SOUTHEASTERN PENNSYLVANIA TRANSPORTATION
AUTHORITY
REGULAR MONTHLY BOARD MEETING

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November 18, 2021

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3:00 P.M.

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

BOARD MEMBERS PRESENT IN THE BOARDROOM:
Pasquale T. Deon, Sr., Chairman
Honorable Kenneth Lawrence, Jr., Vice Chairman
Michael A. Carroll, P.E.
Mark H. Dambly
Thomas Jay Ellis, Esquire
Daniel R. Murhoff

BOARD MEMBERS PRESENT ON THE WEBEX:
Joseph E. Brion, Esquire
John F. Cordisco, Esquire
Robert D. Fox, Esquire
Kevin L. Johnson, Esquire
William J. Leonard, Esquire
Honorable Martina White

STAFF PRESENT IN THE BOARDROOM:
Leslie S. Richards, CEO/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, AGM, Government & Public Relations
Scott A. Sauer, AGM, Operations
William Webster, AGM, Communications

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

I'm going to do the roll call:

Vice Chairman Lawrence?

VICE CHAIRMAN LAWRENCE: Here.

CHAIRMAN DEON: Skip Brion?

(No response).

CHAIRMAN DEON: Mike Carroll?

MR. CARROLL: Here.

CHAIRMAN DEON: John Cordisco?

MR. CORDISCO: Here.

CHAIRMAN DEON: Mark Dambly?

MR. DAMBLY: Here.

CHAIRMAN DEON: Tom Ellis?

MR. ELLIS: Yes.

CHAIRMAN DEON: Robb Fox?

(No response).

CHAIRMAN DEON: Okay. Kevin Johnson?

(No response).

CHAIRMAN DEON: Obra Kernodle?
(No response).

CHAIRMAN DEON: Bill Leonard?
(No response).

CHAIRMAN DEON: Debbie Mahler?
(No response).

CHAIRMAN DEON: I see Robb Fox now.

Dan Muroff?

MR. MUROFF: Here.

CHAIRMAN DEON: Esteban Vera?
(No response).

CHAIRMAN DEON: And Martina White?
(No response).

CHAIRMAN DEON: I see you guys all on the screen. So, Martina I know is there, Robb Fox is there, John Cordisco is there.

A BOARD MEMBER: I am here.

CHAIRMAN DEON: Great. Welcome, everybody.

Let's start off with the Pledge of Allegiance.

PLEDGE OF ALLEGIANCE
CHAIRMAN DEON: All right.
Again, thanks everybody for joining us.
Please note that the Board met
in Executive Session just prior to this
meeting to discuss legal matters.
As we head into the holiday
season, we have some good news to report.
First, the Board today will vote
on a new contract for SEPTA transit
workers. I want to thank the negotiators
on both sides for focusing on an
agreement that is fair to our hardworking
employees, and responsible to the
customers and tax payers who fund this
Authority.

It is also notable that we were
able to reach this agreement without any
service disruptions. The pandemic has
been a reminder of just how important
SEPTA is for essential travel in the city
and region, and we need to be there every
day for our customers as we move through
this recovery.

I'm also happy to report some
good news about funding:

    As you may have heard, the new
federal infrastructure bill is going to
give SEPTA some much-needed funding for
capital improvements.

    And, we just found out yesterday
that SEPTA will receive a $15 million
grant to overhaul two trolley stations,
which gives our overall Trolley
Modernization effort a big boost.

    Also, we often talk about
SEPTA's funding challenges, and there is
still a lot to be done, but I want to
thank our congressional delegation for
their advocacy and unwavering support for
SEPTA and transportation.

    And with all of these big
funding developments at the federal
level, we know SEPTA is going to be well
represented because Leslie Richards has
been elected -- wait, you put this in
here today -- wait a second, woo-hoo,
because Leslie Richards has been elected
to be a member of the APTA Executive
Committee, yay.

APPLAUSE

CHAIRMAN DEON: Leslie you have been a long important voice in the conversation surrounding transportation funding and policy, and we are proud to see you get this national recognition. It is a good mover for us, and you bring a lot of experience from all your past experiences, so thank you, and we move on to the minutes.

The first item on the Agenda is approval of the Minutes of the October 28th Regular Board Meeting. These Minutes have been circulated.

I'll entertain a Motion to approve the Minutes.

MR. FOX: So moved.

VICE CHAIRMAN LAWRENCE: Second.

CHAIRMAN DEON: Any questions?

(No response).

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

ALL: Aye.
CHAIRMAN DEON: The minutes are adopted.

Rich Burnfield will now give us the financial.

MR. BURNFIELD: Thank you, Mr. Chairman.

Passenger revenue for the month of September was $800,000 above budget. Ridership continued to increase from pre-COVID levels with transit approximately 52 percent of pre-COVID levels, and regional rail ridership at 39 percent of pre-COVID levels. In addition, advertising revenue was over budget by $700,000. Operating expenses for the month exceeded budget by $1.4 million.

With federal COVID relief funding continuing to provide operating assistance, SEPTA was able to operate with a balanced budget for the month, and for the first four months of Fiscal Year 2022.

That concludes my report, Mr.
Chairman.

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

VICE CHAIRMAN LAWRENCE: So moved.

CHAIRMAN DEON: Second?

MR. CARROLL: Second.

CHAIRMAN DEON: I'll call the question. All in favor say, "aye?"

ALL: Aye.

CHAIRMAN DEON: Keep going off guys. The Financial Report is received can filed.

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

Any speakers?

(Inaudible).

CHAIRMAN DEON: Really? Slow week?

(Inaudible).
CHAIRMAN DEON: Okay. We move on to the Consent Calendar, which consists of:

"Appointment of Octagon Credit Investors as an "investment manager for the SEPTA pension plan;"

"Authorization to Enter into a Professional Services Contract with Consova, Inc. to Complete Employee and Retiree Dependent Benefits Eligibility Audits;"

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

"Memorandum of Agreement by and between SEPTA and Transport Workers' Union of America (AFL-CIO)/Transport Workers Union Local 234, Governing the City Transit Division;"

"Memorandum of Agreement by and between SEPTA and the Transport Workers Union of Philadelphia, Local 234, Governing the Suburban Transit Division;"

"Memorandum of Agreement by and
between SEPTA and Transport Workers Union of America (AFL-CIO)/Transport Workers Union of Philadelphia, Local 234, Governing the Frontier Transit Division;" "Authorization to Award Contracts for Various Procurements;" "Award of Contracts for Sole Source Procurements;" and "Authorization to Execute Change Orders and Amendments."

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

I'll entertain a Motion to adopt these Resolutions.

VICE CHAIRMAN LAWRENCE: So moved.

MR. CARROLL: Second.

CHAIRMAN DEON: Moved and seconded, any abstentions?

(No response).

CHAIRMAN DEON: Hearing none, I'll call the question, all those in
favor say, "aye?"

    ALL: Aye.

    CHAIRMAN DEON: Opposed?

    (No response).

    CHAIRMAN DEON: The Resolutions

are adopted.

    The report of the newly, the

Board executive APTA member, Leslie?

    CEO/GM RICHARDS: Thank you. As

promised, with the Thanksgiving Holiday

coming up next week, my report is going
to focus on gratitude. And I'm going to

start with the Board, and so I want to

thank you, Mr. Chairman, and members of

the Board for approving the TWU contract
today. The men and women deserve a fair

and respectful contract for the work they
do every day, and what they have done
during this pandemic has been

extraordinary. I'm so pleased that we

were able to make that happen, and settle

before the contract deadline.

    I'm grateful for the many

partners we have working with us to keep
our customers safe, as everyone comes back and as they travel on our system. Partners include our own employees, the police, other law enforcement agencies, PA Now, Philadelphia Now, that's the National Organization of Women, our social service partners, and elected officials. They have all contributed to the plan outlined last month to enhance physical safety on stations, and on vehicles.

I want to also acknowledge our incredible SCOPE partners who are working to help address the vulnerable population with compassion and empathy. They include our social workers, Project Home, and Sister Mary Scullion who has been, and was a special guest yesterday, at our Employee Town Hall, and who is a partner in the Hub of Hope.

I also want to thank the municipalities who work with us every day to help find solutions to help marginalized people.
I'm appreciative of the
infrastructure spending package that was
signed into law this week, and as the
Chairman said, I'm grateful to the
Southeast Pennsylvania Congressional
delegation for their support of it.

The funding increases for
transit and the Infrastructure Investment
and Jobs Act, coupled with our continued
support from our state and local partners
will allow SEPTA to advance critical
state of good repair priorities.

We can also move forward with
our Projects of Regional Significance,
including Trolley Modernization, King of
Prussia Rail and replacing one of the
nation's oldest rail vehicle fleets.

As we look back to where we were
last year at this time, I am grateful
that we seem to be finding our way
forward from the pandemic. More people
are getting vaccinated, and we are also
seeing a slow but gradual uptick in our
ridership. I'm hopeful that we would
continue on this path.

    Every month we try to highlight employees, and I would like to get to some important employee recognition, and that's with our Video and Evidence Department. These employees make us proud, and I am very thankful to them as well.

    Video is one of the largest and most important sources of evidence available to our transit police department and even to our legal team. Many hours of evidence are retrieved daily, and that video is retrieved by a group of frontline employees who retrieve all of that data. They are meticulous in the handling of these videos, and expeditious when a case is time sensitive.

    The pandemic and the malware attack caused some major challenges and setbacks for this 14-member group, where safety is always their number one priority.
Jodi Strickland, who leads the
department, says their analysts who were
once able to retrieve video incidents
electronically, must now physically
retrieve every video incident that is
classified as retrievable.

There are daily visits to
districts and lots of boarding of SEPTA
vehicles. There are 2,933 equipped
vehicles, and 112 stations from which the
video team downloads video. So, today
I'd like to highlight, we have five
people representing the Video and
Evidence Department, if they would come
forward, please. We have William
Marchesani, Gregory Cuneo, Jerri Farmer,
Keyaria Gaskins, and Adri Mobley.

As mentioned, this is a
14-member group, and we're very happy to
have these five members with us today.
So, on behalf of the Board and all of
SEPTA, I want to thank you for the work
you do. We have seen how critical video
is in solving crimes and day-to-day
police work. You and your team are a huge part of our safety efforts here at SEPTA. Thank you so much.

APPLAUSE

CEO/GM RICHARDS: I'd like to wish everybody a safe and healthy holiday, and that concludes my report, Mr. Chairman.

CHAIRMAN DEON: I will say, you left one of the important functions. How much money do these guys save us every year, Gino, in liability claims?

CEO/GM RICHARDS: Lots.

MR. BENEDETTI: (Inaudible).

CHAIRMAN DEON: You guys are the MVPs on the financial side, and safety, so thank you for all you do.

We have a couple speakers, Alex Davis, you're on.

Mr. Davis? There you go.

MR. DAVIS: Hi there. I'm a member of 5th Square, and I'm also the person who is singing the song in July
about SEPTA's service alerts.

I want to start by saying how impressed I am by the initiative shown in the Way-Finding overhaul. This is a massive step for making SEPTA less confusing. To that end, I urge you to extend that same bold spirit to fixing Way-Finding's evil twin of confusion, the Service Alert System. To be frank, this is an area where SEPTA tolerates a level of dysfunctionality not seen in any peer transit authority. Here are some examples. All of which I have witnessed multiple times:

Alternate schedule alerts often fail to provide the alternate schedule, and opposite side boarding alerts often fail to specify which side.

Bus detours are always encoded in turn-by-turn list form, while Google Maps will keep the route as normal. In fact, it is a rare occurrence when all of SEPTA's alert outlets are in agreement with each other.
I have seen schedule updates create duplicate trips; I have seen alerts only get posted last day of a service change, and will remain there for a week, confusing people further. I have even seen track work alerts tell riders be alert and run across the tracks if their train happens to come on the other side. And that is assuming an alert even gets posted at all because it usually doesn't. I and everyone I talk to about this see wrong maps, wrong schedules and wrong labels nearly every ride, nearly every time we look at the app, but when we report the errors, most never get fixed, or even get a response. The sad truth is that SEPTA's half a million regular riders have learned not to expect better, but SEPTA can do better. With SEPTA still at half its 2019 ridership, the stress and confusion imposed on would-be riders by SEPTA's alert system is needless, meaningless and purely self-inflicted, and I say this in a
spirit of collaboration because I know that there is nobody who doesn't want this chronic tech problem fixed, and I know we have what it takes to make it happen soon.

    Thank you.

    CHAIRMAN DEON: Leslie, we can reach out to him and go through that, you know, these things?

    CEO/GM RICHARDS: Yeah, absolutely. We are working on those things, and we will give him an update. And trust us, we want to do better.

    Scott, you want to just comment on something quickly?

    MR. SAUER: No. I can follow up on that. I can get the information from Carol.

    CEO/GM RICHARDS: Okay. So Scott will be following up.

    Thank you very much.

    CHAIRMAN DEON: All right.

    Thank you, Mr. Davis.

    Move on to Kelvin Carrington.
Kelvin?

No? What's going on here?

Coming in person. This is great.

MR. CARRINGTON: Okay. Good afternoon, Board, everyone, members of the riding public. I was recently made aware on the last day of the survey done through the Monkey survey system about what you do or don't like about riding SEPTA, and there were lots of questions, but I think you left off the most important question, is what would eliminating bus stops, or using every other block to stop, or eliminating bus routes actually do to the riding public?

As a 70 year old with some health problems, and watching other folks, every other block for a bus stop would be a hardship. And I think that question was left off of the survey. I think it should be included, plus the survey was not widely publicized, and there is a rumor out that this is part of the plan to eliminate bus stops. And I
don't think this should be done without
some news coverage, so that more people
can voice their opinion. I just ran up
and down the hallway.

CHAIRMAN DEON: Take your time.

MR. CARRINGTON: So, pretty
much, this is my comment for the day. I
want to see some more publicity, if this
is what y'all are working on because if
y'all do this, especially with the winter
coming on, it would be a total disaster.
Okay.

Thank you for your time.

CHAIRMAN DEON: Thank you, Mr.
Carrington.

Jody, can you follow up with him
after the meeting, and kind of go through
where the concerns are, and see where we
are at?

MS. HOLTON: Sure.

CHAIRMAN DEON: It's under your
purview with the bus plan?

MS. HOLTON: Yeah, Bus

Revolution is a planning effort, looking
at how we can make our lines more, you
know, run more frequently and be less
confusing to people, but the
implementation of that would not be
starting until 2023. Just, and I can
follow up.

CHAIRMAN DEON: Yeah, why don't
you just follow up after the meeting and
see where his concerns are, and let's see
if we can address some of them?

Thank you, Jody.

We have one more comment here
from Omari Bervine, the president of the
FOTP Transit Police. He is unavailable
to speak today, but has submitted a
statement that will be shared with the
Board and staff. I think it's at your
desk now.

"To: Pasquale T. Deon, Sr.,
SEPTA Board Chairman
SEPTA Board of Directors
1234 Market Street
Philadelphia, PA 19107

RE: SYSTEM CONCERNS AND OFFICER
ATTRITION RATE.

Dear Mr. Chairman and Board

Members:

Since January of this year, our
Transit Police Department has lost over
15 percent of its police officers, mostly
due to resignations. This has left our
police force, which is perennially
budgeted for 260, with barely over 160
officers available to be put out on
patrol. Of that number, only 90 are
actually assigned to the patrol division,
and that number must then be split into
three shifts. As of 8:00 a.m. this
morning, 11/18/21, there were just 35
officers patrolling our transit system; a
transit system that spans five counties
and three states. Thirty-five officers
patrolling the entire transit system for
the sixth most populous city in the
country is disgraceful. It is this
scarcity of officers that makes it
possible for a woman to be harassed for
the entire length of our Market-Frankford
(EL) Line, then eventually raped without encountering a single police officer until the end of the line. This is beyond unacceptable.

While we do understand how difficult it can be to find qualified candidates to fill in our ranks, we as officers do not understand why anyone would believe that hiring more untrained and poorly vetted security guards would be the solution to this problem. Adding more security guards, instead of more police is as senseless as giving a Band Aid to a patient that needs surgery. Not only have these security guards been completely ineffective as a crime deterrent, but their presence has actually added to the workload of our already undermanned police force. Just in the past few months there have been three brutal assaults on passengers, perpetrated by these same security guards. We've handled incidents involving these guards doing everything
from smoking marijuana in full uniform, to allowing their friends to sell unauthorized fares at their assigned stations. Further expanding this program, at this point, would be a reckless and dangerous decision, as well as an imprudent use of SEPTA's financial resources.

What we should be doing, instead of making a financial investment in Allied Universal, is investing in our Transit Police Department. If system safety is of any importance to SEPTA, then our focus should obviously be on hiring more police officers and on the retention of the officers that we currently have here. Of the officers who have left the Department this year, the overwhelming majority had less than five years on the job. That is unsurprising considering we have officers who are riding around, right now, in cars that are literally falling apart. We have officers working in a headquarters with
holes in the ceiling that leak every time it rains. SEPTA needs to be spending financial resources on bolstering our police department, modernizing our facilities/equipment, increasing the number of police vehicles in our fleet, and making this a department that officers want to work for, instead of trying to supplement our dwindling numbers with security guards who are actually causing more problems than they are preventing.

Thank you for your time, and I hope to be able to speak with all of you more extensively about these important public safety issues.

Respectfully submitted,

Omari J. Bervine
President/CEO
Fraternal Order of Transit Police
FOP Lodge #109
100 No. 18th Street
Philadelphia, PA 19103
OmarIBervine@pa-fotp.org"

CHAIRMAN DEON: Now, before I adjourn, I wish everybody a happy Thanksgiving. Thank you for all your efforts today. If there is no other comments, then I'll ask for a Motion.

VICE CHAIRMAN LAWRENCE: Motion to adjourn.

MR. ELLIS: Second.

ALL: Aye.

CHAIRMAN DEON: We're adjourned.

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(Meeting concluded at 3:16 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 correctly recorded in machine shorthand by me, from an audio file, and thereafter transcribed under my supervision with computer-aided transcription.

WITNESS my hand and official seal this 2nd day of December, 2021.

[Signature]

Paulette Cox, Court Reporter
Notary Public