1. Review Minutes
2. Speakers
   a. Catherine Popp-McDonough - Cathy is the Director of Capital Budget and Grant Development. Her department is primarily responsible for developing the annual Capital Budget and Twelve-Year Capital Program and securing the necessary grant funding to advance the capital projects that are included in the Board-adopted annual Capital Budget. Cathy has worked at SEPTA for 33 years, with most of her years in SEPTA’s Finance Division. Joining Cathy is Tim Steinitz, the Manager of Capital Budgets, and the Division AGM, Nick Grieshaber.
   b. Tim Steinitz - Manager of Capital Budgets
   c. Nick Grieshaber – Assistant General Manager, Finance
      i. Tim to provide overview of the FY21 Capital Budget and 12-year capital program, Cathy to provide capital funding outlook, followed by discussion.
      ii. FY 2021 Capital Budget and 12 Year Capital Program
         1. On Feb 25 a new strategic business plan was approved by the board: SEPTA Forward. Proactive organization, intuitive experience and seamless transit network.
         2. FY 21 budget is 642 million dollars. Primarily from state and federal sources, 55% and 34% respectively. 9% from SEPTA Capital Financing, and 2% is local funding.
         3. Largest program in the budget is vehicles and overhauls, second largest is financial obligations, such as interest and payments to Amtrak, remaining infrastructure investments are 51%
         4. Highlights 5th Street Station, street track renewal, and the southwest connection/centenary & right of way. Making all the Market-Frankford Line (MFL) and Broad Street stations ADA accessible.
5. Budget is available at planning.septa.org/reports

6. Progress since Act 89: many stations and loops, vehicle acquisitions, infrastructure projects like the Crum Creek viaduct, as well as maintenance facilities.

iii. Funding outlook

1. Federal
   a. FAST Act through Sept. 30, 2021
   b. Reauthorization of Surface Transportation Programs
   c. Biden Administration Infrastructure stimulus: $3 trillion.

2. State
   a. PA turnpike funding in FY 2022
   b. Act 89 Fiscal Cliff (July 1, 2022) - $200 million from the turnpike annually to SEPTA. The funding source will shift to gas taxes from turnpike funding after July 1, 2022, which might not be as secure a source of funding.
   c. Governor’s Transportation Revenue Options Commission Report is due to the Governor August 1, 2021. Tasked with looking at financing options for PA’s transportation infrastructure. 42 people on the commission including Leslie Richards. They held their first meeting last week.
      i. Because of the timing, any outcome will occur after SEPTA’s budget is developed.
      ii. So, SEPTA will be developing two 12-year capital programs:
           1. Current funding level of $7.4 billion
           2. Reduced funding level of $5.2 billion
      iii. Will evaluate impact of COVID either way
      iv. Align the capital program with the SEPTA Forward strategic plan, which will be difficult for the reduced funding scenario.
      v. In the current scenario, state funding would be 62%, vs 40-some percent in the reduced.

3. Proposed projects
   a. Frazer shop
   b. Bus redesign
   c. Broad Street and MFL ADA accessibility
   d. Wayfinding

4. Projects delayed for a reduced funding scenario
   a. Substations
   b. City hall among other stations
   c. Bridgeport viaduct (truncated service)
d. Frazer shop and yard, which would affect regional rail fleets.
e. No/fewer new vehicles.
f. Reduced service
5. April 26 posting of hearing notice
6. Proposal to stakeholders over April, May
7. Public hearing May 26, 2021
8. Board consideration June 24, 2021

d. Questions
   i. Jake: in a best-case scenario with the Biden stimulus, is there a plan for an even larger budget? A: too early to say, but likely larger allocations for currently planned budgets [to get things done sooner?]
   ii. Mason: What are your thoughts on massive corporations who benefit so much from transit? Perhaps getting something out of them?
      1. A: we’ve been doing that on a small scale - naming rights. Last mile limitations could be a good opportunity with job sites.
   iii. Jake: Transit-oriented development as a funding source?
      1. A: We’d be open to exploring it if we have the resources to put there.
   iv. Norm: What happens if the state funding is reduced, but there is a ton of federal funding?
      1. A: Requirement of state funding is that federal funding gets matched first. Tim: A majority of the local and state funding is a match to the federal. So that doesn’t leave that much for the state-funded projects.
      2. Norm: perhaps the local funding should be PPP.

e. Ken Divers - Ken is an Assistant Director of Transportation, and SEPTA’s Vulnerable Population Team Leader. Ken has been a member of the SEPTA family for 27 years. In his current position, Ken is responsible for developing a plan to address the vulnerable population issues affecting our ability to provide a safe transit environment for our customers. To do this, Ken is working closely with City officials, and local community groups to find ways to move the vulnerable population from transit to much-needed social services.
   i. 2 weeks into his current position.
   ii. Update: moving forward with Somerset station, the elevator is advancing quickly, as is the station reconstruction. Friday will have a hard date for re-opening the station. They’re working with various community stakeholders and he anticipates we’ll be pleased with the progress at Somerset Station.
      1. Addressed elevator corrosion and treated, prepared floors
      2. Dealt with stairs (anchor tabs), fixed stairs
3. Completed curb work
4. Finished exterior grading
5. Cleaned and repaired lighting
6. Painting
7. Ceiling repair
8. Cleared stormwater inlets
9. Repaired broken drainage fittings
10. Set lights to be on 24/7
11. Installed electrical conduit
12. Photocell lights
13. Repaired employee areas
14. Replaced restroom sink and toilet
15. Electrical work in the cashier booth.
16. New police booth

iii. Questions:
1. Tomika’s questions:
   a. what type of training will these 60 security guards have:
      mental health, drug and alcohol addiction?
      i. A: they are there to observe and report. The guards can’t do jobs of other SEPTA employees. They are NARCAN qualified. Offer masks.
   b. will social workers be deployed as well?
      i. Developing a plan to.
      1. Tomika? Isn’t there already an existing social worker program?
         a. Looking to expand this program. Developing it, but it hasn’t been approved by the board.
   c. will the security guards have weapons, handcuffs, Narcan?
      i. Narcan, but no weapons or handcuffs.
   d. is SEPTA partnering with DBHIDS to provide some of the wrap-around services that might be necessary?
      i. Developing a plan.
   e. what power will the security guard have to address people smoking or shooting drugs on Septa vehicles?
      i. They’ll observe and report. Inform the SEPTA police of the violations, who will respond.
   f. will these additional security guards be riding the train or will they be manning the stations?
      i. Just stations.
   g. will these security guards be deployed at certain times of day or will they be riding when the trains are running?
i. 60-day pilot program just at the stations.

2. Michael: High drug use area - does it make sense to have a police presence there? A fixed permanent presence might make sense.
   a. A Councilmember said something similar - we need a permanent presence. There are 2 SEPTA police officers stationed there, and looking at strengthening the presence there. But the board hasn’t fully approved the plan yet.

3. Tariem: This is good as well, but how do you respond if it just happens at a nearby station?
   a. Can’t go into detail because the board hasn’t approved it yet. They’re intending to address how the other stations won’t get “infected.”

4. Jake: It would be great if y’all came with questions to solicit from the CAC, rather than just presenting and answering questions.

5. Tomika: many complaints she sees either at CAC or via her work with the city council, arise from behavior on the train, not just at the station or platform. It worries her that the security guards aren’t on the train, and police aren’t typically riding the train, how does this get addressed?
   a. We’re definitely addressing this, but it’s “proprietary” right now. Police at the station aren’t a panacea. We’re trying to reduce the illegal behavior. Sorry I can’t provide a clearer answer.

6. Linda: use of the term “infectious” is problematic to discuss these issues. It dehumanizes the vulnerable population we’re talking about.
   a. Thank you. I have family members suffering from some of these issues. Alcohol and drug abuse, homelessness, so I do have quite a bit of empathy for the vulnerable population. I want to advocate for these people. I regret the use of “infectious”.

7. Francis: I think Huntington is a new-ish station. The money going into this can’t just be a consequence of the vulnerable populations’ presence there. I like seeing security guards at the station. It’s a positive. I’m unsure how quickly the SEPTA police can arrive when called, though. A lot of this sounds like it should be the City’s responsibility, not SEPTA. SEPTA’s getting dumped on. (Tariem chimed in that the role of the City in this incident has been raised quite a bit).

8. Norm: Spillover stations (Huntington, Allegheny, Tioga). Tioga ought to be included. Will it be included?
a. For right now, in the pilot, no. Security guards will be at Tioga. Security guards from 15th to Frankford.

f. First public conversations working group tomorrow night at 7:
   i. Mignon: Check your emails, love it if people could come.

g. Transit Subcommittee report
   i. Wayfinding presentation from Lex Powers. Good, more aggressive timeline of having things rolling out Spring next year. Some discussion around naming of stations and working with stakeholders.

h. Regional Rail Subcommittee report
   i. John not available to give his report

Meeting adjourned at 6:51 PM