox, Court Reporter
Notary Public