

***SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY***

**A G E N D A**

**REGULAR MEETING**

**To Be Held At 3:00 PM**

**APRIL 23, 2020**

**1234 Market Street, Mezzanine Level  
Philadelphia, PA**

---

1. Approval of Minutes of the Regular Board Meeting of February 27, 2020
2. Financial Report
3. Resolutions
- I. **Administration Committee Review**
  - A. Authority to Change the SAM Pension Plan
  - B. Authorization to Enter into an Agreement with PNC Bank for an Additional \$100 Million Unsecured Line of Credit
  - C. Renewal of Excess Workers' Compensation Insurance from Safety National Casualty Company
  - D. Award of Contract Pursuant to a Request for Proposals
- II. **Operations Committee Review**
  - A. Items for Consideration
    1. Acquisition from PennDOT of a Parcel of Property Situated in Upper Darby, Delaware County, for SEPTA's Existing and Future Use at the 69<sup>th</sup> Street Transportation Center
    2. 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
  - B. Authorization to Award Contracts for Various Procurements
  - C. Award of Contracts for Sole Source Procurements
  - D. Authorization to Execute Change Orders and Amendments
4. Report of General Manager

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

**FINANCIAL REPORT**

**MARCH 2020**

**For Period Ended March 28, 2020**

**April 14, 2020**

## FINANCIAL REPORT - MARCH 2020

### COMMENTARY

Summary of Financial Results and Commentary

#### GROUP 1 - CONSOLIDATED OPERATIONS

- (1.1) Consolidating Statement of Income - (YTD)
- (1.2) Consolidating Statement of Revenue and Expense - (YTD)
- (1.3) Consolidating Statement of Income - (One Month)
- (1.4) Consolidating Statement of Revenue and Expense - (One Month)

#### GROUP 2 - CITY TRANSIT DIVISION

- (2.1) Comparative Statement of Income
- (2.2) Detail Income Statement - (One Month)
- (2.3) Detail Income Statement - (YTD)

#### GROUP 3 - VICTORY DIVISION

- (3.1) Comparative Statement of Income
- (3.2) Detail Income Statement - (One Month)
- (3.3) Detail Income Statement - (YTD)

#### GROUP 4 - FRONTIER DIVISION

- (4.1) Comparative Statement of Income
- (4.2) Detail Income Statement - (One Month)
- (4.3) Detail Income Statement - (YTD)

#### GROUP 5 - REGIONAL RAIL DIVISION

- (5.1) Comparative Statement of Income
- (5.2) Detail Income Statement - (One Month)
- (5.3) Detail Income Statement - (YTD)

**FINANCIAL REPORT - MARCH 2020**

**COMMENTARY**

Summary of Financial Results and Commentary

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**MARCH AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**SUMMARY**

The following is a summary of Divisional operating results (i.e. deficit before operating subsidies) and consolidated results after subsidies for March and the nine-month period then ended. The results are compared to the Fiscal Year 2020 budget and to the prior year results in the accompanying financial statements.

<u>DIVISION</u>	(IN THOUSANDS)			
	<u>MONTH OF MARCH</u>		<u>NINE MONTHS ENDED MARCH</u>	
	<u>2020</u>	<u>2019</u>	<u>2020</u>	<u>2019</u>
City Transit	\$ (62,210)	\$ (53,762)	\$ (457,097)	\$ (435,628)
Victory	(7,962)	(7,207)	(58,238)	(56,094)
Frontier	(2,905)	(2,688)	(21,744)	(20,780)
Regional Rail	(28,299)	(23,115)	(177,501)	(159,169)
Total Deficit Before Subsidies	(101,376)	(86,772)	(714,580)	(671,671)
Operating Subsidies	87,252	84,367	707,743	678,589
Surplus/(Deficit) After Subsidies	(14,124)	(2,405)	(6,837)	6,918
Unrealized Investment Gain/(Loss)	186	266	1,232	665
Surplus/(Deficit) after Investment Gain/(Loss)	\$ (13,938)	\$ (2,139)	\$ (5,605)	\$ 7,583

The deficit after subsidies for the month of March was \$14.1 million and the cumulative deficit for the nine months was \$6.8 million. Passenger revenue for the month was \$16.1 million (or 35.5%) lower than budget. Passenger revenue for the nine months of Fiscal 2020 was \$17.2 million (or 5.0%) lower than budget. Shared Ride Program revenue was \$449 thousand lower than budget for the month of March and was \$122 thousand (or 1.0%) lower than budget for March year-to-date. Operating expenses for the month of March were \$2.5 million lower than budget. For the nine-month period, operating expenses were \$6.6 million (or 0.6%) lower than budget.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**MARCH AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**DIVISIONAL COMMENTARY ON MARCH AND YEAR-TO-DATE RESULTS**

**CITY TRANSIT DIVISION**

The Division's operations for March resulted in a deficit before subsidies of \$62.2 million for the month and a year-to-date deficit before subsidies of \$457.1 million, which is (0.7%) lower than budget.

Passenger revenue for the month of March was \$10.3 million (or 35.3%) lower than budget. For the nine months of Fiscal 2020 total passenger revenue was \$14.6 million (or 6.7%) lower than budget. Shared Ride Program revenue for March year-to-date was \$122 thousand (or 1.0%) lower than budget. Operating expenses for the nine-month period were lower than budget.

For the nine months of the fiscal year, the operating deficit after subsidies was \$4.7 million.

**VICTORY DIVISION**

The Division's operations for March resulted in a deficit before subsidies of \$8.0 million bringing the cumulative deficit before subsidies for the nine months of the fiscal year to \$58.2 million, which is 1.8% higher than budget.

Passenger revenue for March was \$739 thousand (or 30.4%) lower than budget, and for the nine months of Fiscal 2020 was \$721 thousand (or 3.8%) lower than budget. Operating expenses for the nine-month period were higher than budget.

For the nine months of the fiscal year, the operating deficit after subsidies was \$621 thousand.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**MARCH AND YEAR-TO-DATE RESULTS OF OPERATIONS**

**FRONTIER DIVISION**

Operations for the month of March resulted in a deficit before subsidies of \$2.9 million bringing the cumulative deficit before subsidies for the nine months of the fiscal year to \$21.7 million, which is 3.1% higher than budget.

Passenger revenue for March was \$199 thousand (or 32.7%) lower than budget, and for the nine months of Fiscal 2020 was \$348 thousand (or 7.0%) lower than budget. Operating expenses for the nine-month period were higher than budget.

For the nine months of the fiscal year, the operating deficit after subsidies was \$227 thousand.

**REGIONAL RAIL DIVISION**

Operations for the month of March resulted in a deficit before subsidies of \$28.3 million bringing the cumulative deficit before subsidies for the nine-month period to \$177.5 million, which is 6.9% higher than budget.

March passenger revenue was \$4.9 million (or 37.1%) lower than budget, and year-to-date passenger revenue was \$1.6 million (or 1.5%) lower than budget. Operating expenses for the nine-month period were higher than budget.

For the nine months of the fiscal year, the operating deficit after subsidies was \$1.3 million.

## **FINANCIAL REPORT - MARCH 2020**

### **GROUP 1 - CONSOLIDATED OPERATIONS**

- (1.1) Consolidating Statement of Income - (YTD)
- (1.2) Consolidating Statement of Revenue and Expense - (YTD)
- (1.3) Consolidating Statement of Income - (One Month)
- (1.4) Consolidating Statement of Revenue and Expense - (One Month)



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF INCOME  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA	BUDGET AMOUNT	BUDGET VARIANCE	
							AMOUNT	PERCENT
<u>OPERATING REVENUES</u>								
Passenger Revenue	\$ 202,408	\$ 18,329	\$ 4,607	\$ 104,614	\$ 329,958	\$ 347,199	\$ (17,241)	(4.97)
Other Operating Revenue	19,761	2,357	691	11,181	33,990	33,116	874	2.64
Sub-Total - Operating Revenue	222,169	20,686	5,298	115,795	363,948	380,315	(16,367)	(4.30)
Shared Ride Program	11,694	-	-	-	11,694	11,816	(122)	(1.03)
TOTAL REVENUE AVAILABLE FOR OPERATIONS	233,863	20,686	5,298	115,795	375,642	392,131	(16,489)	(4.20)
<u>OPERATING EXPENSES</u>	690,960	78,924	27,042	293,296	1,090,222	1,096,811	6,589	0.60
DEFICIT BEFORE SUBSIDIES	(457,097)	(58,238)	(21,744)	(177,501)	(714,580)	(704,680)	(9,900)	(1.40)
OPERATING SUBSIDIES	452,445	57,617	21,517	176,164	707,743	704,680	3,063	0.43
SURPLUS AFTER SUBSIDIES	\$ (4,652)	\$ (621)	\$ (227)	\$ (1,337)	\$ (6,837)	\$ -	\$ (6,837)	
Unrealized Investment Gain/(Loss)	538	26	5	663	1,232	-	1,232	
<u>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</u>	\$ (4,114)	\$ (595)	\$ (222)	\$ (674)	\$ (5,605)	\$ -	\$ (5,605)	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
<b>OPERATING REVENUES</b>										
Passenger Revenue	\$ 216,986	\$ 202,408	\$ 19,050	\$ 18,329	\$ 4,955	\$ 4,607	\$ 106,208	\$ 104,614	\$ 347,199	\$ 329,958
Shared Ride Program	11,816	11,694	-	-	-	-	-	-	11,816	11,694
Investment Income	1,426	1,351	66	59	19	17	1,222	1,213	2,733	2,640
Other Income	17,220	18,410	2,185	2,298	671	674	10,307	9,968	30,383	31,350
<b>TOTAL OPERATING REVENUE</b>	<b>247,448</b>	<b>233,863</b>	<b>21,301</b>	<b>20,686</b>	<b>5,645</b>	<b>5,298</b>	<b>117,737</b>	<b>115,795</b>	<b>392,131</b>	<b>375,642</b>
<b>OPERATING EXPENSES</b>										
Labor, including Paid Absences	330,081	321,432	37,716	38,214	14,235	14,519	111,031	117,808	493,063	491,973
Fringe Benefits	207,267	199,681	20,214	19,791	6,840	7,125	58,752	59,122	293,073	285,719
Material & Services	119,314	118,972	15,899	15,186	3,458	3,212	91,363	90,222	230,034	227,592
Injuries & Damages	13,457	12,260	667	1,874	239	413	3,401	7,411	17,764	21,958
Propulsion Power	9,170	7,734	950	891	-	-	12,172	12,083	22,292	20,708
Fixed Rent	3,013	4,603	148	192	47	60	1,647	1,707	4,855	6,562
Fuel	17,376	15,518	2,747	2,606	1,877	1,674	468	297	22,468	20,095
Depreciation	12,014	10,760	180	170	41	39	5,027	4,646	17,262	15,615
Budget Reduction	(4,000)	-	-	-	-	-	-	-	(4,000)	-
<b>TOTAL OPERATING EXPENSES</b>	<b>707,692</b>	<b>690,960</b>	<b>78,521</b>	<b>78,924</b>	<b>26,737</b>	<b>27,042</b>	<b>283,861</b>	<b>293,296</b>	<b>1,096,811</b>	<b>1,090,222</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(460,244)</b>	<b>(457,097)</b>	<b>(57,220)</b>	<b>(58,238)</b>	<b>(21,092)</b>	<b>(21,744)</b>	<b>(166,124)</b>	<b>(177,501)</b>	<b>(704,680)</b>	<b>(714,580)</b>
<b>OPERATING SUBSIDIES</b>										
Federal	18,901	18,518	2,399	2,431	865	888	4,908	5,236	27,073	27,073
State	368,849	358,884	47,593	47,913	17,155	17,502	97,367	103,188	530,964	527,487
Local	55,327	53,833	7,139	7,187	2,573	2,623	14,605	15,478	79,644	79,121
Lease Cost/Debt Service	20,168	20,177	89	86	22	23	48,002	50,734	68,281	71,020
Other-Route Guarantees	999	1,033	-	-	477	481	1,242	1,528	2,718	3,042
State and Local Budget Reduction	(4,000)	-	-	-	-	-	-	-	(4,000)	-
<b>TOTAL SUBSIDIES</b>	<b>460,244</b>	<b>452,445</b>	<b>57,220</b>	<b>57,617</b>	<b>21,092</b>	<b>21,517</b>	<b>166,124</b>	<b>176,164</b>	<b>704,680</b>	<b>707,743</b>
<b>DEFICIT AFTER SUBSIDIES</b>	<b>\$ (4,652)</b>	<b>\$ (4,652)</b>	<b>\$ -</b>	<b>\$ (621)</b>	<b>\$ -</b>	<b>\$ (227)</b>	<b>\$ -</b>	<b>\$ (1,337)</b>	<b>\$ -</b>	<b>\$ (6,837)</b>
Unrealized Investment Gain/(Loss)	-	538	-	26	-	5	-	663	-	1,232
<b>DEFICIT AFTER INVESTMENT GAIN/(LOSS)</b>	<b>\$ -</b>	<b>\$ (4,114)</b>	<b>\$ -</b>	<b>\$ (595)</b>	<b>\$ -</b>	<b>\$ (222)</b>	<b>\$ -</b>	<b>\$ (674)</b>	<b>\$ -</b>	<b>\$ (5,605)</b>

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF INCOME  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA	BUDGET AMOUNT	BUDGET VARIANCE	
							AMOUNT	PERCENT
<b><u>OPERATING REVENUES</u></b>								
Passenger Revenue	\$ 18,948	\$ 1,690	\$ 410	\$ 8,242	\$ 29,290	\$ 45,434	\$ (16,144)	(35.53)
Other Operating Revenue	1,976	258	70	1,181	3,485	3,861	(376)	(9.74)
Sub-Total - Operating Revenue	20,924	1,948	480	9,423	32,775	49,295	(16,520)	(33.51)
Shared Ride Program	1,063	-	-	-	1,063	1,512	(449)	(29.70)
<b>TOTAL REVENUE AVAILABLE FOR OPERATIONS</b>	<b>21,987</b>	<b>1,948</b>	<b>480</b>	<b>9,423</b>	<b>33,838</b>	<b>50,807</b>	<b>(16,969)</b>	<b>(33.40)</b>
<b><u>OPERATING EXPENSES</u></b>	<b>84,197</b>	<b>9,910</b>	<b>3,385</b>	<b>37,722</b>	<b>135,214</b>	<b>137,705</b>	<b>2,491</b>	<b>1.81</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(62,210)</b>	<b>(7,962)</b>	<b>(2,905)</b>	<b>(28,299)</b>	<b>(101,376)</b>	<b>(86,898)</b>	<b>(14,478)</b>	<b>(16.66)</b>
<b>OPERATING SUBSIDIES</b>	<b>52,558</b>	<b>6,673</b>	<b>2,433</b>	<b>25,588</b>	<b>87,252</b>	<b>86,898</b>	<b>354</b>	<b>0.41</b>
<b>SURPLUS AFTER SUBSIDIES</b>	<b>\$ (9,652)</b>	<b>\$ (1,289)</b>	<b>\$ (472)</b>	<b>\$ (2,711)</b>	<b>\$ (14,124)</b>	<b>\$ -</b>	<b>\$ (14,124)</b>	
Unrealized Investment Gain/(Loss)	118	3	-	65	186	-	186	
<b><u>SURPLUS AFTER INVESTMENT GAIN/(LOSS)</u></b>	<b>\$ (9,534)</b>	<b>\$ (1,286)</b>	<b>\$ (472)</b>	<b>\$ (2,646)</b>	<b>\$ (13,938)</b>	<b>\$ -</b>	<b>\$ (13,938)</b>	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
<b>OPERATING REVENUES</b>										
Passenger Revenue	\$ 29,293	\$ 18,948	\$ 2,429	1,690	609	\$ 410	\$ 13,103	\$ 8,242	\$ 45,434	\$ 29,290
Shared Ride Program	1,512	1,063	-	-	-	-	-	-	1,512	1,063
Investment Income	158	139	8	7	2	1	159	169	327	316
Other Income	2,004	1,837	256	251	75	69	1,199	1,012	3,534	3,169
<b>TOTAL OPERATING REVENUE</b>	<b>32,967</b>	<b>21,987</b>	<b>2,693</b>	<b>1,948</b>	<b>686</b>	<b>480</b>	<b>14,461</b>	<b>9,423</b>	<b>50,807</b>	<b>33,838</b>
<b>OPERATING EXPENSES</b>										
Labor, including Paid Absences	43,171	40,019	4,994	4,551	1,842	1,898	14,216	14,647	64,223	61,115
Fringe Benefits	24,829	25,199	2,474	2,445	842	725	7,986	7,361	36,131	35,730
Material & Services	14,162	13,831	1,844	1,671	439	413	10,687	10,817	27,132	26,732
Injuries & Damages	1,724	983	85	832	30	137	407	2,889	2,246	4,841
Propulsion Power	1,019	637	119	72	-	-	1,445	1,265	2,583	1,974
Fixed Rent	293	529	13	25	4	7	175	195	485	756
Fuel	2,276	1,799	382	295	261	201	60	42	2,979	2,337
Depreciation	1,342	1,200	20	19	5	4	559	506	1,926	1,729
Budget Reduction	-	-	-	-	-	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>88,816</b>	<b>84,197</b>	<b>9,931</b>	<b>9,910</b>	<b>3,423</b>	<b>3,385</b>	<b>35,535</b>	<b>37,722</b>	<b>137,705</b>	<b>135,214</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>(55,849)</b>	<b>(62,210)</b>	<b>(7,238)</b>	<b>(7,962)</b>	<b>(2,737)</b>	<b>(2,905)</b>	<b>(21,074)</b>	<b>(28,299)</b>	<b>(86,898)</b>	<b>(101,376)</b>
<b>OPERATING SUBSIDIES</b>										
Federal	2,271	2,132	303	279	113	100	632	808	3,319	3,319
State	44,343	41,601	6,020	5,550	2,234	1,980	12,537	16,003	65,134	65,134
Local	6,651	6,241	903	833	335	295	1,880	2,400	9,769	9,769
Lease Cost/Debt Service	2,473	2,474	12	11	2	4	5,887	6,339	8,374	8,828
Other-Route Guarantees	111	110	-	-	53	54	138	38	302	202
State and Local Budget Reduction	-	-	-	-	-	-	-	-	-	-
<b>TOTAL SUBSIDIES</b>	<b>55,849</b>	<b>52,558</b>	<b>7,238</b>	<b>6,673</b>	<b>2,737</b>	<b>2,433</b>	<b>21,074</b>	<b>25,588</b>	<b>86,898</b>	<b>87,252</b>
<b>DEFICIT AFTER SUBSIDIES</b>	<b>\$ -</b>	<b>\$ (9,652)</b>	<b>\$ -</b>	<b>\$ (1,289)</b>	<b>\$ -</b>	<b>\$ (472)</b>	<b>\$ -</b>	<b>\$ (2,711)</b>	<b>\$ -</b>	<b>\$ (14,124)</b>
Unrealized Investment Gain/(Loss)	-	118	-	3	-	-	-	65	-	186
<b>DEFICIT AFTER INVESTMENT GAIN/(LOSS)</b>	<b>\$ -</b>	<b>\$ (9,534)</b>	<b>\$ -</b>	<b>\$ (1,286)</b>	<b>\$ -</b>	<b>\$ (472)</b>	<b>\$ -</b>	<b>\$ (2,646)</b>	<b>\$ -</b>	<b>\$ (13,938)</b>

**FINANCIAL REPORT - MARCH 2020**

**GROUP 2 - CITY TRANSIT DIVISION**

- (2.1) Comparative Statement of Income
- (2.2) Detail Income Statement - (One Month)
- (2.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED MARCH 28, 2020

(THOUSANDS)

ONE MONTH ENDED MARCH 28, 2020					NINE MONTHS ENDED MARCH 28, 2020					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 29,293	\$ 18,948	(35.32)	\$ 28,543	(33.62)	Passenger Revenue	\$ 216,986	\$ 202,408	(6.72)	\$ 213,670	(5.27)
2,162	1,976	(8.60)	2,072	(4.63)	Other Operating Revenue	18,646	19,761	5.98	19,473	1.48
<u>31,455</u>	<u>20,924</u>	<u>(33.48)</u>	<u>30,615</u>	<u>(31.65)</u>	Sub-Total - Operating Revenue	<u>235,632</u>	<u>222,169</u>	<u>(5.71)</u>	<u>233,143</u>	<u>(4.71)</u>
1,512	1,063	(29.70)	1,718	(38.13)	Shared Ride Program	11,816	11,694	(1.03)	11,822	(1.08)
<u>32,967</u>	<u>21,987</u>	<u>(33.31)</u>	<u>32,333</u>	<u>(32.00)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>247,448</u>	<u>233,863</u>	<u>(5.49)</u>	<u>244,965</u>	<u>(4.53)</u>
<u>88,816</u>	<u>84,197</u>	5.20	<u>86,095</u>	2.20	OPERATING EXPENSES	<u>707,692</u>	<u>690,960</u>	2.36	<u>680,593</u>	(1.52)
<u>(55,849)</u>	<u>(62,210)</u>	(11.39)	<u>(53,762)</u>	(15.71)	DEFICIT BEFORE SUBSIDIES	<u>(460,244)</u>	<u>(457,097)</u>	0.68	<u>(435,628)</u>	(4.93)
<u>55,849</u>	<u>52,558</u>	(5.89)	<u>52,065</u>	0.95	OPERATING SUBSIDIES	<u>460,244</u>	<u>452,445</u>	(1.69)	<u>440,392</u>	2.74
<u>-</u>	<u>(9,652)</u>		<u>(1,697)</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(4,652)</u>		<u>4,764</u>	
<u>-</u>	<u>118</u>		<u>241</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>538</u>		<u>440</u>	
<u>\$ -</u>	<u>\$ (9,534)</u>		<u>\$ (1,456)</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (4,114)</u>		<u>\$ 5,204</u>	
6,258	5,540	(11.47)	6,201	(10.66)	TOTAL VEHICLE MILES	47,476	46,709	(1.62)	47,224	(1.09)
496	330	(33.47)	470	(29.79)	SHARED RIDE PROGRAM IN ABOVE	3,834	3,445	(10.15)	3,481	(1.03)
16,208	11,309	(30.23)	15,841	(28.61)	REVENUE PASSENGER JOURNEYS	119,670	112,639	(5.88)	117,576	(4.20)
56	40	(28.57)	61	(34.43)	SHARED RIDE PROGRAM IN ABOVE	440	433	(1.59)	438	(1.14)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

<u>LAST YEAR</u>	<u>THIS YEAR ACTUAL</u>			<u>THIS YEAR</u>		<u>THIS YEAR ACTUAL</u>	
<u>AMOUNT</u>	<u>BETTER (WORSE) LAST YEAR</u>			<u>BUDGET</u>	<u>ACTUAL</u>	<u>BETTER (WORSE) BUDGET</u>	
	<u>AMOUNT</u>	<u>%</u>		<u>AMOUNT</u>	<u>AMOUNT</u>	<u>AMOUNT</u>	<u>%</u>
			<u>OPERATING REVENUES</u>				
\$ 28,543	\$ (9,595)	(33.62)	Passenger Revenue	\$ 29,293	\$ 18,948	\$ (10,345)	(35.32)
166	(27)	(16.27)	Investment Income	158	139	(19)	(12.03)
1,906	(69)	(3.62)	Other Income	2,004	1,837	(167)	(8.33)
<u>30,615</u>	<u>(9,691)</u>	<u>(31.65)</u>	SUB-TOTAL	<u>31,455</u>	<u>20,924</u>	<u>(10,531)</u>	<u>(33.48)</u>
1,718	(655)	(38.13)	Shared Ride Program	1,512	1,063	(449)	(29.70)
<u>32,333</u>	<u>(10,346)</u>	<u>(32.00)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>32,967</u>	<u>21,987</u>	<u>(10,980)</u>	<u>(33.31)</u>
			<u>OPERATING EXPENSES</u>				
63,006	(2,212)	(3.51)	Labor & Fringe Benefits	68,000	65,218	2,782	4.09
17,201	3,370	19.59	Material & Services	14,162	13,831	331	2.34
1,015	32	3.15	Injuries & Damages	1,724	983	741	42.98
915	278	30.38	Propulsion Power	1,019	637	382	37.49
735	206	28.03	Fixed Rent	293	529	(236)	(80.55)
2,035	236	11.60	Fuel	2,276	1,799	477	20.96
1,188	(12)	(1.01)	Depreciation	1,342	1,200	142	10.58
-	-	-	Budget Reduction	-	-	-	-
<u>86,095</u>	<u>1,898</u>	<u>2.20</u>	TOTAL OPERATING EXPENSES	<u>88,816</u>	<u>84,197</u>	<u>4,619</u>	<u>5.20</u>
<u>(53,762)</u>	<u>(8,448)</u>	<u>(15.71)</u>	DEFICIT BEFORE SUBSIDIES	<u>(55,849)</u>	<u>(62,210)</u>	<u>(6,361)</u>	<u>(11.39)</u>
			<u>OPERATING SUBSIDIES</u>				
2,348	(216)	(9.20)	Federal	2,271	2,132	(139)	(6.12)
40,799	802	1.97	State	44,343	41,601	(2,742)	(6.18)
6,120	121	1.98	Local	6,651	6,241	(410)	(6.16)
2,686	(212)	(7.89)	Lease Cost/Debt Service	2,473	2,474	1	0.04
112	(2)	(1.79)	Other - Route Guarantees	111	110	(1)	(0.90)
-	-	-	State and Local Budget Reduction	-	-	-	-
<u>52,065</u>	<u>493</u>	<u>0.95</u>	TOTAL OPERATING SUBSIDIES	<u>55,849</u>	<u>52,558</u>	<u>(3,291)</u>	<u>(5.89)</u>
<u>(1,697)</u>	<u>(7,955)</u>	<u>-</u>	SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(9,652)</u>	<u>(9,652)</u>	<u>-</u>
241	(123)		Unrealized Investment Gain/(Loss)	-	118	118	
<u>\$ (1,456)</u>	<u>\$ (8,078)</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (9,534)</u>	<u>\$ (9,534)</u>	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
CITY TRANSIT DIVISION  
DETAIL INCOME STATEMENT  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL			THIS YEAR		THIS YEAR ACTUAL	
	BETTER (WORSE) LAST YEAR AMOUNT	%		BUDGET AMOUNT	ACTUAL AMOUNT	BETTER (WORSE) BUDGET AMOUNT	%
\$ 213,670	\$ (11,262)	(5.27)	<u>OPERATING REVENUES</u>	\$ 216,986	\$ 202,408	\$ (14,578)	(6.72)
1,450	(99)	(6.83)	Passenger Revenue	1,426	1,351	(75)	(5.26)
18,023	387	2.15	Investment Income	17,220	18,410	1,190	6.91
233,143	(10,974)	(4.71)	Other Income	235,632	222,169	(13,463)	(5.71)
11,822	(128)	(1.08)	SUB-TOTAL	11,816	11,694	(122)	(1.03)
244,965	(11,102)	(4.53)	Shared Ride Program	247,448	233,863	(13,585)	(5.49)
			TOTAL REVENUE AVAILABLE FOR OPERATIONS				
			<u>OPERATING EXPENSES</u>				
510,426	(10,687)	(2.09)	Labor & Fringe Benefits	537,348	521,113	16,235	3.02
117,771	(1,201)	(1.02)	Material & Services	119,314	118,972	342	0.29
13,824	1,564	11.31	Injuries & Damages	13,457	12,260	1,197	8.89
8,496	762	8.97	Propulsion Power	9,170	7,734	1,436	15.66
3,548	(1,055)	(29.74)	Fixed Rent	3,013	4,603	(1,590)	(52.77)
15,887	369	2.32	Fuel	17,376	15,518	1,858	10.69
10,641	(119)	(1.12)	Depreciation	12,014	10,760	1,254	10.44
-	-	-	Budget Reduction	(4,000)	-	(4,000)	-
680,593	(10,367)	(1.52)	TOTAL OPERATING EXPENSES	707,692	690,960	16,732	2.36
(435,628)	(21,469)	(4.93)	DEFICIT BEFORE SUBSIDIES	(460,244)	(457,097)	3,147	0.68
			<u>OPERATING SUBSIDIES</u>				
18,952	(434)	(2.29)	Federal	18,901	18,518	(383)	(2.03)
347,545	11,339	3.26	State	368,849	358,884	(9,965)	(2.70)
52,132	1,701	3.26	Local	55,327	53,833	(1,494)	(2.70)
20,782	(605)	(2.91)	Lease Cost/Debt Service	20,168	20,177	9	0.04
981	52	5.30	Other - Route Guarantees	999	1,033	34	3.40
-	-	-	State and Local Budget Reduction	(4,000)	-	4,000	-
440,392	12,053	2.74	TOTAL OPERATING SUBSIDIES	460,244	452,445	(7,799)	(1.69)
4,764	(9,416)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(4,652)	(4,652)	-
440	98		Unrealized Investment Gain/(Loss)	-	538	538	
\$ 5,204	\$ (9,318)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (4,114)	\$ (4,114)	



**FINANCIAL REPORT - MARCH 2020**

**GROUP 3 - VICTORY DIVISION**

- (3.1) Comparative Statement of Income
- (3.2) Detail Income Statement - (One Month)
- (3.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED MARCH 28, 2020

(THOUSANDS)

ONE MONTH ENDED MARCH 28, 2020					NINE MONTHS ENDED MARCH 28, 2020					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 2,429	\$ 1,690	(30.42)	\$ 2,385	(29.14)	Passenger Revenue	\$ 19,050	\$ 18,329	(3.78)	\$ 18,758	(2.29)
264	258	(2.27)	267	(3.37)	Other Operating Revenue	2,251	2,357	4.71	2,258	4.38
<u>2,693</u>	<u>1,948</u>	<u>(27.66)</u>	<u>2,652</u>	<u>(26.55)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>21,301</u>	<u>20,686</u>	<u>(2.89)</u>	<u>21,016</u>	<u>(1.57)</u>
<u>9,931</u>	<u>9,910</u>	<u>0.21</u>	<u>9,859</u>	<u>(0.52)</u>	OPERATING EXPENSES	<u>78,521</u>	<u>78,924</u>	<u>(0.51)</u>	<u>77,110</u>	<u>(2.35)</u>
<u>(7,238)</u>	<u>(7,962)</u>	<u>(10.00)</u>	<u>(7,207)</u>	<u>(10.48)</u>	DEFICIT BEFORE SUBSIDIES	<u>(57,220)</u>	<u>(58,238)</u>	<u>(1.78)</u>	<u>(56,094)</u>	<u>(3.82)</u>
<u>7,238</u>	<u>6,673</u>	<u>(7.81)</u>	<u>6,982</u>	<u>(4.43)</u>	OPERATING SUBSIDIES	<u>57,220</u>	<u>57,617</u>	<u>0.69</u>	<u>56,739</u>	<u>1.55</u>
<u>-</u>	<u>(1,289)</u>		<u>(225)</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(621)</u>		<u>645</u>	
<u>-</u>	<u>3</u>		<u>15</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>26</u>		<u>23</u>	
<u>\$ -</u>	<u>\$ (1,286)</u>		<u>\$ (210)</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (595)</u>		<u>\$ 668</u>	
1,115	987	(11.48)	1,134	(12.96)	TOTAL VEHICLE MILES	8,613	8,450	(1.89)	8,578	(1.49)
1,267	956	(24.55)	1,267	(24.55)	REVENUE PASSENGER JOURNEYS	9,923	9,502	(4.24)	9,692	(1.96)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
			<u>OPERATING REVENUES</u>				
\$ 2,385	\$ (695)	(29.14)	Passenger Revenue	\$ 2,429	\$ 1,690	\$ (739)	(30.42)
8	(1)	(12.50)	Investment Income	8	7	(1)	(12.50)
259	(8)	(3.09)	Other Income	256	251	(5)	(1.95)
2,652	(704)	(26.55)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	2,693	1,948	(745)	(27.66)
			<u>OPERATING EXPENSES</u>				
6,996	-	-	Labor & Fringe Benefits	7,468	6,996	472	6.32
2,294	623	27.16	Material & Services	1,844	1,671	173	9.38
48	(784)	-	Injuries & Damages	85	832	(747)	-
144	72	50.00	Propulsion Power	119	72	47	39.50
16	(9)	(56.25)	Fixed Rent	13	25	(12)	(92.31)
343	48	13.99	Fuel	382	295	87	22.77
18	(1)	(5.56)	Depreciation	20	19	1	5.00
9,859	(51)	(0.52)	TOTAL OPERATING EXPENSES	9,931	9,910	21	0.21
(7,207)	(755)	(10.48)	DEFICIT BEFORE SUBSIDIES	(7,238)	(7,962)	(724)	(10.00)
			<u>OPERATING SUBSIDIES</u>				
324	(45)	(13.89)	Federal	303	279	(24)	(7.92)
5,777	(227)	(3.93)	State	6,020	5,550	(470)	(7.81)
867	(34)	(3.92)	Local	903	833	(70)	(7.75)
14	(3)	(21.43)	Lease Cost/Debt Service	12	11	(1)	(8.33)
-	-	-	Other - Route Guarantees	-	-	-	-
6,982	(309)	(4.43)	TOTAL OPERATING SUBSIDIES	7,238	6,673	(565)	(7.81)
(225)	(1,064)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(1,289)	(1,289)	-
15	(12)		Unrealized Investment Gain/(Loss)	-	3	3	
\$ (210)	\$ (1,076)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (1,286)	\$ (1,286)	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
VICTORY DIVISION  
DETAIL INCOME STATEMENT  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
			<u>OPERATING REVENUES</u>				
\$ 18,758	\$ (429)	(2.29)	Passenger Revenue	\$ 19,050	\$ 18,329	\$ (721)	(3.78)
67	(8)	(11.94)	Investment Income	66	59	(7)	(10.61)
2,191	107	4.88	Other Income	2,185	2,298	113	5.17
21,016	(330)	(1.57)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	21,301	20,686	(615)	(2.89)
			<u>OPERATING EXPENSES</u>				
57,254	(751)	(1.31)	Labor & Fringe Benefits	57,930	58,005	(75)	(0.13)
15,244	58	0.38	Material & Services	15,899	15,186	713	4.48
674	(1,200)	-	Injuries & Damages	667	1,874	(1,207)	-
957	66	6.90	Propulsion Power	950	891	59	6.21
150	(42)	(28.00)	Fixed Rent	148	192	(44)	(29.73)
2,664	58	2.18	Fuel	2,747	2,606	141	5.13
167	(3)	(1.80)	Depreciation	180	170	10	5.56
77,110	(1,814)	(2.35)	TOTAL OPERATING EXPENSES	78,521	78,924	(403)	(0.51)
(56,094)	(2,144)	(3.82)	DEFICIT BEFORE SUBSIDIES	(57,220)	(58,238)	(1,018)	(1.78)
			<u>OPERATING SUBSIDIES</u>				
2,504	(73)	(2.92)	Federal	2,399	2,431	32	1.33
47,072	841	1.79	State	47,593	47,913	320	0.67
7,061	126	1.78	Local	7,139	7,187	48	0.67
102	(16)	(15.69)	Lease Cost/Debt Service	89	86	(3)	(3.37)
-	-	-	Other - Route Guarantees	-	-	-	-
56,739	878	1.55	TOTAL OPERATING SUBSIDIES	57,220	57,617	397	0.69
645	(1,266)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(621)	(621)	-
23	3		Unrealized Investment Gain/(Loss)	-	26	26	
\$ 668	\$ (1,263)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (595)	\$ (595)	

**FINANCIAL REPORT - MARCH 2020**

**GROUP 4 - FRONTIER DIVISION**

- (4.1) Comparative Statement of Income
- (4.2) Detail Income Statement - (One Month)
- (4.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED MARCH 28, 2020

(THOUSANDS)

ONE MONTH ENDED MARCH 28, 2020					NINE MONTHS ENDED MARCH 28, 2020					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 609	\$ 410	(32.68)	\$ 595	(31.09)	Passenger Revenue	\$ 4,955	\$ 4,607	(7.02)	\$ 4,836	(4.74)
77	70	(9.09)	66	6.06	Other Operating Revenue	690	691	0.14	582	18.73
<u>686</u>	<u>480</u>	<u>(30.03)</u>	<u>661</u>	<u>(27.38)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>5,645</u>	<u>5,298</u>	<u>(6.15)</u>	<u>5,418</u>	<u>(2.21)</u>
<u>3,423</u>	<u>3,385</u>	<u>1.11</u>	<u>3,349</u>	<u>(1.07)</u>	OPERATING EXPENSES	<u>26,737</u>	<u>27,042</u>	<u>(1.14)</u>	<u>26,198</u>	<u>(3.22)</u>
<u>(2,737)</u>	<u>(2,905)</u>	<u>(6.14)</u>	<u>(2,688)</u>	<u>(8.07)</u>	DEFICIT BEFORE SUBSIDIES	<u>(21,092)</u>	<u>(21,744)</u>	<u>(3.09)</u>	<u>(20,780)</u>	<u>(4.64)</u>
<u>2,737</u>	<u>2,433</u>	<u>(11.11)</u>	<u>2,609</u>	<u>(6.75)</u>	OPERATING SUBSIDIES	<u>21,092</u>	<u>21,517</u>	<u>2.01</u>	<u>21,014</u>	<u>2.39</u>
<u>-</u>	<u>(472)</u>		<u>(79)</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(227)</u>		<u>234</u>	
<u>-</u>	<u>-</u>		<u>4</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>5</u>		<u>5</u>	
<u>\$ -</u>	<u>\$ (472)</u>		<u>\$ (75)</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (222)</u>		<u>\$ 239</u>	
550	514	(6.55)	541	(4.99)	TOTAL VEHICLE MILES	4,167	4,128	(0.94)	4,178	(1.20)
304	223	(26.64)	302	(26.16)	REVENUE PASSENGER JOURNEYS	2,471	2,321	(6.07)	2,431	(4.52)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET AMOUNT		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
			<u>OPERATING REVENUES</u>				
\$ 595	\$ (185)	(31.09)	Passenger Revenue	\$ 609	\$ 410	\$ (199)	(32.68)
3	(2)	(66.67)	Investment Income	2	1	(1)	(50.00)
63	6	9.52	Other Income	75	69	(6)	(8.00)
661	(181)	(27.38)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	686	480	(206)	(30.03)
			<u>OPERATING EXPENSES</u>				
2,589	(34)	(1.31)	Labor & Fringe Benefits	2,684	2,623	61	2.27
511	98	19.18	Material & Services	439	413	26	5.92
24	(113)	-	Injuries & Damages	30	137	(107)	-
5	(2)	(40.00)	Fixed Rent	4	7	(3)	(75.00)
216	15	6.94	Fuel	261	201	60	22.99
4	-	-	Depreciation	5	4	1	20.00
3,349	(36)	(1.07)	TOTAL OPERATING EXPENSES	3,423	3,385	38	1.11
(2,688)	(217)	(8.07)	DEFICIT BEFORE SUBSIDIES	(2,737)	(2,905)	(168)	(6.14)
			<u>OPERATING SUBSIDIES</u>				
119	(19)	(15.97)	Federal	113	100	(13)	(11.50)
2,115	(135)	(6.38)	State	2,234	1,980	(254)	(11.37)
318	(23)	(7.23)	Local	335	295	(40)	(11.94)
3	1	33.33	Lease Cost/Debt Service	2	4	2	-
54	-	-	Other - Route Guarantees	53	54	1	1.89
2,609	(176)	(6.75)	TOTAL OPERATING SUBSIDIES	2,737	2,433	(304)	(11.11)
(79)	(393)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(472)	(472)	-
4	(4)	-	Unrealized Investment Gain/(Loss)	-	-	-	-
\$ (75)	\$ (397)	-	SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (472)	\$ (472)	-

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
FRONTIER DIVISION  
DETAIL INCOME STATEMENT  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
			<u>OPERATING REVENUES</u>				
\$ 4,836	\$ (229)	(4.74)	Passenger Revenue	\$ 4,955	\$ 4,607	\$ (348)	(7.02)
21	(4)	(19.05)	Investment Income	19	17	(2)	(10.53)
561	113	20.14	Other Income	671	674	3	0.45
<u>5,418</u>	<u>(120)</u>	<u>(2.21)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>5,645</u>	<u>5,298</u>	<u>(347)</u>	<u>(6.15)</u>
			<u>OPERATING EXPENSES</u>				
20,700	(944)	(4.56)	Labor & Fringe Benefits	21,075	21,644	(569)	(2.70)
3,350	138	4.12	Material & Services	3,458	3,212	246	7.11
275	(138)	(50.18)	Injuries & Damages	239	413	(174)	(72.80)
48	(12)	(25.00)	Fixed Rent	47	60	(13)	(27.66)
1,786	112	6.27	Fuel	1,877	1,674	203	10.82
39	-	-	Depreciation	41	39	2	4.88
<u>26,198</u>	<u>(844)</u>	<u>(3.22)</u>	TOTAL OPERATING EXPENSES	<u>26,737</u>	<u>27,042</u>	<u>(305)</u>	<u>(1.14)</u>
<u>(20,780)</u>	<u>(964)</u>	<u>(4.64)</u>	DEFICIT BEFORE SUBSIDIES	<u>(21,092)</u>	<u>(21,744)</u>	<u>(652)</u>	<u>(3.09)</u>
			<u>OPERATING SUBSIDIES</u>				
907	(19)	(2.09)	Federal	865	888	23	2.66
17,044	458	2.69	State	17,155	17,502	347	2.02
2,557	66	2.58	Local	2,573	2,623	50	1.94
26	(3)	(11.54)	Lease Cost/Debt Service	22	23	1	4.55
480	1	0.21	Other - Route Guarantees	477	481	4	0.84
<u>21,014</u>	<u>503</u>	<u>2.39</u>	TOTAL OPERATING SUBSIDIES	<u>21,092</u>	<u>21,517</u>	<u>425</u>	<u>2.01</u>
<u>234</u>	<u>(461)</u>	<u>-</u>	SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(227)</u>	<u>(227)</u>	<u>-</u>
<u>5</u>	<u>-</u>	<u>-</u>	Unrealized Investment Gain/(Loss)	<u>-</u>	<u>5</u>	<u>5</u>	<u>-</u>
<u>\$ 239</u>	<u>\$ (461)</u>	<u>-</u>	SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (222)</u>	<u>\$ (222)</u>	<u>-</u>



**FINANCIAL REPORT - MARCH 2020**

**GROUP 5 - REGIONAL RAIL DIVISION**

- (5.1) Comparative Statement of Income
- (5.2) Detail Income Statement - (One Month)
- (5.3) Detail Income Statement - (YTD)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
COMPARATIVE STATEMENT OF INCOME  
PERIOD ENDED MARCH 28, 2020

(THOUSANDS)

ONE MONTH ENDED MARCH 28, 2020					NINE MONTHS ENDED MARCH 28, 2020					
THIS YEAR			LAST YEAR			THIS YEAR			LAST YEAR	
BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %		BUDGET AMOUNT	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) BUDGET %	ACTUAL AMOUNT	ACTUAL BETTER/ (WORSE) LAST YEAR %
					<u>OPERATING REVENUES</u>					
\$ 13,103	\$ 8,242	(37.10)	\$ 12,989	(36.55)	Passenger Revenue	\$ 106,208	\$ 104,614	(1.50)	\$ 105,702	(1.03)
1,358	1,181	(13.03)	1,257	(6.05)	Other Operating Revenue	11,529	11,181	(3.02)	10,937	2.23
<u>14,461</u>	<u>9,423</u>	<u>(34.84)</u>	<u>14,246</u>	<u>(33.86)</u>	TOTAL REVENUE AVAILABLE FOR OPERATIONS	<u>117,737</u>	<u>115,795</u>	<u>(1.65)</u>	<u>116,639</u>	<u>(0.72)</u>
<u>35,535</u>	<u>37,722</u>	<u>(6.15)</u>	<u>37,361</u>	<u>(0.97)</u>	OPERATING EXPENSES	<u>283,861</u>	<u>293,296</u>	<u>(3.32)</u>	<u>275,808</u>	<u>(6.34)</u>
<u>(21,074)</u>	<u>(28,299)</u>	<u>(34.28)</u>	<u>(23,115)</u>	<u>(22.43)</u>	DEFICIT BEFORE SUBSIDIES	<u>(166,124)</u>	<u>(177,501)</u>	<u>(6.85)</u>	<u>(159,169)</u>	<u>(11.52)</u>
<u>21,074</u>	<u>25,588</u>	<u>21.42</u>	<u>22,711</u>	<u>12.67</u>	OPERATING SUBSIDIES	<u>166,124</u>	<u>176,164</u>	<u>6.04</u>	<u>160,444</u>	<u>9.80</u>
<u>-</u>	<u>(2,711)</u>		<u>(404)</u>		SURPLUS/(DEFICIT) AFTER SUBSIDIES	<u>-</u>	<u>(1,337)</u>		<u>1,275</u>	
<u>-</u>	<u>65</u>		<u>6</u>		Unrealized Investment Gain/(Loss)	<u>-</u>	<u>663</u>		<u>197</u>	
<u>\$ -</u>	<u>\$ (2,646)</u>		<u>\$ (398)</u>		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	<u>\$ -</u>	<u>\$ (674)</u>		<u>\$ 1,472</u>	
2,111	1,936	(8.29)	2,068	(6.38)	TOTAL VEHICLE MILES	16,149	16,149	-	15,844	1.93
3,395	2,062	(39.26)	3,353	(38.50)	REVENUE PASSENGER JOURNEYS	25,980	25,724	(0.99)	25,516	0.82

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
DETAIL INCOME STATEMENT  
ONE MONTH ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR			THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%		AMOUNT	AMOUNT	AMOUNT	%
			<u>OPERATING REVENUES</u>				
\$ 12,989	\$ (4,747)	(36.55)	Passenger Revenue	\$ 13,103	\$ 8,242	\$ (4,861)	(37.10)
144	25	17.36	Investment Income	159	169	10	6.29
1,113	(101)	(9.07)	Other Income	1,199	1,012	(187)	(15.60)
14,246	(4,823)	(33.86)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	14,461	9,423	(5,038)	(34.84)
			<u>OPERATING EXPENSES</u>				
21,296	(712)	(3.34)	Labor & Fringe Benefits	22,202	22,008	194	0.87
13,772	2,955	21.46	Material & Services	10,687	10,817	(130)	(1.22)
118	(2,771)	-	Injuries & Damages	407	2,889	(2,482)	-
1,550	285	18.39	Propulsion Power	1,445	1,265	180	12.46
102	(93)	(91.18)	Fixed Rent	175	195	(20)	(11.43)
64	22	34.38	Fuel	60	42	18	30.00
459	(47)	(10.24)	Depreciation	559	506	53	9.48
37,361	(361)	(0.97)	TOTAL OPERATING EXPENSES	35,535	37,722	(2,187)	(6.15)
(23,115)	(5,184)	(22.43)	DEFICIT BEFORE SUBSIDIES	(21,074)	(28,299)	(7,225)	(34.28)
			<u>OPERATING SUBSIDIES</u>				
738	70	9.49	Federal	632	808	176	27.85
13,310	2,693	20.23	State	12,537	16,003	3,466	27.65
1,996	404	20.24	Local	1,880	2,400	520	27.66
6,526	(187)	(2.87)	Lease Cost/Debt Service	5,887	6,339	452	7.68
141	(103)	(73.05)	Other - Route Guarantees	138	38	(100)	(72.46)
22,711	2,877	12.67	TOTAL OPERATING SUBSIDIES	21,074	25,588	4,514	21.42
(404)	(2,307)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(2,711)	(2,711)	-
6	59		Unrealized Investment Gain/(Loss)	-	65	65	
\$ (398)	\$ (2,248)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (2,646)	\$ (2,646)	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
REGIONAL RAIL DIVISION  
DETAIL INCOME STATEMENT  
NINE MONTHS ENDED MARCH 28, 2020

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR		THIS YEAR BUDGET      ACTUAL		THIS YEAR ACTUAL BETTER (WORSE) BUDGET	
	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	%
<u>OPERATING REVENUES</u>						
\$ 105,702	\$ (1,088)	(1.03)	Passenger Revenue	\$ 106,208	\$ 104,614	\$ (1,594)      (1.50)
1,207	6	0.50	Investment Income	1,222	1,213	(9)      (0.74)
9,730	238	2.45	Other Income	10,307	9,968	(339)      (3.29)
116,639	(844)	(0.72)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	117,737	115,795	(1,942)      (1.65)
 <u>OPERATING EXPENSES</u>						
165,385	(11,545)	(6.98)	Labor & Fringe Benefits	169,783	176,930	(7,147)      (4.21)
88,324	(1,898)	(2.15)	Material & Services	91,363	90,222	1,141      1.25
3,114	(4,297)	-	Injuries & Damages	3,401	7,411	(4,010)      -
13,458	1,375	10.22	Propulsion Power	12,172	12,083	89      0.73
971	(736)	(75.80)	Fixed Rent	1,647	1,707	(60)      (3.64)
358	61	17.04	Fuel	468	297	171      36.54
4,198	(448)	(10.67)	Depreciation	5,027	4,646	381      7.58
275,808	(17,488)	(6.34)	TOTAL OPERATING EXPENSES	283,861	293,296	(9,435)      (3.32)
(159,169)	(18,332)	(11.52)	DEFICIT BEFORE SUBSIDIES	(166,124)	(177,501)	(11,377)      (6.85)
 <u>OPERATING SUBSIDIES</u>						
4,945	291	5.88	Federal	4,908	5,236	328      6.68
92,986	10,202	10.97	State	97,367	103,188	5,821      5.98
13,948	1,530	10.97	Local	14,605	15,478	873      5.98
47,290	3,444	7.28	Lease Cost/Debt Service	48,002	50,734	2,732      5.69
1,275	253	19.84	Other - Route Guarantees	1,242	1,528	286      23.03
160,444	15,720	9.80	TOTAL OPERATING SUBSIDIES	166,124	176,164	10,040      6.04
1,275	(2,612)	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	(1,337)	(1,337)      -
197	466		Unrealized Investment Gain/(Loss)	-	663	663
\$ 1,472	\$ (2,146)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	\$ -	\$ (674)	\$ (674)

R E S O L U T I O N

re

AUTHORITY TO CHANGE THE SAM PENSION PLAN

---

WHEREAS, SEPTA maintains the Southeastern Pennsylvania Transportation Authority retirement plan for its Supervisory, Administrative and Management ("SAM") employees ("the SAM Pension Plan"), a defined benefit, covering employees not otherwise being represented by SEPTA collective bargaining units; and

WHEREAS, SEPTA's enabling legislation, the Public Transportation Law (Act 26 of 1991, as amended by Act 3 of 1994) permits that the Authority's pension plans can be modified by Resolution of the Board; and

WHEREAS, as a result of the current COVID-19 pandemic, SEPTA implemented a reduction in salary for certain SAM employees beginning on March 22, 2020 for some employees and later for others; and

WHEREAS, under the existing SAM Pension Plan this pay cut could impact negatively the value of a SAM employee's pension benefit; and

WHEREAS, based upon the foregoing, staff is requesting an update to the SAM Pension Plan to disregard the pay cuts currently in effect or any further or additional pay cuts put in place due to the Covid-19 pandemic for purposes of calculations under the SAM Pension Plan, and that in addition to benefits remaining unchanged, it is intended that SAM employees will continue to make contributions to the SAM Pension Plan based on their salary in effect prior to the pay reduction; and

WHEREAS, for purposes of funding, staff does not expect the aforementioned recommendations to have a significant impact on the funding of the SAM Pension Plan based upon prior expectations, as it is intended that both employee contributions and distributions from the SAM Pension Plan will remained unchanged; and

WHEREAS, the proposed changes to the SAM Pension Plan have been communicated to the Board and are set forth at length in the pertinent staff summary; and

WHEREAS, staff has requested that the General Manager recommend that the Board authorize SEPTA to make the proposed changes to the SAM Pension Plan, aimed at maintaining the long term operational stability of the Authority, as set forth in the pertinent staff summary; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of the Public Transportation Law, the Board hereby authorizes SEPTA to make the proposed changes to the SAM Defined Benefit Pension Plan as set forth above and more fully described in the pertinent staff summary.

FURTHER RESOLVED, that the Board hereby authorizes the General Manager and/or her designees to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution.

R E S O L U T I O N

re

AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH PNC BANK  
FOR AN ADDITIONAL \$100 MILLION UNSECURED LINE OF CREDIT

---

WHEREAS, On July 25, 2019 the Board authorized SEPTA to enter into a \$100 million unsecured line of credit with PNC Bank ("PNC") in order to effectively manage the Authority's payment capabilities and provide liquidity throughout the fiscal year; and

WHEREAS, the existing line of credit with PNC will expire on August 31, 2020; and

WHEREAS, the recent national state of emergency caused by the COVID-19 pandemic has resulted in a liquidity crisis throughout the financial markets;

WHEREAS, SEPTA's transit and regional rail ridership has fallen by eighty percent (80%) and ninety-seven percent (97%), respectfully, thereby drastically reducing revenue, and in spite of a significant cutback in scheduled service, SEPTA continues to incur labor costs as well as an increase in cleaning and other COVID-19 related expenses; and

WHEREAS, in order to ensure the Authority has adequate liquidity to meet ongoing expenses during this economic crisis,



staff and PNC have negotiated an additional one-year unsecured line of credit in the amount of \$100 million with an effective date of May 1, 2020 and ending on April 30, 2021; and

WHEREAS, SEPTA's loss of revenues and increased expenses has created a situation wherein SEPTA must ensure that its bank lines provide as much liquidity as can be reasonably obtained, and failure to put this proposed line of credit in place could impede SEPTA's ability to efficiently manage cash flow requirements throughout this critical period; and

WHEREAS, the borrowing rate will be equal to the daily LIBOR rate with a floor of 75 basis points, plus a credit spread of 150 basis points; and

WHEREAS, the facility fee will equal 17.5 basis points if the average unused balance is greater than \$50 million, and 10 basis points if the average unused daily balance is less than \$50 million; and

WHEREAS, staff has requested that the General Manager recommend that the Board authorize SEPTA to enter into an additional \$100 million unsecured line of credit with PNC thereby providing SEPTA with unsecured bank lines totaling \$200 million, under the terms and conditions set forth above; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to enter into the proposed agreement with PNC Bank for an additional \$100 million unsecured line of credit, under the terms and conditions as set in this Resolution.

FURTHER RESOLVED, that the Board hereby authorizes the General Manager or her designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be deemed necessary and proper in order to effectuate the purpose of this Resolution.

S/Corp/Resolutions/04-2020-Agreement-\$100 Million Unsecured Line of Credit with PNC Bank

R E S O L U T I O N

re

RENEWAL OF EXCESS WORKERS' COMPENSATION INSURANCE  
FROM SAFETY NATIONAL CASUALTY COMPANY

---

WHEREAS, the Commonwealth of Pennsylvania requires excess workers' compensation insurance as a condition for SEPTA to self-insure its workers' compensation claims; and

WHEREAS, SEPTA's current workers' compensation insurance coverage with Safety National Casualty Company ("Safety National") expires on May 1, 2020; and

WHEREAS, the expiring policy provides a \$10 million limit of liability with a \$5 million self-insured retention on a per accident basis and \$1 million in employer's liability coverage, at an annual premium of \$252,344, adjustable at a rate of \$0.0435 per \$100 of SEPTA's payroll; and

WHEREAS, SEPTA's Risk Management Advisory Committee (RMAC) has recommended that SEPTA exercise the rate guarantee with Safety National which provides the best available option for employer's liability coverage during the new policy period; and

WHEREAS, the proposed renewal coverage by Safety National would be under the same terms and conditions as the expiring program for a minimum annual premium of \$220,306 (including a \$500 policy administrative charge) subject to adjustment for SEPTA's payroll values in excess of \$505,300,902 for the term at a fixed rate of \$0.0435 per \$100 of payroll; and

WHEREAS, staff, with the concurrence of the RMAC, requested that the General Manager recommend that the Board authorize SEPTA to renew the coverage with Safety National for a 12-month period commencing on May 1, 2020, under the terms and conditions that are set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to purchase/renew from Safety National Casualty Company excess workers' compensation insurance for all employees (i) with coverage limits of \$10 million with a \$5 million self-insured retention, both on a per accident basis, and \$1 million employer's liability coverage; (ii) for a 12-month term commencing on May 1, 2020 and will end on May 1, 2021; and (iii)

at a minimum annual premium of \$220,306, subject to adjustments based upon actual payroll in excess of \$505,300,902 at a rate of \$0.0435 per \$100 of payroll during the term, as more fully described within the pertinent staff summary.

FURTHER RESOLVED, that the Board authorizes the proper managers of SEPTA to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution.

R E S O L U T I O N

re

AWARD OF CONTRACT  
PURSUANT TO A REQUEST FOR PROPOSALS

---

WHEREAS, SEPTA, which has need for the services as described below, has advertised and solicited proposals from firms wishing to propose; and

WHEREAS, SEPTA staff has requested that the General Manager recommend that the Board authorize the award of the contract to the firm listed below because said firm was the successful proposer in the areas for which the request for proposals was issued; and

WHEREAS, the General Manager recommended that the Board authorize the award of the contract.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award subject to the following conditions and the General Manager to execute the following contract, in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and contingent upon and subject to the proposer satisfactorily meeting all

requirements of the terms and conditions of the relevant request for proposals, including the provision of any required insurance certificates and full compliance with any applicable Disadvantaged Business Enterprise (DBE) requirements:

1. To Community Transit of Delaware County, Inc., for the operation of ADA Paratransit Services and the Shared Ride Program (SRP) in Delaware County, with services to be performed over a period of five years scheduled to commence on June 27, 2020, as described in the staff summary on this subject, for a total contract amount not to exceed \$33,154,358, Request for Proposals No. 20-00165-ARLW - Operation of ADA Paratransit Services in Delaware County.

S/Corp/Resolutions/RES-APR-2020-RFP

R E S O L U T I O N

re

ACQUISITION FROM PENNDOT OF A PARCEL OF PROPERTY SITUATED IN  
UPPER DARBY, DELAWARE COUNTY, FOR SEPTA'S EXISTING AND FUTURE  
USE AT THE 69<sup>TH</sup> STREET TRANSPORTATION CENTER

---

WHEREAS, SEPTA 69<sup>th</sup> Street Transportation Center is located in Upper Darby, Delaware County, which along with its surrounding properties, was acquired from the Philadelphia Transportation Company (PTC) and Philadelphia Suburban Transportation Company/Red Arrow Division; and

WHEREAS, SEPTA recently became aware that it is currently using (and encroaching upon) a certain 6,141.96 (0.041 acres) square foot portion of property owned by the Pennsylvania Department of Transportation (PennDOT) to support its bus operations at the 69<sup>th</sup> Street Transportation Center, which is located within the legal limits of Market Street, and contains a portion of existing sidewalk and a traffic divider berm which adjoins SEPTA property in front of the Terminal bus pull-in area, drive aisle and queue along Market Street ("Parcel"); and

WHEREAS, SEPTA desires to purchase the Parcel from PennDOT and thereby resolve the encroachment issue, as well as facilitate



future site improvements at the 69<sup>th</sup> Street Transportation Center, including changes to the South Bus Terminal, and improved traffic and bus circulation; and

WHEREAS, SEPTA has been in ongoing negotiations with PennDOT pertaining to the acquisition of their property and PennDOT has agreed to convey the Parcel to SEPTA; and

WHEREAS, a SEPTA-commissioned independent appraisal determined that the current fair market valuation (FMV) of Parcel (as of August 5, 2019) is \$123,000; and

WHEREAS, SEPTA will also be responsible for payment of the customary charges incidental to the acquisition of the subject Parcel, such as title insurance, closing costs and recording fees; and

WHEREAS, if required, SEPTA will obtain the concurrence of the Federal Transportation Administration ("FTA") in acquiring the Parcel; and

WHEREAS, staff requested that the Deputy General Manager recommend that the Board authorize SEPTA to purchase the Parcel from PennDOT by means of quitclaim deed, for a FMV or estimated just compensation of \$123,000, under such terms as set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the Deputy General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to purchase from the Pennsylvania Department of Transportation, the fee simple interests in the 0.141 acre parcel of property adjoining SEPTA's 69<sup>th</sup> Street Terminal in Upper Darby, Delaware County, under such terms as set forth within the pertinent staff summary, for a fair market value or estimated just compensation of \$123,000, plus such costs that are incidental to the acquisition of real estate.

FURTHER RESOLVED, that the Board hereby authorizes the Deputy General Manager or his designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be deemed necessary and proper in order to effectuate the purpose of this Resolution.

R E S O L U T I O N

re

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

---

WHEREAS, by authorization of the Board on June 30, 2016, SEPTA and the Department of Transportation of the Commonwealth of Pennsylvania ("PennDOT") entered into a fourth master cooperation agreement ("Cooperation Agreement") which, among other things, defined each party's respective share of the costs associated with projects of PennDOT that require support by SEPTA; and

WHEREAS, the Cooperation Agreement requires PennDOT and SEPTA to enter into a project agreement for a project that is within the purview of the Cooperation Agreement; and

WHEREAS, in December 2010 SEPTA and PennDOT entered into a reimbursement agreement to cover all of SEPTA's costs associated with the preliminary engineering phase of a project by which PennDOT will reconstruct the Limekiln Pike Bridge (State Route 0152) located in Abington and Cheltenham Townships, Montgomery

County, which crosses over SEPTA's Lansdale/Doylestown Regional Rail Line ("Project"); and

WHEREAS, PennDOT is now entering the construction phase of the Project under which SEPTA will be providing various support services during the rehabilitation including construction, engineering, inspection, flagging, traction power protection and utility relocation, the cost of which is currently estimated in the amount of \$1,030,096.14; and

WHEREAS, staff requested that the Deputy General Manager recommend that the Board authorize SEPTA to enter into the proposed supplanted project agreement with PennDOT under the terms and conditions set forth above and more fully described in the pertinent staff summary; and

WHEREAS, the Deputy General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to enter into the proposed supplemental reimbursement agreement with the Department of Transportation of the Commonwealth of Pennsylvania with respect to the reimbursement of SEPTA's costs in support of the reconstruction of the Limekiln Pike Bridge in Abington and Cheltenham

Townships, Montgomery County, under the terms and conditions that are set forth within the pertinent staff summary.

FURTHER RESOLVED, that the Board hereby authorizes the Deputy General Manager or his designee to execute all documents, in form approved by the Office of General Counsel, and to do any and all other things as shall be necessary and proper in order to effectuate the purpose of this Resolution.

R E S O L U T I O N

re

AUTHORIZATION TO AWARD CONTRACTS FOR VARIOUS PROCUREMENTS

---

WHEREAS, SEPTA advertised and invited bids for the supplies identified below; and

WHEREAS, the firms listed below was the lowest responsive and responsible bidders to the invitations for bids; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to award the contracts identified below; and

WHEREAS, the General Manager made the recommendation to the Board.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby Authorizes SEPTA to award and for the General Manager or her designee to execute the contracts identified below in form approved by the Office of General Counsel, subject to and contingent upon the concurrence of the funding agencies, if required, and contingent upon and subject to the vendors satisfactorily meeting all requirements of the bid terms and specifications, including

full compliance with any applicable Disadvantaged Business Enterprise requirements:

1. To Railroad Friction Products Corporation, for the purchase of 3,500 brake pad sets to be used on the Silverliner V rail car fleet, at a unit price of \$67.77, with delivery of material scheduled for 875 units commencing in May 2020 and additional deliveries of 875 units due every four months thereafter until the order is fulfilled, as described in the staff summary on this subject, for a total contract amount not to exceed \$237,195, Sealed Bid No. 20-00020-ADLJ - Brake Pads for Silverliner V.

2. To Pine Run Construction Company, for the modification and upgrade of underground storage tanks for diesel fuel, gasoline, heating oil, motor oil and anti-freeze located at Victory Garage, Courtland Shop and Southern Depot, with services to be performed over a period of 365 calendar days after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for a total contract amount not to exceed \$1,737,300, Sealed Bid No. 19-00264-ADIM - Underground Tanks Modifications - Victory, Courtland, Southern.

3. To Cummins, Inc. d/b/a Cummins Sales and Service, for Item Nos. 1 and 2, for the purchase of 60 each engine rebuild kits

(with cores) to be used at Berridge Shop for the Nova FY 2021 Vehicle Overhaul (VOH) campaign, at unit prices of \$20,513.83 and \$2,700, respectively, with delivery of material scheduled on an "as required" basis over a period of 12 months commencing in June 2020, as described in the staff summary on this subject, for a total contract amount not to exceed \$1,392,829.80, Sealed Bid No. 20-00050-ABRV - Cummins CM2350 Engine Rebuild Kit.

4. To EMR Group d/b/a Camden Iron & Metal, Inc., for the sale of 100 New Flyer 40-foot retired scrap transit buses (Model No. DE40LF) at Midvale Depot which have passed their useful life and are available for recycling, at a unit price of \$1,401.50, with delivery of vehicles on an "as required" basis over a period of one year scheduled to commence in May 2020, as described in the staff summary on this subject, for a total contact amount not to exceed \$140,150, Sealed Bid No. 20-00052-AMJP - Sale of 100 Retired New Flyer Buses.

5. To A.P. Construction, Inc., for the provision of general construction services including all labor, material, tools, equipment, supervision, permits and insurance for the JFK Walnut Tunnel Rehabilitation Project, with services to be performed over a period of 365 calendar days after issuance of Notice-to-Proceed,



as described in the staff summary on this subject, for a total contract amount not to exceed \$15,324,000, Sealed Bid No. 20-00034-ARIB - JFK Walnut Tunnel Rehabilitation.

S/Corp/Resolutions/RES-APR-2020-Sealed-Bids

R E S O L U T I O N

re

AWARD OF CONTRACTS FOR SOLE SOURCE PROCUREMENTS

---

WHEREAS, SEPTA has need for the supplies and services described below and those supplies and services are available only from the firms listed below; and

WHEREAS, staff reviewed the cost of the supplies and services and the General Manager recommended that the Board authorize SEPTA to award the contracts.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award and the General Manager or her designee to execute the contracts identified below, in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and contingent upon and subject to the vendor/contractor satisfactorily providing any required bonds, insurance certificates and/or other documents, and complying with any applicable Disadvantaged Business Enterprise requirements:

1. To PS Technology, Inc., for the renewal of the software maintenance and support services agreement for the Crew Management System for the Regional Rail Division (RRD) designed

to automate the dispatching functions done at the RRD Personnel Assignment Office (PAO), with services to be performed over a period of 57 months commencing on April 1, 2020 and ending on December 31, 2024, as described in the staff summary on this subject, for a total contract amount not to exceed \$1,000,494.69, Sole Source No. 20-00028-ARIB - Maintenance and Support Services of Crew Management System.

2. To James J. Anderson Construction Company, Inc., for the provision of third party labor to adjust SEPTA's manhole castings and install manhole covers in conjunction with the City of Philadelphia's street resurfacing program, with services to be performed on an "as required" basis over a period of three years scheduled to commence in April 2020, as described in the staff summary on this subject, for a total contract amount not to exceed \$100,500, Sole Source No. 20-00045-ADWC - Manhole Casting Adjustments.

3. To ABB Inc., for the purchase of six new 787KVA single phase 25 HZ undercar main transformers for the Silverliner IV rail car fleet, at a unit price of \$216,500, with delivery of material expected within ten months after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for

a total contract amount not to exceed \$1,299,000, Sole Source No. 20-00024-AMUD - Silverliner IV Undercar Transformers.

4. To Digital Ally, Inc., for the replacement of parts (i.e., digital video recorders, cameras and docking stations) and renewal of the maintenance agreement for the FirstVU HD body worn cameras and associated software used by the SEPTA Transit Police Department, with services to be performed over a period of one year commencing within 30 days after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for a total contract amount not to exceed \$46,125.45, Sole Source No. 20-00011-AALD - Maintenance Agreement - Body Worn Cameras.

5. To CMI Promex, Inc., for the replacement of existing expansion joints necessary for the safe movement of trains entering and exiting the Market-Frankford Subway Elevated (MFSE) Line station at the Frankford Transportation Center (FTC), with delivery of material expected to be completed within two months after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for a total contract amount not to exceed \$35,000, Sole Source No. 20-00077-AMJP - Expansion Joints.

S/Corp/Resolutions/RES-APR-2020-Sole-Source

R E S O L U T I O N

re

AUTHORIZATION TO EXECUTE CHANGE ORDERS AND AMENDMENTS

---

WHEREAS, additional work is required to complete the projects identified below; and

WHEREAS, staff reviewed the cost of the additional work and the General Manager recommended that the Board authorize SEPTA to order the additional work.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes SEPTA to award and the General Manager or her designee to execute the change orders and amendments identified below in form approved by the Office of General Counsel, subject to the concurrence of the funding agencies, if required, and to any applicable Disadvantaged Business Enterprise requirements:

1. To AskReply, Inc. d/b/a B2GNow, for Change Order No. 1, which provides for increased data migration for SEPTA's Disadvantaged Business Enterprise (DBE) Certification Software System to include both active and inactive DBE firm records as requested by the Pennsylvania Unified Certification Program (PA UCP) Oversight Committee, and thereby have a federally compliant

software system that can seamlessly process, track and generate reports for DBE certifications, at an increase in cost not to exceed \$57,000, bringing the total contract price, including this change order, to an amended contract amount not to exceed \$393,227.

2. To A.P. Construction, Inc., for Change Order No. 4, which provides for additional general construction work and a credit on the 5<sup>th</sup> & Market Street Enhancement Project, at a net increase in cost not to exceed \$514,451, bringing the total contract price, including all change orders to date, to an amended contract amount not to exceed \$15,612,836, provided that with the Board's approval of this change order, the Board authorizes the resetting of prior authorized cumulative change order amount to zero dollars (\$0) and the establishment of a new cumulative change order threshold of 10% or \$500,000, pursuant to the Resolution adopted by the Board on May 22, 2008, which Resolution authorized a "Delegation of Authority for Change Orders, Amendments and Assignments."

3. To FormFox, Inc., for Amendment No. 1, which provides for the addition of a Medical Review Officer (MRO) to review and sign-off on the increased number of drug tests for safety sensitive positions (doubled from 25% to 50%) as required by the

FTA in January 2019, at an increase in cost not to exceed \$41,880, bringing the total contract price, including this amendment, to an amended contract amount not to exceed \$204,355.

4. To Gannett Fleming, Inc., for Amendment No. 5, which provides for various additional design-related and consultant work requested by the EM&C Division for the Jenkintown - Wyncote Platform and Parking Garage Project, including a 336 calendar day no-cost time extension, thereby establishing a new contract completion date of September 1, 2020, at an increase in cost not to exceed \$917,397, bringing the total contract price, including all amendments to date, to an amended contract amount not to exceed \$6,742,759.