APPEARANCES:

PRESENT IN THE BOARD ROOM
Pasquale T. Deon, Sr., Chairman

PRESENT ON THE WEBEX
Honorable Kenneth Lawrence, Vice Chairman
Thomas E. Babcock
Joseph E. Brion, Esquire
Michael A. Carroll, P.E.
John F. Cordisco, Esquire
Mark H. Dambly
Robert D. Fox, Esquire
Honorable Stewart J. Greenleaf
Kevin L. Johnson, P.E.
John I. Kane
Obra S. Kernodle, IV
William J. Leonard, Esquire
Deborah Mahler

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
Francis E. Kelly, Government & Public Affairs
Scott A. Sauer, AGM, Operations
William Webster, AGM, Communications
CHAIRMAN DEON, SR.: Good afternoon, everybody. The Regular Board Meeting will now come to order. The Special Meeting which was noticed has been canceled.

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

Vice chairman Lawrence?

NO RESPONSE

CHAIRMAN DEON, SR.: Ken?

NO RESPONSE

CHAIRMAN DEON, SR.: No? Tom Babcock?

NO RESPONSE

CHAIRMAN DEON, SR.: Skip Brion.

MR. BRION: Here.

CHAIRMAN DEON, SR.: Mike Carroll?

MR. CARROLL: Here.

CHAIRMAN DEON, SR.: Mark Dambly?

MR. Dambly: Here.

CHAIRMAN DEON, SR.: Robb Fox?
CHAIRMAN DEON, SR.: Senator Greenleaf?

SENATOR GREENLEAF: Yes.

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

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

John Kane?

NO RESPONSE

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

NO RESPONSE

CHAIRMAN DEON, SR.: Obra Kernodle?

NO RESPONSE

CHAIRMAN DEON, SR.: Obra?

NO RESPONSE

CHAIRMAN DEON, SR.: Bill Leonard?

NO RESPONSE

CHAIRMAN DEON, SR.: Debbie Mahler.

MS. MAHLER: Here, I'm here.
SENATOR GREENLEAF: Stewart Greenleaf.

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

Okay. I think we have enough here.

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

PLEDGE OF ALLEGIANCE

CHAIRMAN DEON, SR.: All right.

All right. Start off -- all right.

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

We know how difficult this year has been for our core customers, and that's why the Board has delayed the proposed fare increases today, and pushing those back until at least July.
SEPTA is doing everything possible to make sure that the transit system is ready to support our region's eventual recovery, but we are facing unprecedented long-range financial challenges heading into 2021.

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

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

I want to close by wishing a happy retirement to friend and colleague, Dan Hilferty. Dan is the President and CEO of Blue Cross, been a great leader in the region, served as chairman of the Chamber of Commerce; civic-minded; gives back to the community every day. He and
Blue Cross have also been great partners to the Authority.

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

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

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

And just one more thing before we get on to the business of the Board, I would like to wish everyone happy holidays. Let's continue working together and looking forward to better
things in 2021. And again, I'll quote Gino, "The best thing about 2020 is, it's over."

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

MR. BRION: So moved.

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

MR. CARROLL: Second.

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

ALL: Aye.

CHAIRMAN DEON, SR.: Minutes are approved.

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

MR. BURNFIELD: Thank you, Mr. Chairman.

For the month of November, operating revenue was $34.4 million under
budget, with transit ridership remaining at 30 percent of pre-COVID levels, and regional rail ridership at less than approximately 15 percent of pre-COVID ridership levels.

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

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

Mr. Chairman, this concludes my report.

CHAIRMAN DEON, SR.: Great.

Thank you, Rich.

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

MR. BRION: Skip Brion, so moved.

MR. JOHNSON: Kevin, I'll second.

CHAIRMAN DEON, SR.: All right.
Any comments?

NO RESPONSE.

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

ALL: Aye.

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

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

MR. SHE: Can you hear me?

CHAIRMAN DEON, SR.: Go ahead.

Start now. You have two minutes.

MR. SHE: All right. Cool.

This is Benjamin She from 5th Square. You know, I'd like to commend SEPTA for selecting Nelson/Nygaard as their contractor for the Comprehensive Bus Network Redesign.

I would just like to bullet point a couple items which are pertinent in its long effort to rebuild SEPTA's ridership network:
First of all, SEPTA... look at the comments of... Choices Report produced by Jarrett Walker's firm in 2019. The report is very pertinent and very timely today to really illustrate the issues regarding the service on the bus network.

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

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

In conclusion, I congratulate SEPTA again for... in the country's fourth biggest bus network, and you know,
5th Square hopes for increased cooperation in the future.

Thank you.

CHAIRMAN DEON, SR.: Okay.

Thank you.

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

NO RESPONSE.

CHAIRMAN DEON, SR.: Hello?

NO RESPONSE

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

NO RESPONSE.

CHAIRMAN DEON, SR.: Hello?

NO RESPONSE

CHAIRMAN DEON, SR.: Mr. Trubman?

NO RESPONSE

CHAIRMAN DEON, SR.: Mr. Trubman?

NO RESPONSE

CHAIRMAN DEON, SR.: All right.

We'll move on. Can we try Kev Dy?
NO RESPONSE.

CHAIRMAN DEON, SR.: He's not on?

Let's give Mr. Trubman one more try.

NO RESPONSE.

CHAIRMAN DEON, SR.: Mr. Trubman?

NO RESPONSE.

CHAIRMAN DEON, SR.: Hello?

NO RESPONSE

CHAIRMAN DEON, SR.: All right.

We will move on to the Consent Calendar. If he comes back on, we will add him at the end.

Next item on the Agenda is the Consent Calendar, which consists of:

"Deferral of the Fare Associated With the Adoption of the Fiscal Year 2021 Operating Budget;"

"Purchase from Chubb Insurance of Directors and Officers Liability Insurance;"

"Authorization for
Administration of SEPTA's Employee Medical Benefit Programs with Independence Blue Cross;"

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

"Authorization to Award Contracts for Various Procurements;"

"Award of Contract for Sole Source Procurement;" and

"Authorization to Execute Change Orders and Amendments."

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

I'll entertain a motion to adopt these resolutions.

MR. BRION: Skip Brion, so moved.
CHAIRMAN DEON, SR.: Come on, Kev?

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

CHAIRMAN DEON, SR.: Any abstentions?

NO RESPONSE

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

ALL: Aye.

CHAIRMAN DEON, SR.: Resolutions are adopted.

Thank you, guys.

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

GENERAL MANAGER RICHARDS: Hi, thank you, Chairman.

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

I just want to thank SEPTA employees who battled the weather, from yesterday to this morning, to keep our service running. And we thank our
customers for their patience and understanding.

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

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

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

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

We have been advocating that our
employees be among the first to get the vaccine, and we are having very good conversations with the City of Philadelphia in helping us do that, and we are very grateful for that.

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

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

Of course our trials don't end with COVID and the weather. We continue to advocate for funding. Even if we receive another round of funding,
according to the federal discussions that are ongoing right now, we will continue to have a great need. While we desperately need more relief, we do continue to lose a million dollars a day. We will keep an eye on the pace of our recovery, and our needs and reporting back to our customers and the public. We also need to think about how we need to survive in the long term, and we will be sharing our ideas with you. In the meantime, doing all we can for our customers. As Chairman Deon announced in his remarks, will be delaying the fare increase. Other efforts that will be focusing on equity, while they are challenging at this time, we do move forward on our free transfer, kids under 12 riding free, the three-day convenience pass, and the bus network redesign, which will best accommodate our riders' needs.

As much as we are all ready to turn the page on 2020, I just need to say that I'm so appreciative of what SEPTA
has been able to accomplish over this past year in truly the worst of times.
Our employees drove forward, providing essential service to connect people to work, to school, to healthcare, and to other life-sustaining services.

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

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

CHAIRMAN DEON, SR.: Thank you, Leslie.

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

MR. CALHOUN: Can you hear me?

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

MR. CALHOUN: I'm Jack Calhoun from Philadelphia Transit Riders Union, so in a recent service change, you
decreased trips on the Route 112 for 69th
to Delaware Community College by 29
percent, roughly. While honestly I'm a
student there, and we are barely open,
but not only does the 112 provide service
to the college, it also provides
essential service along the West Chester
Pike corridor from Upper Darby to
Havertown, to Broomall, and specifically
it is an important resource for seniors,
and students of other schools along that,
you know, corridor, so my question is,
like, I don't know if this is a question,
but like, what is being done to, like,
offset the 112 cut, like I said, it
provides essential service for three
major towns, like high transit riders?

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

MR. BURNFIELD: We are
constantly looking at all those routes,
including the service changes and
reductions working with our service
planning staff, and we will go back and
look at some of the specific ridership on
the Route 112.

CHAIRMAN DEON, SR.: Thank you, Rich. Thank you, Mr. Calhoun.
We'll move on to Mr. John Flaherty.

Mr. Flaherty?

NO RESPONSE

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

NO RESPONSE

CHAIRMAN DEON, SR.: Not on?
Rhonda Lancaster. Ms. Lancaster?

MS. LANCASTER: Hear me?

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

MS. LANCASTER: Okay.
Wonderful. Thank you, and I'm glad you are well, and yes we are trying to put 2020 behind us.

So listen, I live in Germantown.

I spoke to you on the last Board Meeting
about the Chestnut Hill West Line. Just want to give you an update, and I want you to be thinking about some things that you can do. There has been a rumor on the Chestnut Hill West Line that the trains were running again. Commuter trains have been seen going up the line from Queen Lane, all the way up and back, around 5:30, six o'clock in the morning, and apparently there was some talk going up and down the line, the trains were running. People were standing on the platform and trains were flying by. They weren't stopping. There were calls made to SEPTA's customer service, and nobody at customer service seem to know anything about what's going on, so I think, I think at least doing good, you may want to put something out in the press about what is happening to the Chestnut Hill West Line. People are still commuting to Center City. I think last time I talk to you I told you about my own personal story experience, having traveled to
Wayne Junction and a Lyft every time I go in Center City, which at that time was three times a week, and I spent an exorbitant amount of money. It was almost a thousand dollars, to Wayne Junction and back to my home... Chestnut Hill West Line, which is closer, so I would ask you to think about that because there seems to be a lot of confusion, and a disconnect and people are, I'm trying to get some of these people to talk to me, so I can get a synopsis, but that's the word, the trains were running, people were out there, and then there is this issue, and I don't know if you guys can tell me what's going on. What's going on with this locomotive that I understand is running up and down the tracks, is sitting for two hours, it's blowing smoke in the air, and nobody knows what's going on. So --

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

MS. LANCASTER: Okay.
CHAIRMAN DEON, SR.: I got him here.

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

MS. LANCASTER: Okay.

MR. SAUER: -- several times per week.

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

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

MS. LANCASTER: And can I briefly ask, can you tell me a little bit
about what the protocol might be for the reopening, what are you looking at?

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

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

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

MS. LANCASTER: Thank you.

MR. SAUER: Thank you.

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

All right. We have Benjamin A.

MR. AITOUMEZIANE: Can you hear me?

CHAIRMAN DEON, SR.: You're on.

MR. AITOUMEZIANE: Hi there.

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

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

Many of our buses follow the same path once traveled by streetcars and trolleys, built over a hundred years ago
in an era of legalized racial
discrimination and redlining, so parts of
network follow those same paths by
convenience and may inadvertently
reinforce discriminatory social
geography. By starting over, the bus
network can meet today's needs, and not
yesterday's decisions.

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

The redesign must make change
this. It must make the bus network
easier to understand to riders and
therefore more efficient, shifting more
riders onto SEPTA's high-capacity system
of trolleys, trains, and subways.

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

    Thank you very much.

CHAIRMAN DEON, SR.: Great.

Thank you.

Move on to Cameron Adamez.

MR. ADAMEZ: Adamez. Hi, good
afternoon.

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

MR. ADAMEZ: All right.

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

    5th Squares believes that a
redesign that supports Philadelphia hinges on SEPTA's ability to increase opportunities for all Philadelphians and enhance bus service reliability.

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

Additionally, the redesign must make buses more reliable, reducing delays and increasing timeliness. The average speed of buses in Philadelphia falls below our peer agencies in Boston, Washington, and Pittsburgh. And our
riders feel this challenge, they responded that service, reliability, and frequency, were among the greatest barriers to SEPTA's convenience in your Annual Customer Satisfaction Survey. Using data to guide our decisions, we have the potential to modify routes to increase their average speed and improve on-time performances.

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

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

CHAIRMAN DEON, SR.: Great.

Thank you. Thanks, Cameron.
Move on to, we have Danielle Bossert.

MS. BOSSERT: Uh-huh, good afternoon, everyone. My name is Danielle, and I represent National Service Center, and I'm also a coalition member of Transit Forward Philadelphia. NSC serves immigrants and refugee population who make up nearly 15 percent of Philadelphia's population. They come to Philadelphia fleeing persecution for a better life for themselves. They help grow our economy, and contribute to our diverse cultural fabric. Most of these immigrants rely on public transportation with SEPTA for their first two to three years of residency, and often work as essential workers on the frontline of service, hospitality and transportation. And nearly 67 percent of NSC’s current clients are employed in essential positions, utilizing SEPTA every single day.
I'm here to talk about the final goal of Transit Forward Philly for the Bus Redesign that will support a Greater Philadelphia. We hope that the redesign will be completed in a timely manner. Our communities cannot wait while our bus network loses riders.

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

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

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

Thank you.

CHAIRMAN DEON, SR.: Okay.

Thank you.

Emma Horst-Martz?

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

CHAIRMAN DEON, SR.: Yes.

You're on.

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

We are also a statewide nonprofit advocacy organization working on behalf of the public interest. We have a long history of working to expand public transportation options for Pennsylvanians, and that's why we're standing with coalition members, Transit Forward Philly, to call on SEPTA to modernize its bus network through the
We believe that the redesign should be proven research, and must be publicly engaged.

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

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

The public outreach process should be used to inform the public about pre-determined changes. The redesign
team must ask for public input before
approaching riders with a new proposed
plan.

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

Thank you very much.

CHAIRMAN DEON, SR.: Thank you.

Will Herzog. Mr. Herzog?

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

Thank you for allowing me the
opportunity to speak this afternoon. I
won't take too much of your time, but I
wanted to congratulate you, the Chairman,
the general manager's team, and each of
our frontline workers for their courageous efforts since early March. Demonstrating leadership and sacrifice, each of you took a voluntary pay cut, and despite our ongoing fiscal challenges, we suspended any fare increases and unlocked additional benefits at a time when our riders are among those who are hardest hit by the pandemic.

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

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

CHAIRMAN DEON, SR.: Great.

Thank you, Mr. Herzog.
Yasha Z. They made it easy on me this month. Thank you.

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

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

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

As you know, my name is Yasha Zarrinkelk, coalition organizer of Transit Forward Philadelphia, and as you have already heard from a few of our two-dozen coalition members, we want to celebrate the Board's decision, approving a consultant for the Comprehensive Bus Network Redesign project. We are pleased to announce a few goals for our Better Access Better Service, Better Bus campaign, which asked SEPTA to transform their current bus service to be faster, more frequent, and more reliable through the redesign.
Upon the Redesign's launch, we will be organizing to ensure that the Redesign support's Philadelphia and SEPTA's recovery, provides access to opportunities for all riders, and transforms the bus network into one of the preferred modes of transportation in Greater Philadelphia region.

Our members of our coalition have shared with the Board today what each letter in "SUPPORT" stands for, and I just want to reiterate to the group that SEPTA needs to start over and redesign a bus network for today's needs bus. Should be easy to understand and better connected to SEPTA's trolleys, trains and subways. Proven research to design the bus network around quick connections, rather that one-seat long rides. And most importantly, the redesign should engage the public and involve riders and residents regularly during the entire process of the redesign, asking for public input before
approaching with the proposed plan. It needs to increase the number of opportunity and number of Philadelphians frequent, reliable bus service by prioritizing the redesign around low-income and Philadelphians of color, as well as the elderly, and persons of disability. It needs to improve service to show up more often and on time. And finally, it needs to implement and complete the redesign in a timely manner. We really look forward to working with operations and long-range planning team, and we appreciate your all moving forward with the hiring of the consultant. Thank you so much for your time.

CHAIRMAN DEON, SR.: Thank you, Yasha. I think you'll see the Board and you, yourself, have parallel interest on this. I think you will see everything you're talking about there. Scott, you're going to call a couple of the questions for... service issues?
MR. SAUER: Yes.

CHAIRMAN DEON, SR.: Okay.

Great.

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

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

My message, I'm concerned about the pension fund. I believe I draw my pension from the Red Arrow Pension Fund. With the bottom falling out with ridership system -- system-wide, is the pension fund staying relatively healthy? Are employees and SEPTA's contribution maintaining the fund in these hard economic times for transit business?

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

What is the outlook?

When is the next pension board
meeting?

My home phone is (610) 278-5008. My e-mail address is Testa, T-E-S-T-A, Louie, L-O-U-I-E, 1@verizon.net. Testalouiel@verizon.net. Phone number (610) 278-5008.

Thank you.

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

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

Move to adjourn?

MR. BABCOCK: So moved.

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

MR. JOHNSON: Second.

CHAIRMAN DEON, SR.: Thank you, guys. We're adjourned.
(Meeting concluded at 3:39 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 proceedings was correctly recorded in machine shorthand by me and thereafter transcribed under my supervision with computer-aided transcription; that the transcript is a true record of the proceedings.

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

_________________________
Paulette Cox, Court Reporter
Notary Public