Deposition of:

SEPTA Monthly Board Meeting

April 23, 2020

In the Matter of:

SEPTA- Board Meetings
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
REGULAR MONTHLY BOARD MEETING

April 23, 2020
3:02 p.m.
Via Telephone
ATTENDANCE OF BOARD MEMBERS:

Pasquale T. Deon, Chairman  
Vic Chairman Kenneth Lawrence  
Joseph E. Brion, Esquire  
John I. Kane  
Michael A. Carroll, P.E.  
Mark H. Dambly  
Robert D. Fox, Esquire  
Honorable Stewart J. Greenleaf  
Kevin L. Johnson, P.E.  
Obra S. Kernodle, IV  
Thomas E. Babcock  
William J. Leonard, Esquire  
Charles H. Martin  
Honorable Marcy Toepel

ATTENDANCE OF STAFF MEMBERS:

Leslie S. Richard, General Manager  
Richard G. Burnfield, Deputy General Manager / Treasurer  
Robert L. Lund, Deputy General Manager  
Gino Benedetti, Esquire - General Counsel  
Carol R. Looby, Board Secretary  
Stephen A. Jobs, Controller  
Scott A. Sauer, AGM, Operations  
Francis E. Kelly, AGM, Government & Public Affairs  
Stephanie Deiger, AGM, Employee Development / Relations  
Kim Scott Heinle, AGM, Customer Experience & Advocacy

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CHAIRMAN DEON: Thank you, Kim.
I'd like to welcome everybody for the public meeting of SEPTA Board. The Regular Meeting of the Board will now come to order. The Special Meeting, which was noticed has been canceled.

I'm going to ask for everybody's name one at a time just to say you are on the line.

Tom Babcock? You have to unmute it, Tom.

MR. BABCOCK: Here.

CHAIRMAN DEON: Skip Brion.

MR. BRION: Here.

CHAIRMAN DEON: Okay. Mike Carroll?

MR. CARROLL: Here.

CHAIRMAN DEON: Mark Dambly?

MR. DAMBLY: Here.

CHAIRMAN DEON: Rob Fox?

MR. FOX: Here.

CHAIRMAN DEON: Stewart Greenleaf?

SENATOR GREENLEAF: Here.
CHAIRMAN DEON: Kevin Johnson?
MR. JOHNSON: Here.
CHAIRMAN DEON: John Kane?
(No response).
CHAIRMAN DEON: John Kane?
John, you're there?
MR. KANE: Here. You can hear me, Pat? I can hear you now, Pat. Thank you.
CHAIRMAN DEON: Obra Kernodle?
MR. KERNODLE, IV: Here.
CHAIRMAN DEON: Commissioner (sic) Lawrence?
VICE CHAIRMAN LAWRENCE: Here.
CHAIRMAN DEON: Bill Leonard?
MR. LEONARD: Here.
CHAIRMAN DEON: Commissioner Martin?
COMMISSIONER MARTIN: On.
CHAIRMAN DEON: Representative Toepel?
REPRESENTATIVE TOEPEL: Here.
CHAIRMAN DEON: Okay. Great.
Thank you everybody. We'll start off
with the Pledge of Allegiance.

PLEDGE OF ALLEGIANCE

CHAIRMAN DEON: Great. Thank you. Again, I'm going to remind everybody to announce themselves before they speak, and everyone should mute their phones when they're not speaking.

The Board met in Executive Session just prior to this meeting to discuss legal matters.

First off, this has been a devastating time for SEPTA employees. As many of you know, we have lost four employees due to complications of COVID-19:

Ted Nixon, who worked at the Elmwood Shop and was with SEPTA for over 30 years.

Phillip Williams, a 24-year SEPTA veteran who worked at Southern Depot;

And Michael Holt, a mechanic at Midvale, who was with SEPTA for over 21 years. And;
Michael Hill, a Regional Rail conductor who has been with us over 30 years.

Our thoughts and prayers are with your families during this difficult time. If I could ask everyone for a moment of silence in their honor?

(MOMENT OF SILENCE)

CHAIRMAN DEON: Thank you, everybody.

Also, I ask that you keep members of the SEPTA family who are recovering from the virus in your thoughts and prayers. I have had the honor of serving on the Board for 24 years, including the last 21 as Board Chairman. Over that time, we have had a number of challenges and crises, but nothing that compares to what we have experienced these past two months.

What continues to give hope, even in the dark moments, is the dedication of our employees. In the most challenging of circumstances, they have
remained focused on making sure essential workers have a way to get to their jobs and that others can take the system get to hospitals, grocery stores and other life-line services.

SEPTA employees can always be counted on to step up during circumstances, but this effort has been truly inspiring.

On behalf of the board, I would like to thank all the employees on what they have done, and what they continue to do, to help the region get through this crisis. Thank you all.

The first thing on the Agenda is the approval of the minutes of the February 27th Regular and Annual Board Meeting. These minutes have been circulated.

VICE CHAIRMAN LAWRENCE: So moved.

MR. CARROLL: Second.

CHAIRMAN DEON: Any comments or corrections? Hearing none, all in favor
say, "aye."

    ALL:  Aye.

    CHAIRMAN DEON:  The motion is adopted.

    We'll move on to the Financial Report. Rich Burnfield, please give us one. A good one.

    TREASURER BURNFIELD: Thank you, Mr. Chairman. The March financial results reflect the impact of the COVID-19 pandemic. Fiscal March is a five-week reporting period, beginning in late February. As such, the first three weeks of the fiscal period were prior to the date when the non-essential businesses were closed on March 16th, and the shelter-in-place order of March 23rd.

    For the month, the revenue was $17 million below budget, with ridership falling 79 percent on transit and 96 percent on the railroad by March 31st.

    Expenses were $2.5 million under budget as service levels have been reduced during the month. For the month,
there was a deficit of $14.5 million. After recording a year-to-date surplus at
the end of February, the year-to-date financial results record a deficit of
$6.8 million. It is expected that this deficit will grow significantly during
the remainder of the fiscal year.

This concludes my report, Mr. Chairman.

CHAIRMAN DEON: Okay. Thank you, Rich. I know it's a trying time.
I'll entertain a motion that the Financial Report be received and filed.

MR. CARROLL: So moved.

CHAIRMAN DEON: Is there a second?

MR. BRION: Second, Skip.

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

ALL: Aye.

CHAIRMAN DEON: Opposed?

(No response).

CHAIRMAN DEON: Hearing none, the Resolution is adopted and March
Financial Report is received.

Please note that there have been no comments received regarding any Agenda items on the Consent Calendar. All the other comments, correspondence, e-mails and voicemail messages will be included in the official Board transcript, which will be posted to the SEPTA web site.

The General Manager will assign staff to respond to each of the various forms of communications received concerning levels of service and the Fare Restructuring Proposal.

We can move on to the Consent Calendar, which consists of:

"Authority to Change the SAM Pension Plan;"

"Authorization to Enter into an Agreement With PNC for an Additional $100 Million Unsecured Line of Credit;"

"Renewal of Excess Workers' Compensation Insurance from Safety National Casualty Company;"

"Award of Contract Pursuant to a
Request for Proposals;"

"Acquisition from PennDot of a Parcel of Property Situated in Upper Darby, Delaware County, for SEPTA's Existing and Future Use at the 69th Street transportation center;"

"Supplemental Reimbursement Agreement Between SEPTA and the Pennsylvania Department of Transportation Relating to the Reconstruction of the Limekiln Pike Bridge which Crosses Over SEPTA's Lansdale/Doylestown Regional Rail Line;"

"Authorization to Award Contracts For Various Procurements;"

"Award of Contracts for Sole Source Procurements;"

"Authorization to Execute Change Orders and Amendments."

I'll entertain a Motion to adopt these Resolutions.

MR. BABCOCK: So moved.

MR. FOX: Mr. Chairman, this is Rob Fox I just have to recuse myself from
the Anderson and Camden Iron matters.

CHAIRMAN DEON: I'll call for abstentions.

MR. LEONARD: Second, Bill Leonard.

CHAIRMAN DEON: Any abstentions other than Rob?

MR. JOHNSON: Mr. Chairman, this is Kevin Johnson, I need to abstain from II.D.4.

CHAIRMAN DEON: Acknowledged. Any other abstentions?

(No response).

CHAIRMAN DEON: Great. Not hearing any other comments, everybody in favor, everybody say, "aye."

ALL: Aye.

CHAIRMAN DEON: Resolution is adopted with the abstentions noted.

Any other questions?

(No response).

CHAIRMAN DEON: Then we'll move on to the report of the General Manager, Ms. Richards.
GENERAL MANAGER RICHARDS: Thank you, Chairman Deon, and thank you for recognizing our colleagues who have passed. I have spoken with their families and shared with them that SEPTA is working on a memorial to honor and remember them.

Today is the funeral for Mike Hill, our Regional Rail conductor. Our thoughts are with the family today as they lay him to rest.

Returning service in a pandemic is a tremendous challenge, but losing our colleagues and having coworkers fall ill is the most difficult part.

These times are testing us -- all of us and I want to thank all of the employees who have gone out and done their jobs every single day, and kept this region running. It's hard, and every day is a challenge and a risk.

SEPTA's commitment to our frontline employees through this national disaster is to do all we can to safeguard
their health and safety as we provide service for essential travel.

We have been working with union leadership and we want to continue to work to make SEPTA a safe place to work.

All of us are diligently evaluating and working to implement all viable options to balance the needs of customers and our employees while under tremendous financial stress.

While we are taking care of our employees now, we also want to make sure we are here for them in the months and years ahead.

I want to be clear that our employees' safety is paramount, but so is ensuring that SEPTA is in a position to survive this crisis. We must ensure the long-term viability of SEPTA and the employment of our nearly 10,000 workers across the region.

The federal stimulus dollars SEPTA received will provide vital stabilizing funds to help us continue to
operate essential service during the crisis and the resources for us to begin to address future operating funding challenges. But it is not nearly enough. And future funding forecasts are bleak.

In addition, the public hearings for the Operating Budget and Fare Structure Proposal have been rescheduled for late May, with a planned effective date for the various fare changes to be determined at a later date.

This is a difficult time for everyone, but this is also the time for us to work together to ensure a stable future for our employees as well as our riders.

Thank you.

CHAIRMAN DEON: Thank you, Leslie. Before we adjourn or ask for adjournment, I just want to say again, that I know this is a stressful time for everybody. The staff has been doing a spectacular job, holding everything together, and again, the employees of
SEPTA are spectacular, so I appreciate everything everybody has done. I appreciate all the help that we get from the Board, and the Board's been there every step of the way. So thank you all.

Move to adjourn.

MR. MARTIN: So moved, Charlie.

MR. BABCOCK: Second.

CHAIRMAN DEON: Any other comments? If not, the meeting is adjourned.

(Meeting concluded at 3:13 p.m.)

The following are voice and e-mail messages for the Board:

April 21, 2020, 11:34 a.m.
267-644-5175, 1 minute, 5 seconds:
Hi, this is Benjamin C, from Philadelphia, calling on behalf of 5th Square for SEPTA's April Board Meeting. We're asking SEPTA to accept trans passes on Zone 1 Regional Rail for SEPTA's pending fare structuring. Zone 1 of the Regional Rail Network is mainly served as underprivileged neighborhood, yet this
serves poor ridership mainly because regional rail is much more...

Zone 1 is also served by cheaper, more frequent, yet slower transit. We want SEPTA to accept weekly and monthly passes for travel on regional rail, with the intention of eventually matching the cost for single ride. This will be a tremendous boost as far as making SEPTA a unified network, integrating these two systems.

Also, we are praising SEPTA for their capital budget in which they funded trolley run for $269 million. We hope this will go further and we desperately appreciate GM Richard's effort on that. Thank you.

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April 20, 2020, 11:09 p.m.

973-222-5690, 1 minute 15 seconds:

Hello, my name is Will Tung. I'm calling from Kingsessing in West Philadelphia, on behalf of 5th Square for SEPTA's April Board Meeting. We are
calling to thank SEPTA for its movement
towards a better fare structure.

SEPTA's Fare Restructuring Plan
represents an important first step
towards a more affordable, equitable and
efficient transit system. The agency's plan is prudently based on an equity analysis, which found the proposal will reduce costs, on net, for riders living in communities with incomes below the city's median; shifting costs to higher income residents.

Given the current coronavirus pandemic and the lasting impact it will have on our region, SEPTA and its riders, we present our 2020 Fair Fares Platform, which I have sent in an e-mail to the Board's secretary, along with our list of a hundred-and-forty people who support our plan.

Adopting more equitable fares will be crucial to restoring ridership after the current coronavirus crisis have passed, while providing much needed
financial relief to its most financially burdened riders.

My fellow advocates are calling in, outlining the specific recommendation we have for SEPTA, to examine ahead of its fare structuring. Thank you for your time.

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April 20, 2020, 7:48 p.m., 949-874-8745, 1 minute 45 seconds:

Hello, my name is Yasha Zarrinkelk, I live in West Philadelphia, and I represent Transit Forward Philadelphia, a coalition of Philadelphia based organization advocating for transit improvement that benefit all riders in Southeastern Pennsylvania. Our coalition applauds SEPTA management for their proposal to finally eliminate the transfer fee for keycard users. We are pleased to see SEPTA introduce a fare program that reduces the cost and travel burden for adults traveling with children.
While this is a positive step in the right direction, in order to uphold the agency's commitment to equity and efficiency, the proposed fare plan must be more progressive. With COVID-19 placing a financial strain on the agency's budget, boosting ridership and regaining the trust of riders will be of the utmost importance after the pandemic has slowed down.

That is why Transit Forward Philadelphia is asking SEPTA to allow riders to transfer as many times as they need, within a two-hour window, rather than a single transfer within 90 minutes. By doing so the agency will incentivize riders to use SEPTA more often, and utilize system as a single network.

We also ask that SEPTA allow children under 12 to ride the system for free. This will streamline the on-boarding process for both riders and operators while at the same time, SEPTA provides an efficient, affordable, and
competitive option for families.

Finally, we recommend that SEPTA implement a fare capping system within SEPTA Key that rewards passengers for frequent use of the system. By allowing fare capping, residents will have access to an affordable transportation option, while the agency will be able to rebuild its ridership numbers, and generate greater revenues and fares.

Transit Forward Philadelphia is looking forward to working with agency officials in shaping this plan to further promote equity, accessibility, and competitiveness of the transit system.

Thank you so much.

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April 20th, 2020, 5:32 p.m., 949-874-8745, one second:

(No message).

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April 20, 2020, 3:32 p.m., 971-216-9203, 45 seconds:

Hello, this is Camron Adamey
from South Philly, calling on behalf of 5th Square for SEPTA's April Board Meeting. We are advocating for eliminating the transfer penalty entirely ahead of the SEPTA's pending fare restructuring.

SEPTA has proposed one free transfer within 90 minutes of initial tap. This is a bold step toward improving equity and usability.

We want SEPTA to provide an unlimited number of free transfers within two hours from the first tap. It enables system efficiency and shorter travel times for many riders, providing a seamless experience overall.

Free transfers benefit low income riders who tend to make transfers a part of their commute.

Free transfers are also necessary ahead of a bus network redesign and enjoy the vast support of Philadelphia's city government. Together we can make fair fares for all.
April 20, 2020, 3:32 p.m.,
971-216-9203, 45 seconds:
(No message).

April 20, 2020, 12:40 p.m.,
850-408-0657, one minute:
Hi, my name is Emily Kennedy and I'm a resident of West Philadelphia, and I'm calling on behalf 5th Square for SEPTA's April Board Meeting, and we are requesting fare capping ahead of SEPTA's pending fare restructuring. So a low income rider should not pay more than a high income rider for the same service. I know SEPTA is doing a lot to address this, but as is frequently the case when it comes to passes... and if they can pay more in single fares overtime as a result. So we want SEPTA to implement fare capping. Fare capping allows riders to pay for the pass overtime. When riders have paid not in single fares, equals or pass the rest of the rides so
that way they are free. So SEPTA Key
would cap their fares to a travel wallet
rider never pay more than pass riders,
and is essential to the people of
equitable service for equal payment. So
thank you for taking my comments under
consideration and I hope you're well.
Thanks.

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April 21, 2:09 p.m. message from
215-350-7054, 55 seconds:
Hello, this is Daniel Trubman
from Philadelphia calling on behalf of
5th Square for SEPTA's Board Meeting.
And we request that SEPTA broaden public
outreach ahead of its hearings for their
Fare Restructuring Plan. Recognizing the
requirement for social distancing, SEPTA
needs to provide alternatives to
in-person public hearings. It is
critical that SEPTA hear from a
proportional sample of riders from all
demographics.

Considering public outreach
through multiple channels, focus groups, electronic polling, phone and mail surveys for example, will ensure more voices are heard, and more people can submit feedback on their own time. We believe now is the time to act to provide relief to riders in the region through more equitable fares, and think about restoring ridership once this COVID-19 crisis passes.

We hope the agency moves forward with its plan through structure.

Thank you.

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(There were no messages at 9:00 on Wednesday, April 22, 2020)

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From: Larry Davis.

Sent: Tuesday, April 21, 2020, 10:13 a.m.

Subject: Postponement Transit Fare Change Hearings.

Ms. Looby, hope you're well.

I'd like to submit public comment for the
April 23rd board meeting, comment follows: I urge the SEPTA Board to postpone all public transit fare increases until COVID-19 crisis is over. Any fare structuring plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and with no steady source of income for at least 18 months or more. I understand that SEPTA is in a particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021. Lastly, I want to thank you for providing masks to SEPTA riders. This is an important step in stopping the
spread of COVID-19 and shows that SEPTA really does care for transit riders.
Sincerely, Larry Davis, member, Philly Transit Riders Union.

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From: Caroline Slama.
Sent: Friday, April 17, 2020, 5:45 p.m.
Subject: Postpone Transit Fare Change Hearings.

Dear Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that
many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Please take care.

Sincerely,

Caroline Slama
Member, Philly Transit Riders Union.

- - -
From: Tina Sala.

Sent: Friday, April 17, 2020, 11:44 p.m.

Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since
SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Please take care.

Sincerely,

Tina Sala.

Philly Transit Rider

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From: Tina Sala.
Sent: Saturday, April 18, 2020, 11:44 a.m.
Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,
I'd like to submit public
comment for the April 23rd board meeting.
Comment follows:

People in the Northeast
desperately need the 28 and 19 back. The
28 is a way for people to get to Nazareth
Hospital. Not all test can wait for the
city to fully reopen. Also, plenty of
people would take the 19 to appointments
and to the Social Security office.
People in Fox Chase area of the Northeast
are basically stranded unless we walk
over a mile to a bus that's running.
Even then, we have to take additional
buses to get to where we are going.

Will the SEPTA Board and
management please run more transit
service in response to the COVID-19
crises?

Sincerely,
Tina Sala
Member, Philly Transit Riders
Union.

- - -
From: Sara

Sent: Saturday, April 18, 2020, 8:24 p.m.

Subject: "Lifeline Service" is in adequate, please add more service.

Ms. Looby, I'd like to submit public comment for April 23rd board meeting.

Comment follows: My partner is an essential worker without a functional phone, he doesn't have a bus route to work now. So I lend him my phone so he can rent an Indego bike to go 8 miles round trip a day. He's one of the lucky ones. If he weren't able-bodied he'd be in even deeper water.

Will the SEPTA Board and management please run more transit service in response to the COVID-19 crisis? Sincerely, Sara. Member, Philly Transit Riders Union.

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From: Olivia Tierney.

Sent: Saturday, April 18, 2020,
8:54 p.m.

Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,

Hope you're well, I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The
Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Olivia Tierney
Member, Philly Transit Riders Union

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From: N D.
Sent: Sunday, April 19, 2020, 1:30 p.m.

Subject: "Lifeline Service" is in adequate, please add more service.

Ms. Looby, I'd like to submit public comment for the April 23rd board meeting. Comment follows: Will the
SEPTA Board and management please run more transit service in response to the COVID-19 crises? When will 115 start running again? My tax $ is paying a lot into SEPTA already. Sincerely, Walking Hater Member, Philly Transit Riders Union.

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From: Clarisa Cooney.
Sent: Sunday, April 19, 2020, 10:11 p.m.
Subject: "Lifeline Service" is in adequate, please add more service.

Ms. Looby,
I'd like to submit public comment for the April 23rd board meeting.

Comment follows:

I am an essential worker who takes the bus to work every day. Due to decreased service, I have no choice but to stand in close quarters with other passengers risking the health of myself and others. Will the SEPTA Board and management please run more transit
service in response to the COVID-19 crises?

Sincerely,

Member, Philly Transit Riders Union.

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From: Andre Williams

Sent: Sunday, April 19, 2020, 10:48 p.m.

Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that
proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,
Andre E. Williams
Member, Philly Transit Riders Union.
From: Andre Williams.

Sent: Sunday, April 19, 2020, 10:55 p.m.

Subject: "Lifeline Service" is in adequate, please add more service.

Ms. Looby,

I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I have noticed various bus routes, the buses are dangerously crowded with more than 20 passengers. Also, please, in the 48 bus route in your life line service.

Will the SEPTA Board and management please run more transit service in response to the COVID-19 crises?

Sincerely,

Andre E. Williams
Member, Philly Transit Riders Union.
From: Mark Mis.

Sent: Monday, April 20, 2020, 12:07 a.m.

Subject: Postpone transit fare change hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in
particularly difficult position since
SEPTA funding heavily relies on the State
of New Jersey and fare box revenue. The
Commonwealth and its residents will be
under severe financial stress during the
duration of this crisis and I ask that
the SEPTA Board focuses on securing
federal aid to cover SEPTA's budget
through FY2021.

Lastly, I want to thank you for
providing masks for SEPTA riders. This
is an important step in stopping the
spread of COVID-19 and shows that SEPTA
really does care for transit riders.

Sincerely,
Mark
Member, Philly Transit Riders
Union.

From: Mark Mis.
Sent: Monday, April 20, 2020,
12:08 a.m.
Subject: "Lifeline Service" is
in adequate, please add more service.
Ms. Looby,

I'd like to submit public comment for the April 23rd board meeting. Comment follows:

Will the SEPTA Board and management please run more transit service in response to the COVID-19 crises?

Sincerely,

Mark

Member, Philly Transit Riders Union.

Regards,

Mark Misoshnik

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From: Nathan Pollack.

Sent: Monday, April 20, 2020, 3:05 a.m.

Subject: "Lifeline Service" is in adequate, please add more service.

Ms. Looby,

I'd like to submit public comment for the April 23rd board meeting. Comment follows:
Will the SEPTA Board and management please run more transit service in response to the COVID-19 crises?

Sincerely,

Nathan Pollack.

Member, Philly Transit Riders Union

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From: Nathan Pollack.

Sent: Monday, April 20, 2020, 3:05 a.m.

Subject: Postpone transit fare change hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not
serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Nathan Pollack.
Member, Philly Transit Riders Union

From: Angela Johnson.
Sent: Monday, April, 20, 2020, 5:54 a.m.
Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crisis is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income
for at least 18 months or more.

    I understand that SEPTA is in a particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

    Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

    I look forward to hearing about fares reflecting ridership's needs. Thank you.

    Sincerely,

    Angela M. Johnson
    Member, Philly Transit Riders Union.
From: Huri Ergenian.

Sent: Monday, April 20, 2020, 9:12 a.m.

Subject: "Lifeline Service" is inadequate, please add more service.

Ms. Looby,

I'd like to submit public comment for the April 23rd board meeting.

Comment follows:

I have been walking 2.5 miles to work every day due to the buses in my neighborhood not running any more. I would love to be able to ride the 2 bus or the 4 bus again to work. The subway has been increasingly disgusting since ridership has dropped and the subway has been used as a public restroom for anyone who sees it fit.

Will the SEPTA Board management please run more transit service in response to the COVID-19 crises?

Sincerely,

Huri Ergenian
Member, Philly Transit Riders Union.

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From: Yasha Zarrinkelk.
Sent: Monday, April 20, 2020, 7:48 p.m.
Subject: Public comment for SEPTA Board meeting on Thursday, April 23rd.

"Hello, my name is Yasha. I live in West Philadelphia and I represent Transit Forward Philadelphia, a coalition of Philadelphia based organizations advocating for transit improvements that benefit all riders in Southeastern Pennsylvania. Our coalition applauds SEPTA management for their proposal to finally eliminate transfer fee for Keycard users. We are also pleased to see SEPTA introduce a fare program that reduces the cost and travel burden for adults traveling with children.

While this is a positive step in the right direction, in order to uphold
the agency's commitment to equity and efficiency, the proposed fare plan must be more progressive. With COVID-19 placing a financial strain on the agency's budget, boosting ridership and regaining the trust of riders will be of utmost importance after the pandemic has slowed down.

That is why Transit Forward Philadelphia is asking SEPTA to allow riders to transfer for free, as many times as they need, within a two-hour window rather than a single transfer within 90-minutes. By doing so, the agency will incentivize riders to use SEPTA more often and utilize the system as a single network.

We also ask that SEPTA allow children under 12 to ride the system for free. This will streamline the boarding process for both riders and operators while at the same time SEPTA provides an efficient, affordable and competitive transportation option for families.
Finally, we recommend that SEPTA implement a fare capping system within SEPTA Key that rewards passengers for frequent use of the system. By allowing fare capping, residents will have access to an affordable transportation option while the agency will be able to rebuild its ridership numbers and generate greater revenues in fares.

Transit Forward Philadelphia is looking forward to working with agency officials in shaping this plan to further promote equity, accessibility, and competitiveness of the transit system."

Sincerely,

Yasha Zarrinkelk, IT, MCRP,
Transit Forward Philadelphia.

- - -

From: Will Tung
Sent: Monday, April 20, 2020, 11:47 p.m.
Subject: April board meeting comment from 5th Square.

To: SEPTA Board
5th Square thanks SEPTA for its movement towards a better fare structure in its proposed Fare Restructuring Plan. SEPTA's Fare Restructuring Plan represents an important first step towards a more affordable, equitable, and efficient transit system. The agency's plan is prudently based on equity, and analysis which found the proposal will reduce cost, on net, for riders living in communities with incomes below the city median; shifting costs to higher income residents.

Given the current coronavirus pandemic and the lasting impact this will have on our region, SEPTA, and its riders, we present our 2020 Fair Fares Platform.

The main components of this plan are:

1. Eliminate the Transfer Penalty.
2. Implement Fare Capping
3. Provide Free Rides for
Children.

4. Accept TransPass on Zone 1 Rail.

Adopting more equitable fares will be critical to restoring ridership after the current coronavirus crises has passed while providing much needed cost relief to its most financially-burdened riders.

We are also asking that SEPTA broaden its public outreach ahead of its hearings for their Fare Restructuring.

I am attaching our Fare Platform along with a list of 140 supporters who have signed on to show their support for our plan.

Stay well,

Will Tung, 5th Square Organizer.

973-222-5690

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From: Florence.

Sent: Tuesday, April 21, 2020, 10:03 a.m.

Subject: Postpone Transit Fare
Change Hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crises is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and no steady source of income for at least 18 months or more.

I understand that SEPTA is in particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the
duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Florence Buckley

Member, Philadelphia transit riders union.

---

From: Juliana.

Sent: Tuesday, April 21, 2020, 12:11 p.m.

Subject: Postpone Fare Increases Until Pandemic Ends.

Ms. Looby,

I hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to
postpone all public transit fare
increases until the COVID-19 crises is
over -- the public must be able to
participate in this process and we must
acknowledge the reality of COVID.

Any fare structure plan formed
before the COVID-19 pandemic will not
serve the public well during the long
recovery ahead.

I implore SEPTA to submit a new
fare proposal that proactively addresses
the reality that many in the Delaware
Valley will be out of work and with no
steady source of income for at least 18
months or more.

I understand that SEPTA is in
particularly difficult position since
SEPTA funding heavily relies on the State
of New Jersey and fare box revenue. The
Commonwealth and its residents will be
under severe financial stress during the
duration of this crisis and I ask that
the SEPTA Board focuses on securing
federal aid to cover SEPTA's budget
through FY2021.

Lastly, I want to thank you for providing masks for SEPTA riders -- this is absolutely the right approach, rather than police enforcement. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Juliana Perry
Member, Philly Transit Riders Union.

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From: J. Armstrong.
Sent: Tuesday, April 21, 2020, 12:32 p.m.
Subject: Postpone Transit Fare Change Hearings.

Hi Ms. Looby,

I hope you're well, staying safe and taking care of yourself! I'd like to submit public comment for the April 23rd board meeting. Please see below and do not hesitate to contact me should you
have any questions. Thanks so much and hope to see you soon! June Armstrong.

---

Dear SEPTA Board:

I strongly urge the SEPTA Board to postpone and cancel all meetings and hearings related to the increase or so-called restructuring of SEPTA fares until the COVID-19 crises is over. Simply put, increasing fares on emergency workers relying on SEPTA for transportation right now is wholly inappropriate. To best serve those who must still work on our front lines, (and to reduce potential contact surfaces even more,) all fares should be made free and the Board should focus on demanding additional emergency funding from the Federal and State government. Assuming that transit tariffs formulated before COVID will work after the crises is shortsighted. With reports of ridership down as much as 99 percent on many lines,
increasing fares on riders right now is like picking up pennies in front of a steamroller. SEPTA management must focus on responding to the current crises at hand and stop pretending we can move forward with business as usual. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will either be working from home, or unemployed without a steady source of income, for at least the next 18 months. Following that period will be a further long recovery.

From an economic perspective, we have no historical president for a crises like this. Unemployment statistics are pointing towards a crisis that will be at least an order of magnitude worse than the Great Depression. SEPTA is in a difficult position due to the funding that comes from the State of New Jersey and fare box revenue. Now is the time to demand our government bail out the
people.

I have been frustrated by the lack of detail and delayed action in many aspects of SEPTA's public response to-date. As one example of this, each night I watch the Route 17 Bus go down 19th Street, packed full of riders in extremely close quarters. Is the Lifeline service due to lack of operations? If so, why not provide them with adequate hazard pay? Why are the standard 47' buses being run on these crowded routes instead of the typical articulated buses, or why has rush hour service not been expanded to distance Philadelphians who are keeping our city running during this crisis?

I do want to end with thanking SEPTA for the steps to protect the public that have been accommodated so far. I applaud SEPTA for things like providing masks to riders, back-door boarding on buses and trolleys, and additional cleaning. These demonstrate SEPTA's
interest in caring for its riders at this time. I hope to see much more over the upcoming weeks.

Thank you all for your work during this difficult time navigating Philadelphia's transit agency.

Sincerely,

June Armstrong
Member, Philadelphia transit riders union.

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From: Samantha Drukman.
Sent: Wednesday, April 22, 2020, 6:37 a.m.
Subject: RN Commuting to CHOP.

Hello,

My concern I'd like to share for this month's meeting is this:

The 42 and 21 busses service a very busy east-west corridor that bypasses HUP, CHOP, Pennsy, Jefferson, etc.

With the elimination of the 21 Bus before 7:00 a.m., and the
discontinuation of the 06:11 Bus 42,
there is only one bus on either of these
lines that reaches the hospital between
6:30-7:00 a.m. (shift change).

Therefore, the single 42 Bus is
very, very crowded and it is impossible
to adhere to social distancing
guidelines.

More busses to service the
hospitals specifically for shift change
(7:00 a.m. and 7:00 p.m.) would be
advantageous.

Thank you;
Smantha Druckman

- - -
From: Nat Lownes.
Sent: Tuesday, April 21, 2020,
3:01 p.m.
Subject: Philly Transit Riders
Union Service Proposal.

Hi Ms. Looby,
Hope you and yours are well.
Attached is a report from the Philly
Transit Riders Union Research Committee
about expanding service during COVID-19.

Please share with the SEPTA Board and
staff and include with the Board minutes.

    Thank you for all you do.

    Nat.

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From: Jamison Labov.

Sent: Wednesday, April 22,

2020, 11:26 a.m.

Subject: Postpone Transit Fare

Change Hearings.

Ms. Looby,

Hope you're well. I'd like to
submit public comment for the April 23rd
board meeting. Comment follows:

    I urge the SEPTA Board to
postpone all public transit fare
increases until COVID-19 crisis is over.

    Any fare structure plan formed
before the COVID-19 pandemic will not
serve the public well during the long
recovery ahead. I suggest that SEPTA
submit a new fare proposal that
proactively addresses the reality that
many in the Delaware Valley will be out of work with no steady source of income for at least 18 months or more.

I understand that SEPTA is in a particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks to SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Jamison Labov.
Member, Philly Transit Riders Union

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(No voice messages at 1:00 p.m.)
(No voice messages at 4:30 p.m.)

(No voice messages on April 23, 2020, at 10:25 a.m.)

From: Mitchell Chanin.

Sent: Wednesday, April 22, 2020, 8:23 p.m.

Subject: Postpone Transit Fare Change Hearings.

Dear Carol,

I hope you're safe and healthy during this scary time. I'd like to submit a comment for the April 23rd SEPTA Board meeting. My comment is:

I urge the SEPTA Board to postpone fare increase until the COVID-19 crisis is over.

Any fare proposal formulated before the pandemic is unlikely to serve the public well during the long recovery ahead. I suggest that SEPTA create a new fare proposal that proactively addresses
the reality that many in the Delaware Valley will be out of work and with no steady source of income for several months.

I know that SEPTA is in a difficult position since the Authority relies so heavily on funding from the Commonwealth and on fare revenue. The Commonwealth and its residents will be under great financial stress in the coming months. I hope SEPTA Board members will push for securing additional federal aid if that is needed. Other riders and I would join you in calling for Congress to allocate the funding that is needed to provide safe, affordable transit service.

Lastly, I want to thank you for providing masks to SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

Mitch Chanin, Northeast Philly
resident and lifelong SEPTA rider.

From: David Loeb

Sent: Wednesday, April 22, 2020, 3:13 p.m.

Subject: Postpone Transit Fare Change Hearings.

Ms. Looby,

Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:

I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crisis is over.

Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that proactively addresses the reality that many in the Delaware Valley will be out of work and with no steady source of income for at least 18 months or more.

I understand that SEPTA is in a
particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its riders will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks to SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows that SEPTA really does care for transit riders.

Sincerely,

David Loeb
Member, Philly Transit Riders

Union.

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(No new messages on Thursday, April 23, 2020, at 12:00 p.m.)

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From: Michael Bente and select "234 union buzz" executive board members
To: SEPTA board members

In light of the recent COVID-19 deaths at SEPTA, decreased service exacerbating crowding issues on trains and buses, and the lack of sufficient personal protective equipment to allow workers to safely do their jobs, it is clear that continuing to operate our public transit system in this manner will cause COVID-19 to spread widely among the transit ridership and workforce.

Given the refusal to shut the system down, we propose an emergency service plan that makes the best of this bad situation. Full shutdown is clearly the best policy from a public health perspective, but if SEPTA executive team will not countenance that possibility, the following emergency measures present a bare minimum course of action. Some suggestions includes:

1: The subways and buses should be closed to general public. Only
essential workers, as identified by state and local governments will be permitted to use the transit system. The state government must take action to designate these workers and provide them with a credential to board trains.

2: Service must be reduced to accommodate a rolling paid furlough of employees. At least 50 percent of the workforce should be staying at home and self-isolating for two weeks at a time, to limit their exposure and maintain a healthy reserve workforce.

3: For those workers remaining in service, PPE MUST be secured and distributed by the Authority.

4: Strict occupancy limits on train cars and buses in the Depots and maintenance quarters, must be adhered. These limits should be devised in accordance with 6-foot social distancing guidelines.

5: Further reductions in ridership should be achieved through any
means possible. Supplemental bus service
designed around the needs of essential
workers should be implemented.

There is real value in
transporting essential workers to their
jobs during this crisis. We as frontline
workers have unflinchingly done our part.
But the potential of dense public transit
to be a sector for disease cannot be
overlooked, and cannot be allowed to
outweigh that benefit. It is
unconscionable to continue to ask transit
workers to risk their lives in crowded
conditions with inadequate equipment.

Furthermore, if nothing is done,
it is inevitable that there will not be a
sufficient workforce to continue
operating our transit system anyway, and
a full shutdown will occur in a matter of
weeks whether anyone wants it to or not,
at great cost of life and health. Thank
you for your consideration.

Best,
234 Union Buzz Executive
Board Team.
SEPTA Board secretary.
10th Floor, 1234 Market Street.
Philadelphia, PA 19107

April 14, 2020

To SEPTA Board Members:

I am writing to restore (sic) service at the suspended 56th Street and Market Street station. This suspension causes a great inconvenience, and in some cases, a hardship, while enduring a "stay-at-home" order in this time of COVID-19 pandemic. Reasons to reopen this site:

1-some people have to go to work and there are enough people who use this stop because they don't want to use the crowded stop at 52nd Street and Market street;

2-the G Bus is being diverted to the stop at 60th Street and Market Street
(too far a way and in the middle of nowhere);

3-"The Fresh Grocer" next-door to the suspended station is now off-limits because the G Bus and the 56th Street and Market Street stop of the Market-Frankford Line are not stopping there;

4-this closure will increase the "mob" of riders at 52nd Street and Market Street stop at many times of the day R.

Also, the suspension of service on the 44, 38, 31 and 125 buses are preventing people from access to essential medical pharmaceutical locations in Center City.

My suggestion is: Restore service on these bus routes and the 56th Street and Market Street station on a limited schedule: For example, rush hours and one hour (both ways) at noon.

Thank you in advance, for your consideration of this letter and the virtual General Meeting of the SEPTA
Board on Thursday, April 23, 2020.
Please send me your response.

    N. Levitt.
    5659 Gainer Road.
    Philadelphia, PA 19131

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From: Gianna Golantuono.
Sent: Sunday, April 19, 2020, 11:37 a.m.
Subject: Postpone Transit Fare Change Hearings.

    Ms. Looby,
    Hope you're well. I'd like to submit public comment for the April 23rd board meeting. Comment follows:
    I urge the SEPTA Board to postpone all public transit fare increases until the COVID-19 crisis is over.
    Any fare structure plan formed before the COVID-19 pandemic will not serve the public well during the long recovery ahead. I suggest that SEPTA submit a new fare proposal that
proactively addresses the reality that many in the Delaware Valley will be out of work and with no steady source of income for at least 18 months or more.

I understand that SEPTA is in a particularly difficult position since SEPTA funding heavily relies on the State of New Jersey and fare box revenue. The Commonwealth and its residents will be under severe financial stress during the duration of this crisis and I ask that the SEPTA Board focuses on securing federal aid to cover SEPTA's budget through FY2021.

Lastly, I want to thank you for providing masks to SEPTA riders. This is an important step in stopping the spread of COVID-19 and shows the SEPTA really does care for transit riders.

Sincerely,

Gianna

Member, Philly Transit Riders Union

(End of messages)
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 indicated, via telephone; that said meeting was correctly recorded in machine shorthand by me and thereafter transcribed under my supervision with computer-aided transcription.

WITNESS my hand this 1st day of May, 2020.

_________________________
Paulette Cox, Court Reporter
Notary Public
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