Deposition of:
Regular Monthly Board Meeting

January 28, 2021

In the Matter of:
SEPTA- Board Meeting
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
REGULAR MONTHLY BOARD MEETING

- - -

January 28, 2021

- - -

3:02 p.m.

- - -

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

Veritext Legal Solutions
PRESENT IN THE BOARD ROOM:

Pasquale T. Deon, Sr., Chairman

PRESENT ON THE PHONE OR ON WEBEX:
Honorable Kenneth Lawrence, Vice Chairman
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.
Senator John I. Kane
Obra S. Kernodle, IV
William J. Leonard, Esquire
Deborah Mahler
Representative Martina White

STAFF PRESENT IN THE BOARD ROOM
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
Stephanie Deiger, AGM, Employee Development Relations
Jody Holton, AGM, Planning
Scott A. Sauer, AGM, Operations
William Webster, AGM, Communications

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CHAIRMAN DEON: Well, first, good afternoon, everybody. Happy New Year. I know we're all glad to see 2020 go, so welcome to a new year to us, right, Leslie, Ms. Lucky, to go through, all right. The Regular Meeting will now come to order.

Vice chairman Lawrence?

NO RESPONSE

CHAIRMAN DEON: Ken, you're on there?

NO RESPONSE

CHAIRMAN DEON: Tom Babcock?

NO RESPONSE

CHAIRMAN DEON: Skip Brion?

NO RESPONSE

CHAIRMAN DEON: Mike Carroll?

MR. CARROLL: Here.

CHAIRMAN DEON: Okay. John Cordisco?

MR. CORDISCO: Here.

CHAIRMAN DEON: Mark Dambly?

NO RESPONSE
CHAIRMAN DEON: Oh, he's not going to be on. He told me.

Robb Fox?

MR. FOX: Here.

CHAIRMAN DEON: Senator Greenleaf?

NO RESPONSE

CHAIRMAN DEON: Kevin Johnson?

MR. JOHNSON: Here.

CHAIRMAN DEON: Senator Kane?

SENATOR KANE: Here.

CHAIRMAN DEON: Obra Kernodle?

NO RESPONSE

CHAIRMAN DEON: Obra?

NO RESPONSE

CHAIRMAN DEON: Bill Leonard?

MR. LEONARD: Here.

CHAIRMAN DEON: Bill, you're on?

MR. LEONARD: Yeah, I'm here.

CHAIRMAN DEON: Debbie Mahler?

MS. MAHLER: Here.

CHAIRMAN DEON: Representative White?

REPRESENTATIVE WHITE: Here.
CHAIRMAN DEON: I'd like to welcome Representative White, the newest member of the Board. Welcome to the Board, Representative.

REPRESENTATIVE WHITE: Thank you very much. Thank you.

CHAIRMAN DEON: Anybody else come on that we didn't see, hear?

NO RESPONSE

CHAIRMAN DEON: Okay. Let's start off with the Pledge of Allegiance.

Pledge of Allegiance

CHAIRMAN DEON: Okay. Great.

All right.

Good afternoon. Thank you to everyone who is joining us for the virtual board meeting. Please note that the Board met in executive session just prior to this meeting to address legal matters.

I would like to start off by welcoming our newest board number, which I did already. Martina White. She has been great for us in Harrisburg. She has
been a great leader for the various committees we formed for transportation, and it's really an asset to the Board, so again, welcome Representative White.

There are many challenges before us as we start the 2021 season here, but there are also a number of reasons for optimism.

SEPTA's workforce has remained a bright spot throughout this pandemic. Dedicated employees are keeping this region moving, connecting people to essential jobs and services. Those efforts help keep us, give us the confidence that the system will be ready to support recovery efforts.

SEPTA has also received additional stimulus funds to help us keep moving during this unprecedented crisis. I would like to thank the Southeastern Pennsylvania Congressional Delegation for their continued support. They have all been great, and our senators have been more than helpful in this.
The Authority still faces significant short and long-range financial challenges. This Board is committed to working closely with the staff on efforts to control costs, and we know we have to look for at all the options for keeping SEPTA viable and moving forward.

It gives me great confidence that we have a general manager, Leslie Richards, and her team here, to help lead us through our extremely difficult times.

I would like to thank everyone who has been joining us for these virtual meetings. We are listening to your questions and feedback, and we urge you to continue to stay engaged as we move forward.

First item on the Agenda is the adoption of the minutes of the December 17, Regular Board Meeting. I'll ask for a motion to adopt the minutes.

MR. LEONARD: So moved.

CHAIRMAN DEON: Is there a
second?

MR. JOHNSON: Second, Kevin.

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

ALL: Aye.

CHAIRMAN DEON: The minutes are approved.

We'll move on to the Financial Report, Mr. Burnfield.

MR. BURNFIELD: Thank you, Mr. Chairman.

Revenue for the month of December was $29.7 million below budget with transit ridership remaining at 35 percent of pre-COVID levels, and regional rail ridership at 15 percent of pre-COVID levels.

After the first six months of Fiscal Year 2021, operating revenue is $179.3 million below budget.

Operating expenses for the year are $60.5 million below budget.

With the assistance of the Federal Cares relief funding providing
assistance for the operating budget, that has been used to offset the very significant revenue shortfall that SEPTA is experiencing. With that funding, SEPTA has been able to operate with a balanced budget during this Fiscal Year.

This concludes my report, Mr. Chairman.

CHAIRMAN DEON: Okay. Thank you, Rich.

I'll entertain a motion that the Financial Report be received and filed?

MR. JOHNSON: So moved.

CHAIRMAN DEON: Is there a second?

MR. LEONARD: Second.

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

ALL: Aye.

CHAIRMAN DEON: The Financial Report has been received and filed.

We have no speakers today, huh?

All right. Perfect. Move on to the Consent Calendar, which consists of:
"Purchase from Balance Partners of Excess Directors and Officers Liability Insurance;"

"Award of Contracts Pursuant to Requests for Proposal;"

"Reimbursement Agreement Between SEPTA and the University City District Related to the Operation of the Lucy Circulated Bus Service;"

"Authorization to Award Contract for a Procurement;"

"Aware of Contracts For Sole Source Procurements;"

"Authorization to Execute Change Orders and Amendments."

All of the items on the Consent Calendar have been reviewed by the appropriate committees in public session. I want to entertain a motion to adopt these resolutions.

MR. BABCOCK: So moved.
CHAIRMAN DEON: Second?
MR. CARROLL: Second.
CHAIRMAN DEON: Moved and
seconded. Any exemptions?

    NO RESPONSE

CHAIRMAN DEON: Hearing none,

    I'll call the question. All in favor

    say, "aye."

    ALL: Aye.

CHAIRMAN DEON: Resolutions are

    adopted.

Move on to the report of the

General Manager.

GENERAL MANAGER RICHARDS: Thank

    you, Mr. Chairman.

    While many of us are happy to

    leave 2020 behind us, we realize we're

    not out of the woods yet. However, there

    are still a lot of positive developments

    already in 2021, even though we're only

    in January. I'd like to highlight for

    you though, SEPTA has advocated for the

    prioritization of vaccines for our

    employees. We are happy to report that

    last week we were able to get vaccines

    out to 300 members of our SEPTA family

    with partnership with Main Line Health.
SEPTA workers have shown up and we sacrifice to make sure our region kept moving throughout this crisis, and it's a huge relief to begin to get them vaccinated. It's given them a big boost, and it's helped the morale.

Excitement was palpable at the vaccination event and we received many notes of thanks over the weekend. We will continue to work on plans to vaccinate more of or workforce, and will continue this commitment until all of our frontline and all of our workers are vaccinated.

I also want to announce that to continue SEPTA's fight against COVID I was able to participate in an event at 15th Street for the launch of Mask Force Philly, along with our board member, Michael Carroll, to reinforce and encourage mask wearing when riding our system. We're part of a larger regional initiative, which is extremely important to continue to encourage our riders to
wear a mask, as well as adhere to President Biden's mask mandates.

SEPTA will have a number of different teams supporting this effort in various ways: Wearing SEPTA Mask Force Philly apparel, and distributing masks and sanitizers to those who need it. I'm very proud to report that in December, our service quality team recorded 97 percent of our regular riders are wearing masks. Of those, 90 percent are wearing them properly, which means we do see the mask around, under people's noses, and sometimes around the chin, and so this Mask Force Philly is an extremely important initiative to get that number up, and we will continue until we're at a hundred percent.

I'm also very excited about the Black History Month of events SEPTA has planned for the next month. Each week we will have events to engage employees and riders to educate them about the incredible contributions of black history
makers. I won't give it all away, but I would like to preview one event, in celebration of Rosa Parks' birthday and in tribute to her courage, we will be reserving a seat for her on the bus. Please stay tuned. Our planning team has many other great events planned, and it will be a very celebrational (sic) and educational month.

I also want to recognize six of our employees in service planning. So many SEPTA employees have demonstrated outstanding services over this past year, but one of the biggest moving targets has been service planning. Between our regularly scheduled changes, the impacts of the pandemic, making changes to accommodate protests and demonstrations, and our IT challenges, this team has had so many challenges thrown at them, and has dealt with every single one.

Today we recognize and celebrate Charlie Webb, our chief officer of service planning; Maureen Lichtner, our
director of schedules and support services; Mark Cassel, our director of service planning; Andy Ferry, manager of geographic information systems; Melissa Sivilerman, the chief schedule maker; and Jeffrey Brown, also a chief schedule maker. This is part of the team that has helped SEPTA function every single day during this pandemic. We want to thank them for all that they do. They make it happen behind the scenes here, every day their job would be challenging in normal times, let alone what they have been facing this year, and we truly couldn't do it without them.

And then lastly, I just want to give an update on the Chestnut Hill West Line. As of March 7th we plan to resume service on Chestnut Hill West in a restricted service schedule. We hope and you will know that we're going to start service early, around 6:30 in the morning, and it will go through 7:00. We will not be able to provide hourly
service every hour, but there will be
several trains, again, that will go out
throughout the day, so please stay tuned,
and we're very happy to bring that line
back, and with that, that concludes my
remarks.

    CHAIRMAN DEON: Perfect. Thank you.

    We have a number of speakers, so let's start off with Mr. John Flaherty.

    MR. FLAHERTY: Yes, Mr. Chairman. My name is John Flaherty with the Transit Riders Coalition of Delaware.

    First, I wanted to thank James Siler who I think is the assistant director for customer service for his help in the lease arrangement at the Wilmington Amtrak Station that SEPTA now operates. It's going to be a big help for SEPTA's customers.

    Second, I would like to thank SEPTA for renewing the service to Churchman's Crossing and Newark,
Delaware. I think it's going to be a successful resumption of their service. And, Third, there is a movement in Delaware to open up a station in Newport, Delaware. It's going to be five, 10 years down the road, but I hope they communicate directly with SEPTA, and share with you their plan and idea with their new commuter station.

I think SEPTA's doing a terrific job with the million-dollars-a-day shortfall. I think these resumption of services in Delaware are greatly appreciated, and I just wanted to add my two cents, Mr. Chairman.

Thank you.

CHAIRMAN DEON: Thank you, John.

Let's move on to Benjamin She.

MR. SHE: Hi, can you hear me?

CHAIRMAN DEON: We can.

MR. SHE: Hi, my name is Benjamin She. I'm with 5th Square.

I would just like to reiterate
with the upcoming 2021 Capital Budget, we know that SEPTA is trying to pursue new additional funding with the bailout beyond, you know, the normal means of how they usually allocate the capital budget, and with the extra funding I just want to reiterate that 5th Square sees it very necessary to accelerate the timeline to finish ADA accessibility at all subway stations in Philadelphia, preferably within the next five years. With that said, this is a very important, you know, very important thing to have, to make SEPTA more accessible for all residents of the City, including disabled riders, and as we know, projects like... in Germantown by the city are being conducted, are already on the way, and so we need SEPTA to step up installation at Airy Station, and other stations to make these places integrated for everyone.

I would like to thank you, thank you, everyone, for the work you do.

That's it.
CHAIRMAN DEON: Thank you Benjamin.

Cameron Adamez.

MR. ADAMEZ: That's Cameron Adamez. I'm a Philly Transit Committee member of 5th Square. I'll try to be brief.

In the city that represents all walks of life, public transportation needs to be safe for everyone, but especially those who experience structural violence on a daily basis. I'm glad that SEPTA is investigating the transit police after the January 6th insurrection in D. C., but it needs to be reiterated that the rally was meant to encourage insurrection. The actions of the transit police in attendance speaks volumes about the priority of black and brown transit riders. If SEPTA is truly committed to equity, employees who promote and participate in ideologies like white supremacy should be terminated. That's all.
CHAIRMAN DEON: Thank you.

Camille Bogan?

MS. BOGAN: Hi, my name is Camille Bogan, and I'm a transit committee member of 5th Square, and also a coalition member of Transit Forward Philadelphia.

I'm here today in advance of the 2022 Capital Budget workshop to call on SEPTA to create a capital budget that is formed by the COVID-19 crisis, and reflects a new normal. So regional rail ridership is down 85 percent, but off-peak bus ridership retains more than 75 percent of its riders. I believe that it's time to give to black and brown riders of Philadelphia the capital budget allocation and respect that they deserve.

5th Square and Transit Forward Philadelphia are calling on SEPTA to reprogram all its budget spending on parking to bus lanes instead.

Parking is really wasteful and expensive, and an oversupply of $1
parking spots can serve as an incentive for people using single occupants to use their vehicles to SEPTA stations, which increases traffic congestion and decreases demand and support for public transportation network.

Another consequence arise of auto oriented buildings, resulting in higher cost to underlying real estate values, and then also increase conflicts between pedestrians, bicycles and automobiles and negative impact on the public route.

The current capital budget schedule funding for parking garages in Exton, Conshohocken, 69th Street, and Ardmore. Exton and Conshohocken have unparalleled access to West Chester Valley, Schuylkill River Trails, and plenty of commuter stations to do drop-offs.

Upper Darby and Ardmore are vibrant pedestrian town centers with robust existing bus access, so choosing
to place garages at any of these
locations is choosing to induce
automobile traffic, depress economic
activity on our commercial corridors, and
give away valuable real estate for
transit or its development. And even
SEPTA's own model suggests that a maximum
of increase in riders are going to return
to the system. So you know, why are we
still building parking for these choice
commuters when essential workers are the
ones who are stuck in traffic?

Thank you for your time and
consideration.

5th Square and Transit Forward
Philadelphia are really looking forward
to working to ensure parking is no longer
a priority for the budget.

CHAIRMAN DEON: Okay. Thank
you.

Daniel Trubman.

MR. TRUBMAN: Hi, can you hear
me?

CHAIRMAN DEON: We can. You're
good.

MR. TRUBMAN: Great. My name is Daniel Trubman, T-R-U-B-M-A-N, and I'm also a member of 5th Square. And I just wanted to call on SEPTA's Board and SEPTA's management for their internal reimagining of what our commuter rail system can be, as reported in the papers a few weeks ago.

SEPTA's regional rail system was an outdated, outmoded approach even before the COVID pandemic, and the COVID pandemic just has highlighted how a focus on commuter rail into the central district from the suburbs is a failed model.

Going forward there are both short and long-term steps SEPTA could take to change the approach to make sure that SEPTA is actually offering a true regional rail system.

In a short term, SEPTA could allow transit pass users to travel in the region one of the regional rail system,
and then the long term, SEPTA can use capital funding to add high level platforms at all stations to allow easy access at all stations, and eventually moving to different operating systems.

As SEPTA likes to point out, this will cost some capital dollars, but I think it's important to remember that SEPTA can build high level platforms at every station, if they prioritize high level platforms and don't prioritize building additional parking at train stations.

At a time when SEPTA is really at a crucial point to decide what the future path is going to be, I think it's important for the Board and management to realize that re imagining regional rail offers the opportunity to really utilize our great underlying regional rail bump to deliver high quality service throughout the region. So I hope you will keep that in mind as you formulate next year's Capital and Operating Budget.
Thank you.

CHAIRMAN DEON: Thank you.

Jacob Hout (phonetic).

MR. HOUT: Yes, it's Hout.

Thanks. Yes, I'm a member of the Transit Riders Union, and I'm here just to deliver a statement.

On January 12th local media announced that SEPTA was investigating seven of its transit police officers for their involvement in the events that took place in Washington, D. C. on January 6th. It's the understanding of the Philadelphia Transit Riders Union that this investigation was... enter any area where police line was established, prohibiting entry.

As the TRU supports and represents the voice of SEPTA's riders, we are asking for full transparency on the scope and result of this investigation. We believe it's in the riders' best interest to learn the results of this investigation. These
officers are granted positions of
authority over riders within SEPTA's
jurisdiction, thus the implication would
be felt... in this rally are alarming and
concerning.

The officers' attendance at a
rally designed to stem doubts about the
legitimate results of the 2020
presidential elections, and that inspired
a treasonous assault on the nation's
Capitol Building... have major
implications for the riders for whom we
advocate.

Those actions of those
individual officers are not officially
sanctioned by SEPTA or... reflects poorly
on SEPTA's police and values, and SEPTA
as a whole.

The SEPTA officers present at
the January 6th rally suggest a
willingness to participate in violent
actions, alongside other extremist
groups, including militia members, overt
white supremacists, Neo Nazis and
conspiracy theorists... raise questions about their professional judgement in a way that is dangerous and threatening for people of color in our community and for people who use transit.

The regional justice protests of this past year have caused mainstream Americans with knowledge to longstanding tensions and distrust that exist between police and the black and brown communities that they are supposed to serve.

The TRU does not support the over-militarization of police on SEPTA stations or SEPTA vehicles and... appearance is hostile for many riders.

The over-policing of transit riders and our community is a serious problem.

In light of the events of the January 6th and this related investigation, the TRU urges SEPTA and its officials to reexamine the role and
militarized policing of our transit system, making the findings of those investigations public, present a plan to fine and remove white supremacists from the SEPTA police department, and to explore other ways to better serve riders and operators.

Thanks.

CHAIRMAN DEON: Thank you.

Joel Arnold?

MR. ARNOLD: Yes, thank you very much. My name is Joel Arnold. I'm a city planner with SEAMAAC, a coalition member of Transit Forward Philadelphia, and I just wanted to speak about the new capital budget.

For those of you who may not be familiar with our work, SEAMAAC was founded 30 years ago by refugees here in Philly, and today we serve thousands of residents every year, with work centered on education, social services, and community development. And our commitment to serving people regardless
of race or national origin inspires our
mission. And this year we have been
calling this the fight for our future,
and our community have faced
unprecedented loss during the crisis and
undoubtedly will after.

Many small families and
immigrant owned businesses that serve
this vibrant community may be lost
forever, and many of these are located on
South 7th Street, which is where the 47
bus runs, and these businesses rely on
SEPTA riders to be the core customer
base.

Our neighborhood around Newcomb
Square is disproportionately made up of
residents who do not own cars, and rely
on buses like the 47, the 54, and the 79,
and for our neighborhood, one that's not
served by any rail service, the bus is
essential.

Working with the city,
prioritizing capital funding and
dedicated road space for buses will have
a tremendous impact on the physical
mobility that is essential for true
social mobility in our neighborhood.

I ask that you would join us in
advocating for our neighborhood and
eliminate spending on parking lots and
program that same amount of money on
implementing dedicated bus lanes in the
next capital budget. In 2018 the
Inquirer's editorial board proclaimed
that Philly needs a "Heimlich Manuever"
for its choked streets. In light of a 10
percent decline in bus ridership, which
is one of the largest declines in the
country, it's clear that SEPTA needs to
do something to speed buses and make sure
that those who rely on buses every day,
that residents in our neighborhood can
get where they need to go in order to
have the physical mobility that truly
leads to social mobility. So SEAMAAC and
Transit Forward Philly look forward to
working with you to support our essential
workers and communities that rely on
timely SEPTA bus service every day.

CHAIRMAN DEON: Thank you, Joel.

Melody Starling?

MX STARLING: Yes, good afternoon. My name is Melody. I am a member of the SEPTA Youth Advisory Council, a group of young Philadelphians who advise SEPTA's general manager, Leslie Richards. YAC is a collective coalition member of Transit Forward Philadelphia.

I'm here this afternoon to express my disappointment with each of you on the Board, General Manager, Leslie Richards and Chief Todd herself, for the actions in response to the actions of seven SEPTA police officers, all of whom traveled to D. C. to participate in a rally that perpetuates white supremacy and sows doubt into the outcome of November's presidential election.

SEPTA claims to be a place of values, diversity, equity and inclusion. In fact, it's been stated earlier this
week that SEPTA no longer wishes to
measure themselves based on ridership,
but by riders, but rider by equity, but
this statement falls flat to my peers
when there is an obvious institutional
problem, and you refuse to address it.

    SEPTA has never detailed any
plan to remedy what is evidently a
cultural issue of white supremacy in the
transit police department. In fact, not
only did you not plan a remedy, SEPTA
never put out a press release explaining
or acknowledging what happened.

    As a person of color, you must
understand that officers present at such
an event creates a credibility issue. As
law enforcement agencies work to repair
community trust, especially after last
year's protest against police brutality
in light of the murders of George Floyd,
Brianna Taylor, and more recently, Walter
Wallace, Jr., at the hands of the police.

    Professor Ayesha Bell-Hardaway
of Case Western Reserve Law School notes
that communities will question the integrity of officers who attended the rally, along with individuals who proudly profess racist and divisive viewpoints. She states, "It calls into question whether these officers are interested in engaging, in policing, in a way that builds stress and legitimacy of our community, especially in our black and brown communities who have been disproportionately been harmed by police brutally." Your jobs gives you a responsibility and legal obligation to address cultural white supremacy in your police department.

Transit Forward Philadelphia and YAC are counting on you to make our community safer and create a police department that we can trust by taking concrete and transparent actions to confront this challenge.

Thank you for your time and consideration.

CHAIRMAN DEON: Okay. Thank
Tariem Burroughs.

MR. BURROUGHS: Yes, can you hear me?

CHAIRMAN DEON: Yes, we can.

MR. BURROUGHS: Yes, hello, My name is Tariem Burroughs, and I'm the vice chair for the SEPTA Citizen's Advisory Committee.

The CAC was created by Pennsylvania General Assembly who advise the Board and general manager. CAC is a coalition member of the Transit Forward Philadelphia.

I'm here today with few of the two dozen organizations backing Transit Forward Philadelphia to hear my concerns about the behavior of the SEPTA police officers who attended the insurrection.

On Tuesday, Leslie Richards told the CAC that SEPTA police officers at the insurrection..., went back quickly.

Upon the events... Leslie states that the officers have their right to
protest just like we do, just like she goes to Washington to protest for a cause.

Leslie, CAC as well as others, this came across as an apologist... you yourself are a professor and similarly, the TPF and the CAC believes... use research to guide decisions. We are joined by many who express less conservative views than your own, that opinions that may have affected protected cultures of white supremacy, so quite clear... executive research forum, and police research and policy group meets with police leaders... to evaluate... and also consider how the actions of, as I said, the department's credibility... that the officers for... their rights... expressing words that may be violent or may be expressed with prejudice... on what they do when they are working or they are testifying in court.

Sure, police acting privately have the same rights as any other
American, but is only going to a bigoted event should disqualify for an officer...
There should be no place for race...
...for history, public confidence in the police... dropped below 50 percent. That's huge.
We can restore the confidence...
SEPTA police... for our neighbors, community, and now time to prove that to me, as well as to others, when you say there is no place for racism at SEPTA, I charge you to think of what we're going to do next about this.
That's all.
CHAIRMAN DEON: Thank you.
Last, but not least, Yasha Z.
MR. ZARRINKELK: Thank you,
Chairman Deon. I apologize. Before I start my comments, I had a question for Mr. Burns (sic), or maybe somebody on the Board who can answer, does SEPTA know how long the money that they receive from the federal government is going to last them?
CHAIRMAN DEON: All right. You
want to take a shot at that or you just want to go over and under?

MR. BURNFIELD: I mean, it very much depends on our ridership as to, you know, where future ridership goes, but I would anticipate that it would be sometime in Fiscal Year 2022.

MR. ZARRINKELK: Okay.

MR. BURNFIELD: Which is a very critical year for us, which also the end the Fiscal Year 2022 is when the turnpike money sunsets.

MR. ZARRINKELK: Correct.
Correct.

Okay. Thank you, Mr. Burns (sic). That's just a general idea. That's helpful. Thank you so much.

As Mr. Deon said, my name is Yasha Zarrinkelk, I am a coalition organizer of Transit Forward Philadelphia. I just want to thank all of you for listening to our testimony, of the two dozen coalition members that we have at TFP.
Each of you on the Board have tremendous power. Equity is not a communications plan. We are relying on you to demonstrate leadership as the Authority's Board pivot to equity.

Coalition members have demonstrated two clear concrete acts: Reprogram dollars in the next capital budget to support the most efficient use of space, and limited funding bus lanes. And,

Restoring trust in SEPTA by resolving a culture of white supremacy.

Over the next 12 years, SEPTA will spend a $199 million on parking. How can you justify that type of long-term investment when we're supposed to be... and create more active and shared communities? We still have the 69th Street parking garage in the capital budget, in planning to spend $70,000 on the 450 parking spots at a transit hub that gets 35,000 daily riders. A single parking space costs nine times more to
build than the total net worth of a Black or Latino household in Philadelphia. Furthermore, SEPTA literally has poles in the ground without shelters that get more than 450 passengers per day, and we are spending $30 million on 450 car owners as opposed to the 35,000 daily riders at the 69th Street Transportation Center. This is a serious equity concern in SEPTA's capital budget.

SEPTA also has a serious equity issue to address in the culture of policing. Amidst a national crisis of white supremacy, we have seven officers in the police force that is only 250 officers large. The highest known per capita of any police force in the country that attended the insurrection on January 6th. It's understandable why black and brown Philadelphians who live in the neighborhood where SEPTA has all of their districts who question the judgment and their safety of the officers.

TFP is counting on the Board to
make these two critical shifts in budgeting and culture. We at Transit Forward Philadelphia look forward to working with all of you throughout this process.

Thank you so much.

CHAIRMAN DEON: Okay. Thank you. I think that's it. No speakers, right Carol?

MS. LOOBY: (Inaudible).

CHAIRMAN DEON: I'll entertain a motion to adjourn. Anybody?

MR. LEONARD: So moved.

CHAIRMAN DEON: Second?

MR. JOHNSON: Kevin, I'll second.

CHAIRMAN DEON: The meeting is adjourned. Thank you everybody.

(Meeting concluded at 3:34 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 testimony was taken before me, pursuant to notice, at the time and place indicated; that said deponent was by me duly sworn to tell the truth, the whole truth, and nothing but the truth; that the testimony of said deponent was correctly recorded in machine shorthand by me and thereafter transcribed under my supervision with computer-aided transcription; that the deposition is a true record of the testimony given by the witness; and that I am neither of counsel nor kin to any party in said action, nor interested in the outcome thereof.

WITNESS my hand and official seal this 5TH day of February, 2021.

_________________________
Paulette Cox, Court Reporter
Notary Public
| department | 28:5 | 32:10 33:15,19 |
| department's | 35:17 |
| depends | 37:4 |
| deponent | 41:7,8 |
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