MINUTES OF REGULAR BOARD MEETING
OF
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
JANUARY 23, 2020

The Regular Meeting of the Board of the Southeastern Pennsylvania Transportation Authority was held on Thursday, January 23, 2020 at 3:00 PM, in the Board Room of the Authority, with the Chairman in the Chair.

Attending the meeting were the following Board Members:

Pasquale T. Deon, Sr., Chairman
Thomas E. Babcock, Vice Chairman
Joseph E. Brion, Esquire
Mark H. Dambly (via telephone)
Robert D. Fox, Esquire
Honorable Stewart J. Greenleaf
Kevin L. Johnson, P.E.
John I. Kane
Obra S. Kernodle, IV
Honorable Kenneth Lawrence
William J. Leonard, Esquire
Honorable Charles H. Martin

Present from the staff:

Leslie S. Richards - General Manager
Richard G. Burnfield - Deputy General Manager/Treasurer
Robert L. Lund - Deputy General Manager, EMC & Operations
Stephen A. Jobs - Controller
Carol R. Looby - Secretary
Stephanie Deiger - AGM, Employee Development Relations
Kim Scott Heinle - AGM, Customer Experience & Advocacy
Francis E. Kelly - AGM, Government & Public Affairs
Scott A. Sauer - AGM, Operations
Jay M. Fox, Esquire - Deputy General Counsel, Corporate

Mr. Deon called the Regular Meeting of the Board to order. He said the Special Meeting, which was noticed, was cancelled. Mr. Deon announced that Mr. Dambly would be participating by telephone. Mr. Dambly acknowledged his presence.

The Pledge of Allegiance was observed.

Mr. Deon welcomed Leslie S. Richards to the Authority and stated that she previously was a SEPTA Board Member and that he had worked with her at the Pennsylvania Turnpike Commission.

Mr. Deon then announced that the Board met in Executive Session just prior to the meeting to discuss legal matters. He stated that if there were speakers who wished to address agenda items they would be called before the Board voted on the item and asked that they limit their remarks to two minutes. He said speakers wishing to address items not on the agenda would be called after the regular business of the Board was completed.

Approval of Minutes

Mr. Deon entertained a Motion regarding the Minutes of the December 19th Regular Board meeting, which had been circulated. Mr. Kane moved, Commissioner Lawrence seconded, and the Minutes were unanimously approved.

Financial Report

Mr. Burnfield reported that for the month of December, revenue and subsidies exceeded budget by $830,000 with regional rail ridership up by seven percent. He stated that operating expenses were $150,000 below budget for the month.

Mr. Burnfield reported that for the month there was a surplus of $980,000 and year-to-date there was a budget surplus of $5.4 million.

Mr. Deon entertained a Motion to adopt the Financial Report. Mr. Brion moved, Mr. Kernodle seconded and it was unanimously adopted.

The December Financial Report is received and filed and is attached to these Minutes as Exhibit "A."

Mr. Deon then called for speakers wishing to address agenda items. There was no response.

Consent Calendar

Mr. Deon then presented the Consent Calendar, which consisted of:

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

"Acquisition by SEPTA of Various Non-Exclusive Permanent Easements from Academic Properties, Inc. Needed for the Market Frankford Line (MFL) 30th Street Station Head House Improvement Project;"

"Grant of a Non-Exclusive Permanent Access Easement to Ramon Guzman Across a SEPTA-Owned Driveway to Adjacent Property Located at 4756 N. 18th Street in Philadelphia;"

"Authorization to Enter into a Reciprocal Non-Exclusive Permanent Access and Stormwater Easement Agreement with Blue Wolf Management, L.L.C. for Use in the Expansion of the Parking Lot at Gwynedd Valley RRD Passenger Station Located in the Township of Lower Gwynedd, Montgomery County;"

"Acquisition from Four Property Owners of Permanent Slope Easements on Property Located in Middletown Township, Delaware County, For Use in the Elwyn to Wawa Service Restoration Project;"

"Authorization to Award Contracts for Various Procurements;"

"Award of Contracts for Sole Source Procurements;"

and

"Authorization to Execute Change Orders."

Mr. Deon noted that Item II.B.3., "Authorization to Award a Contract to Zones, LLC" was withdrawn from the agenda and that copies of the revised Resolution were provided to the Board. He stated that all of the remaining items on the Consent Calendar were reviewed by the appropriate Board Committees in public session.

Mr. Deon then entertained a Motion to adopt the Resolutions. Mr. Kernodle moved, Mr. Leonard seconded and the following Resolutions were unanimously adopted.

I.A. 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 Michael Baker International, Inc., for the provision of testing and environmental services (TES) to respond with agility to environmental and regulatory issues as they arise by providing efficient access to a broad range of services, to be performed on a "task order, as required" basis over a base term of three years scheduled to commence in February 2020, along with two one-year option terms to be exercised at SEPTA's sole discretion, as described in the staff summary on this subject, for a contract amount not to exceed $4,980,000 for the base term and $1,660,000 for each renewal term, for a total five-year contract amount not to exceed $8,300,000, Request for Proposals No. 19-00099-ARLW - Consulting for Testing and Environmental Services."

II.A.1. ACQUISITION BY SEPTA OF VARIOUS NON-EXCLUSIVE PERMANENT EASEMENTS FROM ACADEMIC PROPERTIES, INC. NEEDED FOR THE MARKET FRANKFORD LINE (MFL) LINE 30th STREET STATION HEAD HOUSE IMPROVEMENT PROJECT

"WHEREAS, Academic Properties, Inc. ("API") is the owner of certain properties located at 3001 and 3025 Market Street in the City of Philadelphia; and

WHEREAS, the API parcel at 3001 Market Street adjoins an existing SEPTA-owned easement area at the corner of 30th and Market Streets which provides subsurface access for SEPTA commuters using the Market Frankford Line (MFL); and

WHEREAS, the API parcel at 3025 Market Street adjoins 3001 Market Street and supports a four story office building, the basement and mezzanine of which breach the property line and extend into 3001 Market Street where there is existing classroom space on the mezzanine level; and

WHEREAS, in support of SEPTA's FY 2018 BUILD Grant awarded project having an agreed upon closeout date of June 2023, SEPTA requires (i) a 3,649 square foot permanent sub-surface surface easement on the mezzanine level; (ii) a permanent surface access easement consisting of 2,964 square feet for pedestrian access to the Head House; and (iii) a permanent air rights easement containing a horizontal base area of 3,590 square feet and a volume-metric area of 113,722 cubic feet, which are necessary to achieve the three grant objectives of increased station capacity, support private sector investments, and modernize the station; and

WHEREAS, a SEPTA-commissioned appraisal determined that the fair market valuation for the permanent surface easement was $519,650, the permanent mezzanine level easement was $129,350, and the permanent air rights easement was $125,900; and

WHEREAS, SEPTA will also be responsible for all inspections and on-going maintenance and management facilities with the easement areas; and

WHEREAS, SEPTA's acquisition of these easement areas will allow for the expansion of the existing MFL 30th Street Station Head House facility (at the northeast corner of 30th and Market Streets) to better serve SEPTA's customers and make the station capable of supporting large scale development planned for the surrounding area; and

WHEREAS, Brandywine Realty Trust, in a public-private partnership, has agreed to provide matching funds for the 30th Street Station Build Grant Project in the amount of $2 million, through a combination of cash contributions and property in-kind to be paid over time commensurate with SEPTA's investment to transform the station into a modern facility; and

WHEREAS, in the event ASI is unwilling to grant the easement rights as requested, it is recommended that SEPTA acquire the property by utilizing the Authority's powers under the Eminent Domain Code; and

WHEREAS, legal counsel has recommended that the consideration may be adjusted at the discretion of the General Manager on such terms as may be in SEPTA's best interests in order to achieve the permanent easement acquisition; and

WHEREAS, in addition to the just compensation SEPTA will pay closing fees and incidental charges such as title insurance and recording; and

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

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to purchase from ASI in lieu of condemnation or, if not successful, to acquire by condemnation the proposed easement rights for a fair market value or estimated just compensation of $774,900, as 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 enter into the proposed non-exclusive permanent easement agreement with Academic Properties, Inc., under the terms and conditions set forth within the pertinent staff summary.

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."

II.A.2. GRANT OF A NON-EXCLUSIVE PERMANENT ACCESS EASEMENT TO RAMON GUZMAN ACROSS A SEPTA-OWNED DRIVEWAY TO ADJACENT PROPERTY LOCATED AT 4756 N. 18th STREET IN PHILADELPHIA

"WHEREAS, SEPTA is the owner of certain property located at and commonly known as 4720 N. 18th Street (OPA No. 87-5105150) and 4776 N. 19th Street (OPA No. 88-4353380) in the City of Philadelphia ("Original Parcel"); and

WHEREAS, on or about February 4, 1987, the City of Philadelphia ("City") passed an ordinance vacating a portion of Wagner Avenue between 18th and 19th Streets ("Wagner Avenue Parcel"); and

WHEREAS, on or about January 23, 1989, SEPTA entered into an agreement with the City relating to the Wagner Avenue Parcel whereby SEPTA released the City from liability and agreed to make certain improvements to the subject parcel; and

WHEREAS, by means of a Deed of Confirmation dated August 29, 2019, SEPTA recorded its title to the Wagner Avenue Parcel with the Philadelphia Department of Records on September 12, 2019; and

WHEREAS, also by means of a Deed of Confirmation dated August 29, 2019 (and recorded on September 13, 2019), SEPTA consolidated its Original Parcel and the Wagner Avenue Parcel into one legal description; and

WHEREAS, Ramon Guzman ("Guzman") is the owner of adjacent property located at 4756 N. 18th Street which is developed with a warehouse facility that abuts the former Wagner Avenue and now SEPTA property lines, with the building having rear parking and a loading dock, as well as a gate separating the cartway from the Guzman property;

WHEREAS, the SEPTA Real Estate Department has recommended granting Guzman a non-exclusive permanent access easement across the SEPTA driveway, for nominal consideration, which shall serve the best interests of fairness and the mutual benefit of both SEPTA and Guzman, as well as any future owners of the 4756 N. 18th Street property; and

WHEREAS, the proposed access easement shall be limited to an area of the existing driveway located between the Guzman property and the intersection of 18th and Loudon Streets, consisting of approximately 14,472 square feet; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to grant Guzman the proposed non-exclusive permanent access easement under such terms and conditions as 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 grant to Ramon Guzman, for a nominal consideration, a non-exclusive permanent access easement across the SEPTA owned driveway to adjoin property located at 4756 N. 18th Street in the City of Philadelphia, under the terms and conditions set forth within the pertinent staff summary.

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."

II.A.3. AUTHORIZATION TO ENTER INTO A RECIPROCAL NON-EXCLUSIVE PERMANENT ACCESS AND STORMWATER EASEMENT AGREEMENT WITH BLUE WOLF MANAGEMENT, L.L.C. FOR USE IN THE EXPANSION OF THE PARKING LOT AT GWYNEDD VALLEY RRD PASSENGER STATION LOCATED IN THE TOWNSHIP OF LOWER GWYNEDD, MONTGOMERY COUNTY

"WHEREAS, SEPTA is the owner of the Gwynedd Valley passenger station ("Station") located at 521 Plymouth Road in the Township of Lower Gwynedd, Montgomery County, Pennsylvania, which serves the Lansdale/Doylestown Regional Rail Division (RRD) Line; and

WHEREAS, Blue Wolf Management, L.L.C. ("Blue Wolf") owns an adjoining parcel of property located at 524 Plymouth Road in the Township of Gwynedd Valley; and

WHEREAS, since the Station's existing parking lot for motor vehicles was inadequate to meet the needs of SEPTA's passengers, on July 22, 2010 SEPTA acquired from Daniel J. Ritter a certain landlocked parcel of property ("Ritter Parcel") which SEPTA intends to use for expansion of the parking lot for the Station; and

WHEREAS, SEPTA's desires to obtain a non-exclusive permanent access easement over part of Blue Wolf's property to facilitate the Station parking lot expansion project; and

WHEREAS, utilizing the proposed access easement, SEPTA intends to construct part of a driveway and sidewalk which will connect Plymouth Road and the SEPTA parking lot to be constructed on the Ritter Property, and construct the other part of the

driveway and sidewalk on the land SEPTA currently owns; and

WHEREAS, the nonmonetary consideration for Blue Wolf's granting of the subject easement shall consist of (i) SEPTA's construction of four (4) parking spaces on SEPTA's property for the benefit and exclusive use of Blue Wolf and its invitees (which Blue Wolf shall fully maintain including restriping, resurfacing and snow removal); and (ii) Blue Wolf and its invitees having non-exclusive use of the driveway and sidewalk; and

WHEREAS, in addition to the foregoing, SEPTA shall also convey to Blue Wolf a non-exclusive stormwater easement for the purpose of allowing the discharge of stormwater from Blue Wolf's parcel into the SEPTA drainage pipe; and

WHEREAS, SEPTA will also extinguish all recorded and unrecorded easements that any present or prior owners of the Ritter Parcel acquired over Blue Wolf's parcel; and

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to enter into the proposed reciprocal non-exclusive permanent access and stormwater easement agreement with Blue Wolf with respect to the Gwynedd Valley Station parking lot expansion, under such terms and conditions as 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 enter into the proposed non-exclusive permanent access and stormwater easement agreement with Blue Wolf Management L.L.C, under the terms and conditions set forth within the pertinent staff summary.

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."

II.A.4. ACQUISITION FROM FOUR PROPERTY OWNERS OF PERMANENT SLOPE EASEMENTS ON PROPERTY LOCATED IN MIDDLETOWN TOWNSHIP, DELAWARE COUNTY, FOR USE IN THE ELWYN TO WAWA SERVICE RESTORATION PROJECT

"WHEREAS, in 1979 SEPTA acquired the railroad right-of-way that is known as the West Chester Branch (Line Code 1130) located in Delaware County under the Regional Rail Restoration Act of 1973; and

WHEREAS, the former Wawa Railroad Station was located on the West Chester Branch in the Borough of Chester Heights ("Borough") in Delaware County and abuts Middletown Township ("Township") adjacent to US Route 1 (Baltimore Pike); and

WHEREAS, in 1986 poor track conditions necessitated SEPTA's discontinuation of commuter rail service between Elwyn and Wawa; and

WHEREAS, SEPTA is currently working to restore commuter rail services from Elwyn (Milepost 15.23) to Wawa (Milepost 18.21) under the Elwyn to Wawa Service Rehabilitation Project ("Project") which is scheduled to take place from approximately October 2017 through July 2021; and

WHEREAS, the Project will include construction of a new Middletown Station facility in the Borough and a multi-level customer parking deck with approximately 500 spaces, along with an access road from Baltimore Pike in the Township; and

WHEREAS, the Project will require SEPTA's acquisition of a total of four (4) permanent slope easements in the Township from various property owners consisting of (i) 10,681 +/- square feet from Bruce and Donna Weischedel (Parcel ID #93); (ii) 42,028 +/- square feet from Kyle and Lauren Richards (Parcel ID #94); (iii) 2,685 +/- square feet from Laura J. Irwin (Parcel ID #108); and (iv) 1,826 +/- square feet from Evan and Amanda Epstein (Parcel ID #109), which are required for the construction of embankment stabilization in lieu of the more costly retaining walls; and

WHEREAS, a recent fair market value appraisal determined an approximate total valuation of $16,800 (inclusive of a 20% contingency) for the acquisitions; and

WHEREAS, in the event the landowners are unwilling to grant the easement rights as requested, it is recommended that SEPTA acquire the property by utilizing the Authority's powers under the Eminent Domain Code; and

WHEREAS, legal counsel has recommended that the consideration may be adjusted at the discretion of the General Manager on such terms as may be in SEPTA's best interests in order to achieve the permanent slope easement acquisitions; and

WHEREAS, in addition to the just compensation SEPTA will pay closing fees and incidental charges such as appraisals, legal, title insurance and recording fees; and

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

WHEREAS, staff requested that the General Manager recommend that the Board authorize SEPTA to purchase from the four property owners in lieu of condemnation or, if not successful, to acquire by condemnation the proposed slope easement rights for a fair market value or estimated just compensation as 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 from (i) Bruce and Donna Weischedel; (ii) Kyle and Lauren Richards; (iii) Lauren J. Irwin; and (iv) Evan and Amanda Kyle Epstein in lieu of condemnation or, if not successful, to acquire by condemnation the permanent slope easements which are identified within the pertinent staff summary, for a fair market value or estimated just compensation as determined by independent appraisals, plus costs that are incidental to the acquisition of real estate.

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."

II.B. AUTHORIZATION TO AWARD CONTRACTS FOR VARIOUS PROCUREMENTS

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

WHEREAS, the firms listed below were 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 his designee to execute the contract 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 vendor satisfactorily meeting all pre-requirements of the bid terms and specifications, including full compliance with any applicable Disadvantaged Business Enterprise requirements:

1. To Rumsey Electric Company, Inc., for the purchase of Holophane Mongoose LED lights to replace the existing lighting at the Exton Station parking lot, with delivery of material on or before March 1, 2020, as described in the staff summary on this subject, for a total contract amount not to exceed $109,998, Sealed Bid No. 19-00227-ADWC - Holophane Mongoose LED Lights.

2. To Thomas P. Carney, Inc., for general construction services, for a total contract amount not to exceed $35,351,958; to John J. Bee, Inc., for mechanical construction services, for a total contract amount not to exceed $1,795,590; and to The Farfield Company, for electrical construction services, for a total contract amount not to exceed $8,841,612, to provide all labor, materials, tools and equipment for the 30th Street MFL Station Improvement Project, with services to be performed over a period of 912 calendar days after issuance of Notice-to-Proceed, as described in the staff summary on this subject, Sealed Bid No. 19-00195-AJEB - 30th Street MFL Station Improvement Project.

~~3. To Zones, LLC, for the purchase of various laptops and computer towers and monitors to be used to replace obsolete computers throughout the Authority which have surpassed their useful lifespan, with imaging services scheduled to commence after issuance of Notice-to-Proceed and delivery/installation of hardware within 60 days after completion of imaging, as described in the staff summary on this subject, for a total contract amount not to exceed $1,500,652.90, Sealed Bid No. 19-00199-AFKC - Laptops and Mini Towers.~~

3. ~~4.~~ To Custom Truck & Equipment, LLC, for the purchase of a new fuel delivery truck to be used by the Track Utility Department for refueling locomotives, work trains and construction equipment, with delivery of the vehicle expected within 180 days after issuance of Notice-to-Proceed, as described in the staff summary on this subject, for a total contract amount not to exceed $300,400, Sealed Bid No. 19-00209-AJNW - Fuel Delivery Truck.

4. ~~5.~~ To Wescott Electric Company, for the provision of electrical construction services including all labor, materials, tools and equipment for the Regional Rail Waiting Rooms System - Phase 2A Project, with services to be performed over a period of 540 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 $7,648,000, Sealed Bid No. 19-00113-AMJP - Regional Rail Waiting Rooms System - Phase 2A."

II.C. 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 his 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 Knorr Brake Corporation, for the purchase of brakes and currently stocked replacement parts for the Vehicle Overhaul (VOH) of the Silverliner IV, M-4 and N-5 rail car fleets, with delivery of material on an "as required" basis over a period of three years commencing in June 2020, as described in the staff summary on this subject, for a total contract amount not to exceed $5,335,383.16, Sole Source No. 19-00283-ACAC - Knorr Blanket Renewal.

2. To George A. Kint Corporation d/b/a General Fire Equipment Company, Inc., for the refurbishment, recharge and hydro-testing of 50 fire suppression cylinders for the engine compartments of New Flyer buses during the 2020 and 2021 Vehicle Overhaul (VOH) Programs, at a unit price of $698.85, with delivery of material scheduled over a period of 18 months commencing in June 2020, as described in the staff summary on this subject, for a total contract amount not to exceed $34,942.50, Sole Source No. 19-00239-ABRV - Refurbishment, Recharge and Hydro-Testing of the Bus Fleet's Fire Suppression Cylinders.

3. To Alstom Signaling Operation, LLC, for the repair of 30 types of circuit boards used to operate the signal system on the Market Frankford Line (MFL) and Broad Street Line (BSL), with services scheduled for completion and delivery by April 2020, as described in the staff summary on this subject, for a total contract amount not to exceed $113,250, Sole Source No. 19-00272-ADIM - Circuit Board Repairs.

4. To Q-Mation, Inc. d/b/a Wonderware North, for the provision of software and development of SEPTA's Bridge Health Monitoring System (HMS) interface for the Media viaducts, which includes furnishing software, engineering, development, licensing and training and will be used to monitor the structural health of the Media/Elwyn viaducts over Cobbs, Darby and Ridley Creeks, with services to be performed over a period of 68 calendar days scheduled to commence on February 3, 2020, as described in the staff summary on this subject, for a total contract amount not to

exceed $246,903, Sole Source No. 19-00277-ADMD - Media Viaduct Bridge Health Monitoring System."

II.D. AUTHORIZATION TO EXECUTE CHANGE ORDERS

"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 his designee to execute the change orders 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 Thomas P. Carney, Inc., for Change Order No. 11, which provides for additional general construction work on the Bucks County Intermodal Station Improvements - Levittown Project, at an increase in cost not to exceed $96,202, bringing the total contract price, including all change orders to date, to an amended contract amount not to exceed $19,563,662, 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."

2. To Walsh Construction Company II, LLC, for Change Order No. 8, which provides for additional general construction work and credits under the contract for the Elwyn to Wawa R3-2 Right-of-Way Improvement Project, at a net increase in cost not to exceed $456,481, bringing the total contract price, including all change orders to date, to an amended contract amount not to exceed $83,376,838, 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 PKF-Mark III, Inc., for Change Order No. 8, which provides for a delay claim settlement with respect to SEPTA's force account work on the Exton Station Improvements Project, at an increase in cost not to exceed $1,075,722, bringing the total contract price, including all change orders to date, to an

amended contract amount not to exceed $10,061,943, 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."

Report of General Manager

Ms. Richards stated that in the weeks since she became General Manager, she had the opportunity to meet and talk to many employees. She said that what really stood out was their level of commitment to the customers. She said she was also discovering that employees were very community-minded, dedicating their time, talent, and resources to support organizations and wonderful causes throughout the service network.

Ms. Richards stated that she had the honor to participate in a ceremony to present a $6,000 check to the Jefferson Health Sidney Kimmel Cancer Center. She explained that the funds were raised through the SEPTAbulous in Pink Breast Cancer Awareness Campaign and that SEPTA employees had volunteered their time to work with our Medical Services Department to promote the program. She added that staff from across the organization generously contributed to this important health information initiative.

Ms. Richards closed by stating that she was very proud to be part of SEPTA and that she looked forward to working with the Board and that she appreciated the opportunity.

Mr. Deon then called for speakers.

Christopher Saxon

Mr. Saxon introduced himself and said he would be graduating next year from Arcadia University. He mentioned that his thesis was on climate change. He then read directly from a statement, which he submitted and is attached to the original Minutes as Exhibit "B."

The Chairman requested that Eric Johanson meet with Mr. Saxon following the meeting.

Mr. Deon thanked Mr. Saxon for attending the meeting and for his comments. He then called for the next speaker.

William Donofrio

Mr. Donofrio discussed an issue he experienced with the Master Card portion of the SEPTA Key. He explained that after he

had difficulty adding money to the Travel Wallet, he contacted SEPTA Customer Service who referred him to Ace Check Cashing. Mr. Donofrio asked why he could not add money directly from the website. He mentioned that he contacted Ace Check Cashing who were only able to add money to the Travel Wallet but not to the Master Card. He also mentioned that he had contacted Action News who suggested that he bring this matter to SEPTA's attention.

Mr. Deon and Mr. Burnfield asked Kevin O'Brien to meet with Mr. Donofrio. The Chairman then called for the next speaker.

Michael Bente

Mr. Bente stated that he began his current position as a cashier approximately three years earlier when he said fare evaders were taken seriously and there was a quicker response from the transit police. He said previously there was a higher level of morale among transit police officers and a better relationship between them and cashiers. He said regrettably that was no longer the case.

Mr. Bente then introduced himself and said he was a cashier with the Broad Street Line and a Transport Workers Union, Local 234 member. He mentioned that cashiers played a huge role in ensuring a smooth transition of the implementation of the SEPTA fare kiosk, which had resulted in allowing SEPTA customers to have a good understanding of how the kiosk worked.

Mr. Bente then discussed two scenarios that he and his co-workers endure on a regular basis, dealing with individuals who were either fare evaders and individuals selling rides to customers. He said that because cashiers report these individuals to the transit cops, cashiers have to be diligent when leaving work because they have been threatened by these individuals. Mr. Bente also said that his fellow cashiers and the riding public have to walk by homeless addicts, career criminals and people using illegal drug substances.

Mr. Bente said that for the past few years, many cashiers, the riding public and offenders have noticed a lack of police presence in the subway. He said the Authority's decision to take a relaxed approach to enforcement should not compromise people's safety and well-being. He stated that fare evasion has become so rampant and tolerated that offenders were aware that SEPTA cops do not respond quickly when fare evasion issues occur.

Mr. Bente stated that this issue was not new and that the company has adopted a reactive approach to their safety by the 350 percent increase of physical assaults on operators, especially as employees' transition into their roles that require them to be outside of the cashier booth. He mentioned that one form of assault that was often overlooked was a verbal assault.

He stated that this type of abuse creates emotional pain and mental anguish despite the fact that verbal assaults do not leave bruising. He added that verbal assaults could be as detrimental to a person's health as a physical assault, by leaving a lasting effect. Mr. Bente stated that it was important that we do not wait before someone gets hurt or dies.

Mr. Bente closed by stating that the police need to be better managed and deployed throughout the system. He said there needs to be a police presence and not only at the NRG Station during a Phillies game or Eagles game, but police were needed at the Erie, North Philadelphia and Olney Stations at 12:30 a.m. when the TWU members were finishing their shifts. He then provided several suggestions that included hiring more police officers, having plain clothes officers in troubled areas, posting warning signs throughout the system and having transit officers visit stations during their eight-hour shifts. He said his hope was that the Board would take his comments seriously and do a comprehensive study on safety and how to make improvements.

Ms. Richards responded that she would personally look into his concerns. She also offered to meet with him following the meeting and said that staff would also work with him.

The Chairman then called for the next speaker.

Michael Noda

Mr. Noda introduced himself and said he was a regular rider of the Route 15 in North Philadelphia. He discussed the lack of information and communication to the public concerning the issue with the Route 15 trolley service. He reminded the Board that in 1992 the line was substituted by bus service for 13 years.

Mr. Noda said SEPTA functions mainly with the trust of its riders and he asked why there was only a five-day notice that the trolleys would be removed from service. He asked why there was no advance notice.

The Chairman responded that the Board was committed to the Route 15 trolley service and said it was the correct time to repair the trolleys since the I-95 reconstruction work would cause the line to be shut down. Mr. Noda responded that he was familiar that the trolleys were in need of repairs, but he said people plan their lives around the line and it makes a difference when the line was substituted by bus service. Ms. Richards thanked Mr. Noda for attending the meeting and bringing his concerns before the Board and staff. She said that she was previously the Secretary for PennDOT for five years. She discussed the I-95 project which she noted was one of the most complex projects that PennDOT was currently working on over the next 12 to 18 months. Ms. Richards stated that this was the

perfect time for SEPTA to rehab the trolley cars. She added that when the construction project was completed, the trolley cars would come back in good shape after being rehabbed and extending the length of their lifecycle. She then addressed the lack of communication and said she would review how information was disseminated.

Ms. Richards closed by stating that she understands that it would be inconvenient, but the time to rehab the trolleys would be condensed and that when the construction was completed the trolleys would return to service.

The Chairman requested that Scott Sauer meet with Mr. Noda following the meeting.

Lance Haver

Mr. Haver introduced himself and asked what the total number of registered key cards was. Mr. Burnfield replied that the number of registered key cards was between 300,000 and 400,000. He added that he would confirm that number for Mr. Haver. Mr. Haver replied that was a large number and asked if he could get an exact count. Mr. Deon requested that Mr. Burnfield provide the exact count following the meeting.

Mr. Deon called for the next speaker.

Daniel Trubman

Mr. Trubman introduced himself and said he was a member of 5th Square, an urbanist organization committed to improving transit service in the Philadelphia region. He then read from the attached statement concerning the Trolley Modernization Project, which is attached to the original Minutes as Exhibit "C".

Ms. Richards stated that she was the 11th General Manager and the first planner to be General Manager. She stated that there were several general projects that were a priority and that the Trolley Modernization Project was one of them. She told Mr. Trubman that she appreciated his comments and said she looked forward to his feedback as the process moves forward.

Mason Carter

Mr. Carter introduced himself and said he was a member of the SEPTA Citizen Advisory Committee. He spoke about the Route 15 trolley service and the bus substitution of that line. He said that he would like to see some type of a communications program that might include notices posted on vehicles that would provide the timeline of when the trolleys would return to service.

Mr. Carter then spoke about the Trolley Modernization Project and the funding needed for the project. He said he was encouraged to hear that it was a priority and asked if community engagement could begin soon to discuss the design standards and the funding.

Mr. Deon replied and said that funding was needed first and that once the planning was completed, he proposed that a coalition would go to Harrisburg to discuss funding. He then addressed the communications program that Mr. Carter discussed and suggested that updated information notices could be posted on the website and on the app.

Mr. Deon then called for the next speaker.

Peter Bartholomew

Mr. Bartholomew stated that he was also present to speak about the Route 15. He said that the one thing that he thought really needed to be hammered down was that green initiatives were necessary with climate change. He said he was sure that everyone believed in it. He said that the answer was not electric buses, but trolleys and trolley buses. Mr. Bartholomew said the infrastructure required was much easier to be put in place than having charging stations every few miles. He said electric buses were part of a budget that was not as nearly as necessary, and that trolley buses have better costs, were better for the environment and had a much higher capacity. Mr. Bartholomew stated that having seen that this was delayed and not a priority, and just to add diesel buses back in, was a disappointment.

Mr. Bartholomew stated that he hoped that by the time the trolleys were returned to service, that there was a proper ticket and tow system to remove cars that would be blocking the tracks.

Mr. Deon asked Mr. Sauer to meet with Mr. Bartholomew following the meeting.

Adjournment

There being no further business to come before the Board at this Regular Meeting, it was moved by Mr. Kernodle, seconded by Mr. Babcock, and unanimously adopted that the meeting be adjourned at 3:27 PM.

A transcript of this meeting was made by an official court reporter and is made a part of the original Minutes.

Carol R. Looby
Secretary

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL REPORT

DECEMBER 2019

For Period Ended December 28, 2019

January 10, 2020

EXHIBIT "A"

FINANCIAL REPORT - DECEMBER 2019

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 - DECEMBER 2019

COMMENTARY

Summary of Financial Results and Commentary

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
DECEMBER 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 December and the six-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.

(IN THOUSANDS)

DIVISION	MONTH OF DECEMBER		SIX MONTHS ENDED DECEMBER	
	2019	2018	2019	2018
City Transit	$ (50,485)	$ (50,725)	$ (301,280)	$ (289,020)
Victory	(5,796)	(6,594)	(37,740)	(36,315)
Frontier	(2,389)	(2,300)	(14,204)	(13,834)
Regional Rail	(19,040)	(17,499)	(110,006)	(101,882)
Total Deficit Before Subsidies	(77,710)	(77,118)	(463,230)	(441,051)
Operating Subsidies	78,691	76,156	468,625	446,045
Surplus/(Deficit) After Subsidies	981	(962)	5,395	4,994
Unrealized Investment Gain/(Loss)	(366)	336	392	130
Surplus/(Deficit) after Investment Gain/(Loss)	$ 615	$ (626)	$ 5,787	$ 5,124

The surplus after subsidies for the month of December was $981 thousand and the cumulative surplus for the six months was $5.4 million. Passenger revenue for the month was $286 thousand (or 0.8%) higher than budget. Passenger revenue for the six months of Fiscal 2020 was $60 thousand lower than budget. Shared Ride Program revenue was $15 thousand higher than budget for the month of December and was $223 thousand (or 2.8%) higher than budget for December year-to-date. Operating expenses for the month of December were $148 thousand lower than budget. For the six-month period, operating expenses were $3.8 million (or 0.5%) lower than budget.

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

DIVISIONAL COMMENTARY ON DECEMBER AND YEAR-TO-DATE RESULTS

CITY TRANSIT DIVISION

The Division's operations for December resulted in a deficit before subsidies of $50.5 million for the month and a year-to-date deficit before subsidies of $301.3 million, which is 2.1% lower than budget.

Passenger revenue for the month of December was $271 thousand (or 1.2%) lower than budget. For the six months of Fiscal 2020 total passenger revenue was $2.7 million (or 1.9%) lower than budget. Shared Ride Program revenue for December year-to-date was $223 thousand (or 2.8%) higher than budget. Operating expenses for the six-month period were lower than budget.

For the six months of the fiscal year, the operating surplus after subsidies was $3.7 million.

VICTORY DIVISION

The Division's operations for December resulted in a deficit before subsidies of $5.8 million bringing the cumulative deficit before subsidies for the six months of the fiscal year to $37.7 million, which is slightly better than budget.

Passenger revenue for December was $81 thousand (or 4.2%) higher than budget, and for the six months of Fiscal 2020 was $93 thousand (or 0.7%) lower than budget. Operating expenses for the six-month period were lower than budget.

For the six months of the fiscal year, the operating surplus after subsidies was $490 thousand.

FRONTIER DIVISION

Operations for the month of December resulted in a deficit before subsidies of $2.4 million bringing the cumulative deficit before subsidies for the six months of the fiscal year to $14.2 million, which is 2.8% higher than budget.

Passenger revenue for December was $23 thousand (or 4.5%) lower than budget, and for the six months of Fiscal 2020 was $161 thousand (or 4.8%) lower than budget. Operating expenses for the six-month period were higher than budget.

For the six months of the fiscal year, the operating surplus after subsidies was $180 thousand.

REGIONAL RAIL DIVISION

Operations for the month of December resulted in a deficit before subsidies of $19.0 million bringing the cumulative deficit before subsidies for the six-month period to $110.0 million, which is 1.6% higher than budget.

December passenger revenue was $499 thousand (or 4.5%) higher than budget, and year-to-date passenger revenue was $2.9 million (or 4.2%) higher than budget. Operating expenses for the six-month period were higher than budget.

For the six months of the fiscal year, the operating surplus after subsidies was $994 thousand.

FINANCIAL REPORT - DECEMBER 2019

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
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA	BUDGET AMOUNT	BUDGET VARIANCE AMOUNT	BUDGET VARIANCE PERCENT
OPERATING REVENUES								
Passenger Revenue	$ 139,825	$ 12,744	$ 3,232	$ 73,175	$ 228,976	$ 229,036	$ (60)	(0.03)
Other Operating Revenue	13,175	1,602	493	7,033	22,303	21,849	454	2.08
Sub-Total - Operating Revenue	153,000	14,346	3,725	80,208	251,279	250,885	394	0.16
Shared Ride Program	8,144	-	-	-	8,144	7,921	223	2.82
TOTAL REVENUE AVAILABLE FOR OPERATIONS	161,144	14,346	3,725	80,208	259,423	258,806	617	0.24
OPERATING EXPENSES	462,424	52,086	17,929	190,214	722,653	726,407	3,754	0.52
DEFICIT BEFORE SUBSIDIES	(301,280)	(37,740)	(14,204)	(110,006)	(463,230)	(467,601)	4,371	0.93
OPERATING SUBSIDIES	305,011	38,230	14,384	111,000	468,625	467,601	1,024	0.22
SURPLUS AFTER SUBSIDIES	$ 3,731	$ 490	$ 180	$ 994	$ 5,395	$ -	$ 5,395	
Unrealized Investment Gain/(Loss)	91	7	1	293	392	-	392	
SURPLUS AFTER INVESTMENT GAIN/(LOSS)	$ 3,822	$ 497	$ 181	$ 1,287	$ 5,787	$ -	$ 5,787	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
OPERATING REVENUES	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
Passenger Revenue	$ 142,549	$ 139,825	$ 12,837	$ 12,744	$ 3,393	$ 3,232	$ 70,257	$ 73,175	$ 229,036	$ 228,976
Shared Ride Program	7,921	8,144	-	-	-	-	-	-	7,921	8,144
Investment Income	950	933	44	40	13	11	800	825	1,807	1,809
Other Income	11,446	12,242	1,457	1,562	448	482	6,691	6,208	20,042	20,494
TOTAL OPERATING REVENUE	162,866	161,144	14,338	14,346	3,854	3,725	77,748	80,208	258,806	259,423
OPERATING EXPENSES										
Labor, including Paid Absences	217,671	214,233	24,887	25,561	9,423	9,565	73,676	78,213	325,657	327,572
Fringe Benefits	137,444	133,206	13,531	13,119	4,506	4,853	38,506	38,864	193,987	190,042
Material & Services	78,938	80,120	10,598	10,382	2,276	2,159	58,831	58,523	150,643	151,184
Injuries & Damages	8,975	8,975	446	446	161	161	2,258	2,258	11,840	11,840
Propulsion Power	5,856	5,292	581	564	-	-	7,969	7,899	14,406	13,755
Fixed Rent	2,042	2,744	109	114	35	36	1,124	1,105	3,310	3,999
Fuel	11,706	10,675	1,820	1,787	1,240	1,129	312	206	15,078	13,797
Depreciation	7,989	7,179	120	113	27	26	3,350	3,146	11,486	10,464
TOTAL OPERATING EXPENSES	470,621	462,424	52,092	52,086	17,668	17,929	186,026	190,214	726,407	722,653
DEFICIT BEFORE SUBSIDIES	(307,755)	(301,280)	(37,754)	(37,740)	(13,814)	(14,204)	(108,278)	(110,006)	(467,601)	(463,230)
OPERATING SUBSIDIES										
Federal	12,532	12,415	1,583	1,603	566	590	3,182	3,255	17,863	17,863
State	244,565	242,245	31,403	31,801	11,230	11,703	63,128	64,577	350,326	350,326
Local	36,685	36,337	4,710	4,770	1,685	1,755	9,469	9,687	52,549	52,549
Lease Cost/Debt Service	13,307	13,314	58	56	15	15	31,671	32,266	45,051	45,651
Other-Route Guarantees	666	700	-	-	318	321	828	1,215	1,812	2,236
TOTAL SUBSIDIES	307,755	305,011	37,754	38,230	13,814	14,384	108,278	111,000	467,601	468,625
SURPLUS AFTER SUBSIDIES	$ -	$ 3,731	$ -	$ 490	$ -	$ 180	$ -	$ 994	$ -	$ 5,395
Unrealized Investment Gain/(Loss)	-	91	-	7	-	1	-	293	-	392
SURPLUS AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 3,822	$ -	$ 497	$ -	$ 181	$ -	$ 1,287	$ -	$ 5,787

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
CONSOLIDATING STATEMENT OF INCOME
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

	CITY TRANSIT DIVISION	VICTORY DIVISION	FRONTIER DIVISION	REGIONAL RAIL DIVISION	TOTAL SEPTA	BUDGET AMOUNT	BUDGET VARIANCE AMOUNT	BUDGET VARIANCE PERCENT
OPERATING REVENUES								
Passenger Revenue	$ 21,623	$ 2,027	$ 485	$ 11,568	$ 35,703	$ 35,417	$ 286	0.81
Other Operating Revenue	2,034	252	77	1,078	3,441	3,569	(128)	(3.59)
Sub-Total - Operating Revenue	23,657	2,279	562	12,646	39,144	38,986	158	0.41
Shared Ride Program	1,212	-	-	-	1,212	1,197	15	1.25
TOTAL REVENUE AVAILABLE FOR OPERATIONS	24,869	2,279	562	12,646	40,356	40,183	173	0.43
OPERATING EXPENSES	75,354	8,075	2,951	31,686	118,066	118,214	148	0.13
DEFICIT BEFORE SUBSIDIES	(50,485)	(5,796)	(2,389)	(19,040)	(77,710)	(78,031)	321	0.41
OPERATING SUBSIDIES	51,167	5,879	2,422	19,223	78,691	78,031	660	0.85
SURPLUS AFTER SUBSIDIES	$ 682	$ 83	$ 33	$ 183	$ 981	$ -	$ 981	
Unrealized Investment Gain/(Loss)	(171)	(8)	(2)	(185)	(366)	-	(366)	
SURPLUS AFTER INVESTMENT GAIN/(LOSS)	$ 511	$ 75	$ 31	$ (2)	$ 615	$ -	$ 615	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
CONSOLIDATING STATEMENT OF REVENUES AND EXPENSES
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

	CITY TRANSIT DIVISION		VICTORY DIVISION		FRONTIER DIVISION		REGIONAL RAIL DIVISION		TOTAL SEPTA	
OPERATING REVENUES	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL
Passenger Revenue	$ 21,894	$ 21,623	$ 1,946	2,027	508	$ 485	$ 11,069	$ 11,568	$ 35,417	$ 35,703
Shared Ride Program	1,197	1,212	-	-	-	-	-	-	1,197	1,212
Investment Income	153	117	7	5	2	1	126	110	288	233
Other Income	1,893	1,917	237	247	75	76	1,076	968	3,281	3,208
TOTAL OPERATING REVENUE	25,137	24,869	2,190	2,279	585	562	12,271	12,646	40,183	40,356
OPERATING EXPENSES										
Labor, including Paid Absences	34,782	34,640	3,966	4,125	1,476	1,529	11,652	12,787	51,876	53,081
Fringe Benefits	22,161	22,313	2,320	2,325	728	838	6,566	6,248	31,775	31,724
Material & Services	13,069	13,234	1,675	1,171	374	390	10,319	10,186	25,437	24,981
Injuries & Damages	1,379	1,379	68	68	25	25	367	367	1,839	1,839
Propulsion Power	1,145	845	120	94	-	-	1,368	1,372	2,633	2,311
Fixed Rent	302	281	14	12	5	4	177	166	498	463
Fuel	1,723	1,464	278	261	190	160	48	29	2,239	1,914
Depreciation	1,333	1,198	20	19	5	5	559	531	1,917	1,753
TOTAL OPERATING EXPENSES	75,894	75,354	8,461	8,075	2,803	2,951	31,056	31,686	118,214	118,066
DEFICIT BEFORE SUBSIDIES	(50,757)	(50,485)	(6,271)	(5,796)	(2,218)	(2,389)	(18,785)	(19,040)	(78,031)	(77,710)
OPERATING SUBSIDIES										
Federal	2,065	2,082	263	246	91	99	561	553	2,980	2,980
State	40,314	40,631	5,216	4,891	1,801	1,972	11,132	10,969	58,463	58,463
Local	6,047	6,096	782	733	271	295	1,670	1,646	8,770	8,770
Lease Cost/Debt Service	2,220	2,223	10	9	2	2	5,284	5,582	7,516	7,816
Other-Route Guarantees	111	135	-	-	53	54	138	473	302	662
TOTAL SUBSIDIES	50,757	51,167	6,271	5,879	2,218	2,422	18,785	19,223	78,031	78,691
SURPLUS AFTER SUBSIDIES	$ -	$ 682	$ -	$ 83	$ -	$ 33	$ -	$ 183	$ -	$ 981
Unrealized Investment Gain/(Loss)	-	(171)	-	(8)	-	(2)	-	(185)	-	(366)
SURPLUS AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 511	$ -	$ 75	$ -	$ 31	$ -	$ (2)	$ -	$ 615

FINANCIAL REPORT - DECEMBER 2019

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 DECEMBER 28, 2019

(THOUSANDS)

ONE MONTH ENDED DECEMBER 28, 2019						SIX MONTHS ENDED DECEMBER 28, 2019				
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 %
					OPERATING REVENUES					
$ 21,894	$ 21,623	(1.24)	$ 21,391	1.08	Passenger Revenue	$ 142,549	$ 139,825	(1.91)	$ 141,071	(0.88)
2,046	2,034	(0.59)	2,154	(5.57)	Other Operating Revenue	12,396	13,175	6.28	13,026	1.14
23,940	23,657	(1.18)	23,545	0.48	Sub-Total - Operating Revenue	154,945	153,000	(1.26)	154,097	(0.71)
1,197	1,212	1.25	1,178	2.89	Shared Ride Program	7,921	8,144	2.82	7,871	3.47
25,137	24,869	(1.07)	24,723	0.59	TOTAL REVENUE AVAILABLE FOR OPERATIONS	162,866	161,144	(1.06)	161,968	(0.51)
75,894	75,354	0.71	75,448	0.12	OPERATING EXPENSES	470,621	462,424	1.74	450,988	(2.54)
(50,757)	(50,485)	0.54	(50,725)	0.47	DEFICIT BEFORE SUBSIDIES	(307,755)	(301,280)	2.10	(289,020)	(4.24)
50,757	51,167	0.81	49,945	2.45	OPERATING SUBSIDIES	307,755	305,011	(0.89)	292,369	4.32
-	682		(780)		SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	3,731		3,349	
-	(171)		184		Unrealized Investment Gain/(Loss)	-	91		25	
$ -	$ 511		$ (596)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 3,822		$ 3,374	
4,846	4,825	(0.43)	4,805	0.42	TOTAL VEHICLE MILES	31,436	31,468	0.10	31,394	0.24
408	371	(9.07)	348	6.61	SHARED RIDE PROGRAM IN ABOVE	2,523	2,408	(4.56)	2,334	3.17
12,076	11,699	(3.12)	11,668	0.27	REVENUE PASSENGER JOURNEYS	78,507	77,310	(1.52)	77,886	(0.74)
44	44	-	44	-	SHARED RIDE PROGRAM IN ABOVE	297	302	1.68	293	3.07

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
CITY TRANSIT DIVISION
DETAIL INCOME STATEMENT
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 21,391	$ 232	1.08	Passenger Revenue	$ 21,894	$ 21,623	$ (271)	(1.24)
175	(58)	(33.14)	Investment Income	153	117	(36)	(23.53)
1,979	(62)	(3.13)	Other Income	1,893	1,917	24	1.27
23,545	112	0.48	SUB-TOTAL	23,940	23,657	(283)	(1.18)
1,178	34	2.89	Shared Ride Program	1,197	1,212	15	1.25
24,723	146	0.59	TOTAL REVENUE AVAILABLE FOR OPERATIONS	25,137	24,869	(268)	(1.07)
			OPERATING EXPENSES				
58,274	1,321	2.27	Labor & Fringe Benefits	56,943	56,953	(10)	(0.02)
11,408	(1,826)	(16.01)	Material & Services	13,069	13,234	(165)	(1.26)
1,679	300	17.87	Injuries & Damages	1,379	1,379	-	-
1,067	222	20.81	Propulsion Power	1,145	845	300	26.20
373	92	24.66	Fixed Rent	302	281	21	6.95
1,467	3	0.20	Fuel	1,723	1,464	259	15.03
1,180	(18)	(1.53)	Depreciation	1,333	1,198	135	10.13
75,448	94	0.12	TOTAL OPERATING EXPENSES	75,894	75,354	540	0.71
(50,725)	240	0.47	DEFICIT BEFORE SUBSIDIES	(50,757)	(50,485)	272	0.54
			OPERATING SUBSIDIES				
2,100	(18)	(0.86)	Federal	2,065	2,082	17	0.82
39,153	1,478	3.77	State	40,314	40,631	317	0.79
5,875	221	3.76	Local	6,047	6,096	49	0.81
2,705	(482)	(17.82)	Lease Cost/Debt Service	2,220	2,223	3	0.14
112	23	20.54	Other - Route Guarantees	111	135	24	21.62
49,945	1,222	2.45	TOTAL OPERATING SUBSIDIES	50,757	51,167	410	0.81
(780)	1,462	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	682	682	-
184	(355)		Unrealized Investment Gain/(Loss)	-	(171)	(171)	
$ (596)	$ 1,107		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 511	$ 511	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
CITY TRANSIT DIVISION
DETAIL INCOME STATEMENT
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	THIS YEAR ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 141,071	$ (1,246)	(0.88)	Passenger Revenue	$ 142,549	$ 139,825	$ (2,724)	(1.91)
938	(5)	(0.53)	Investment Income	950	933	(17)	(1.79)
12,088	154	1.27	Other Income	11,446	12,242	796	6.95
154,097	(1,097)	(0.71)	SUB-TOTAL	154,945	153,000	(1,945)	(1.26)
7,871	273	3.47	Shared Ride Program	7,921	8,144	223	2.82
161,968	(824)	(0.51)	TOTAL REVENUE AVAILABLE FOR OPERATIONS	162,866	161,144	(1,722)	(1.06)
			OPERATING EXPENSES				
340,727	(6,712)	(1.97)	Labor & Fringe Benefits	355,115	347,439	7,676	2.16
74,082	(6,038)	(8.15)	Material & Services	78,938	80,120	(1,182)	(1.50)
10,912	1,937	17.75	Injuries & Damages	8,975	8,975	-	-
5,550	258	4.65	Propulsion Power	5,856	5,292	564	9.63
1,901	(843)	(44.35)	Fixed Rent	2,042	2,744	(702)	(34.38)
10,734	59	0.55	Fuel	11,706	10,675	1,031	8.81
7,082	(97)	(1.37)	Depreciation	7,989	7,179	810	10.14
450,988	(11,436)	(2.54)	TOTAL OPERATING EXPENSES	470,621	462,424	8,197	1.74
(289,020)	(12,260)	(4.24)	DEFICIT BEFORE SUBSIDIES	(307,755)	(301,280)	6,475	2.10
			OPERATING SUBSIDIES				
12,381	34	0.27	Federal	12,532	12,415	(117)	(0.93)
230,812	11,433	4.95	State	244,565	242,245	(2,320)	(0.95)
34,622	1,715	4.95	Local	36,685	36,337	(348)	(0.95)
13,909	(595)	(4.28)	Lease Cost/Debt Service	13,307	13,314	7	0.05
645	55	8.53	Other - Route Guarantees	666	700	34	5.11
292,369	12,642	4.32	TOTAL OPERATING SUBSIDIES	307,755	305,011	(2,744)	(0.89)
3,349	382	(11.41)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	3,731	3,731	-
25	66		Unrealized Investment Gain/(Loss)	-	91	91	
$ 3,374	$ 448		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 3,822	$ 3,822	

FINANCIAL REPORT - DECEMBER 2019

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 DECEMBER 28, 2019

(THOUSANDS)

ONE MONTH ENDED DECEMBER 28, 2019						SIX MONTHS ENDED DECEMBER 28, 2019				
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 %
					OPERATING REVENUES					
$ 1,946	$ 2,027	4.16	$ 1,919	5.63	Passenger Revenue	$ 12,837	$ 12,744	(0.72)	$ 12,663	0.64
244	252	3.28	230	9.57	Other Operating Revenue	1,501	1,602	6.73	1,476	8.54
2,190	2,279	4.06	2,149	6.05	TOTAL REVENUE AVAILABLE FOR OPERATIONS	14,338	14,346	0.06	14,139	1.46
8,461	8,075	4.56	8,743	7.64	OPERATING EXPENSES	52,092	52,086	0.01	50,454	(3.23)
(6,271)	(5,796)	7.57	(6,594)	12.10	DEFICIT BEFORE SUBSIDIES	(37,754)	(37,740)	0.04	(36,315)	(3.92)
6,271	5,879	(6.25)	6,453	(8.90)	OPERATING SUBSIDIES	37,754	38,230	1.26	36,715	4.13
-	83		(141)		SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	490		400	
-	(8)		12		Unrealized Investment Gain/(Loss)	-	7		1	
$ -	$ 75		$ (129)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 497		$ 401	
886	873	(1.47)	891	(2.02)	TOTAL VEHICLE MILES	5,712	5,702	(0.18)	5,712	(0.18)
1,015	986	(2.86)	972	1.44	REVENUE PASSENGER JOURNEYS	6,690	6,551	(2.08)	6,527	0.37

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
VICTORY DIVISION
DETAIL INCOME STATEMENT
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 1,919	$ 108	5.63	Passenger Revenue	$ 1,946	$ 2,027	$ 81	4.16
10	(5)	(50.00)	Investment Income	7	5	(2)	(28.57)
220	27	12.27	Other Income	237	247	10	4.22
2,149	130	6.05	TOTAL REVENUE AVAILABLE FOR OPERATIONS	2,190	2,279	89	4.06
			OPERATING EXPENSES				
6,829	379	5.55	Labor & Fringe Benefits	6,286	6,450	(164)	(2.61)
1,425	254	17.82	Material & Services	1,675	1,171	504	30.09
82	14	17.07	Injuries & Damages	68	68	-	-
116	22	18.97	Propulsion Power	120	94	26	21.67
24	12	50.00	Fixed Rent	14	12	2	14.29
251	(10)	(3.98)	Fuel	278	261	17	6.12
16	(3)	(18.75)	Depreciation	20	19	1	5.00
8,743	668	7.64	TOTAL OPERATING EXPENSES	8,461	8,075	386	4.56
(6,594)	798	12.10	DEFICIT BEFORE SUBSIDIES	(6,271)	(5,796)	475	7.57
			OPERATING SUBSIDIES				
280	(34)	(12.14)	Federal	263	246	(17)	(6.46)
5,346	(455)	(8.51)	State	5,216	4,891	(325)	(6.23)
802	(69)	(8.60)	Local	782	733	(49)	(6.27)
25	(16)	(64.00)	Lease Cost/Debt Service	10	9	(1)	(10.00)
-	-	-	Other - Route Guarantees	-	-	-	-
6,453	(574)	(8.90)	TOTAL OPERATING SUBSIDIES	6,271	5,879	(392)	(6.25)
(141)	224	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	83	83	-
12	(20)		Unrealized Investment Gain/(Loss)	-	(8)	(8)	
$ (129)	$ 204		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 75	$ 75	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
VICTORY DIVISION
DETAIL INCOME STATEMENT
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 12,663	$ 81	0.64	Passenger Revenue	$ 12,837	$ 12,744	$ (93)	(0.72)
47	(7)	(14.89)	Investment Income	44	40	(4)	(9.09)
1,429	133	9.31	Other Income	1,457	1,562	105	7.21
14,139	207	1.46	TOTAL REVENUE AVAILABLE FOR OPERATIONS	14,338	14,346	8	0.06
			OPERATING EXPENSES				
37,775	(905)	(2.40)	Labor & Fringe Benefits	38,418	38,680	(262)	(0.68)
9,582	(800)	(8.35)	Material & Services	10,598	10,382	216	2.04
534	88	16.48	Injuries & Damages	446	446	-	-
575	11	1.91	Propulsion Power	581	564	17	2.93
99	(15)	(15.15)	Fixed Rent	109	114	(5)	(4.59)
1,784	(3)	(0.17)	Fuel	1,820	1,787	33	1.81
105	(8)	(7.62)	Depreciation	120	113	7	5.83
50,454	(1,632)	(3.23)	TOTAL OPERATING EXPENSES	52,092	52,086	6	0.01
(36,315)	(1,425)	(3.92)	DEFICIT BEFORE SUBSIDIES	(37,754)	(37,740)	14	0.04
			OPERATING SUBSIDIES				
1,595	8	0.50	Federal	1,583	1,603	20	1.26
30,470	1,331	4.37	State	31,403	31,801	398	1.27
4,571	199	4.35	Local	4,710	4,770	60	1.27
79	(23)	(29.11)	Lease Cost/Debt Service	58	56	(2)	(3.45)
-	-	-	Other - Route Guarantees	-	-	-	-
36,715	1,515	4.13	TOTAL OPERATING SUBSIDIES	37,754	38,230	476	1.26
400	90	(22.50)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	490	490	-
1	6		Unrealized Investment Gain/(Loss)	-	7	7	
$ 401	$ 96		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 497	$ 497	

FINANCIAL REPORT - DECEMBER 2019

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 DECEMBER 28, 2019

(THOUSANDS)

ONE MONTH ENDED DECEMBER 28, 2019						SIX MONTHS ENDED DECEMBER 28, 2019				
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 %
					OPERATING REVENUES					
$ 508	$ 485	(4.53)	$ 494	(1.82)	Passenger Revenue	$ 3,393	$ 3,232	(4.75)	$ 3,311	(2.39)
77	77	0.00	54	42.59	Other Operating Revenue	461	493	6.94	376	31.12
585	562	(3.93)	548	2.55	TOTAL REVENUE AVAILABLE FOR OPERATIONS	3,854	3,725	(3.35)	3,687	1.03
2,803	2,951	(5.28)	2,848	(3.62)	OPERATING EXPENSES	17,668	17,929	(1.48)	17,521	(2.33)
(2,218)	(2,389)	(7.71)	(2,300)	(3.87)	DEFICIT BEFORE SUBSIDIES	(13,814)	(14,204)	(2.82)	(13,834)	(2.67)
2,218	2,422	9.20	2,243	7.98	OPERATING SUBSIDIES	13,814	14,384	4.13	13,982	2.88
-	33		(57)		SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	180		148	
-	(2)		4		Unrealized Investment Gain/(Loss)	-	1		1	
$ -	$ 31		$ (53)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 181		$ 149	
428	421	(1.64)	427	(1.41)	TOTAL VEHICLE MILES	2,753	2,773	0.73	2,781	(0.29)
253	237	(6.32)	243	(2.47)	REVENUE PASSENGER JOURNEYS	1,692	1,617	(4.43)	1,675	(3.46)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FRONTIER DIVISION
DETAIL INCOME STATEMENT
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	THIS YEAR ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 494	$ (9)	(1.82)	Passenger Revenue	$ 508	$ 485	$ (23)	(4.53)
4	(3)	(75.00)	Investment Income	2	1	(1)	(50.00)
50	26	52.00	Other Income	75	76	1	1.33
548	14	2.55	TOTAL REVENUE AVAILABLE FOR OPERATIONS	585	562	(23)	(3.93)
			OPERATING EXPENSES				
2,322	(45)	(1.94)	Labor & Fringe Benefits	2,204	2,367	(163)	(7.40)
297	(93)	(31.31)	Material & Services	374	390	(16)	(4.28)
32	7	21.88	Injuries & Damages	25	25	-	-
8	4	50.00	Fixed Rent	5	4	1	20.00
185	25	13.51	Fuel	190	160	30	15.79
4	(1)	(25.00)	Depreciation	5	5	-	-
2,848	(103)	(3.62)	TOTAL OPERATING EXPENSES	2,803	2,951	(148)	(5.28)
(2,300)	(89)	(3.87)	DEFICIT BEFORE SUBSIDIES	(2,218)	(2,389)	(171)	(7.71)
			OPERATING SUBSIDIES				
95	4	4.21	Federal	91	99	8	8.79
1,814	158	8.71	State	1,801	1,972	171	9.49
272	23	8.46	Local	271	295	24	8.86
8	(6)	(75.00)	Lease Cost/Debt Service	2	2	-	-
54	-	-	Other - Route Guarantees	53	54	1	1.89
2,243	179	7.98	TOTAL OPERATING SUBSIDIES	2,218	2,422	204	9.20
(57)	90	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	33	33	-
4	(6)		Unrealized Investment Gain/(Loss)	-	(2)	(2)	
$ (53)	$ 84		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 31	$ 31	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FRONTIER DIVISION
DETAIL INCOME STATEMENT
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 3,311	$ (79)	(2.39)	Passenger Revenue	$ 3,393	$ 3,232	$ (161)	(4.75)
15	(4)	(26.67)	Investment Income	13	11	(2)	(15.38)
361	121	33.52	Other Income	448	482	34	7.59
3,687	38	1.03	TOTAL REVENUE AVAILABLE FOR OPERATIONS	3,854	3,725	(129)	(3.35)
			OPERATING EXPENSES				
13,950	(468)	(3.35)	Labor & Fringe Benefits	13,929	14,418	(489)	(3.51)
2,088	(71)	(3.40)	Material & Services	2,276	2,159	117	5.14
208	47	22.60	Injuries & Damages	161	161	-	-
32	(4)	(12.50)	Fixed Rent	35	36	(1)	(2.86)
1,217	88	7.23	Fuel	1,240	1,129	111	8.95
26	-	-	Depreciation	27	26	1	3.70
17,521	(408)	(2.33)	TOTAL OPERATING EXPENSES	17,668	17,929	(261)	(1.48)
(13,834)	(370)	(2.67)	DEFICIT BEFORE SUBSIDIES	(13,814)	(14,204)	(390)	(2.82)
			OPERATING SUBSIDIES				
594	(4)	(0.67)	Federal	566	590	24	4.24
11,344	359	3.16	State	11,230	11,703	473	4.21
1,702	53	3.11	Local	1,685	1,755	70	4.15
22	(7)	(31.82)	Lease Cost/Debt Service	15	15	-	-
320	1	0.31	Other - Route Guarantees	318	321	3	0.94
13,982	402	2.88	TOTAL OPERATING SUBSIDIES	13,814	14,384	570	4.13
148	32	(21.62)	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	180	180	-
1	-		Unrealized Investment Gain/(Loss)	-	1	1	
$ 149	$ 32		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 181	$ 181	

FINANCIAL REPORT - DECEMBER 2019

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 DECEMBER 28, 2019

(THOUSANDS)

ONE MONTH ENDED DECEMBER 28, 2019						SIX MONTHS ENDED DECEMBER 28, 2019				
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 %
					OPERATING REVENUES					
$ 11,069	$ 11,568	4.51	$ 10,996	5.20	Passenger Revenue	$ 70,257	$ 73,175	4.15	$ 70,033	4.49
1,202	1,078	(10.32)	1,071	0.65	Other Operating Revenue	7,491	7,033	(6.11)	7,019	0.20
12,271	12,646	3.06	12,067	4.80	TOTAL REVENUE AVAILABLE FOR OPERATIONS	77,748	80,208	3.16	77,052	4.10
31,056	31,686	(2.03)	29,566	(7.17)	OPERATING EXPENSES	186,026	190,214	(2.25)	178,934	(6.30)
(18,785)	(19,040)	(1.36)	(17,499)	(8.81)	DEFICIT BEFORE SUBSIDIES	(108,278)	(110,006)	(1.60)	(101,882)	(7.97)
18,785	19,223	2.33	17,515	9.75	OPERATING SUBSIDIES	108,278	111,000	2.51	102,979	7.79
-	183		16		SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	994		1,097	
-	(185)		136		Unrealized Investment Gain/(Loss)	-	293		103	
$ -	$ (2)		$ 152		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 1,287		$ 1,200	
1,648	1,665	1.03	1,613	3.22	TOTAL VEHICLE MILES	10,701	10,788	0.81	10,499	2.75
2,622	2,734	4.27	2,556	6.96	REVENUE PASSENGER JOURNEYS	17,171	18,063	5.19	16,797	7.54

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
REGIONAL RAIL DIVISION
DETAIL INCOME STATEMENT
ONE MONTH ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	THIS YEAR ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 10,996	$ 572	5.20	Passenger Revenue	$ 11,069	$ 11,568	$ 499	4.51
106	4	3.77	Investment Income	126	110	(16)	(12.70)
965	3	0.31	Other Income	1,076	968	(108)	(10.04)
12,067	579	4.80	TOTAL REVENUE AVAILABLE FOR OPERATIONS	12,271	12,646	375	3.06
			OPERATING EXPENSES				
17,968	(1,067)	(5.94)	Labor & Fringe Benefits	18,218	19,035	(817)	(4.48)
9,053	(1,133)	(12.52)	Material & Services	10,319	10,186	133	1.29
422	55	13.03	Injuries & Damages	367	367	-	-
1,545	173	11.20	Propulsion Power	1,368	1,372	(4)	(0.29)
122	(44)	(36.07)	Fixed Rent	177	166	11	6.21
15	(14)	(93.33)	Fuel	48	29	19	39.58
441	(90)	(20.41)	Depreciation	559	531	28	5.01
29,566	(2,120)	(7.17)	TOTAL OPERATING EXPENSES	31,056	31,686	(630)	(2.03)
(17,499)	(1,541)	(8.81)	DEFICIT BEFORE SUBSIDIES	(18,785)	(19,040)	(255)	(1.36)
			OPERATING SUBSIDIES				
525	28	5.33	Federal	561	553	(8)	(1.43)
10,040	929	9.25	State	11,132	10,969	(163)	(1.46)
1,505	141	9.37	Local	1,670	1,646	(24)	(1.44)
5,304	278	5.24	Lease Cost/Debt Service	5,284	5,582	298	5.64
141	332	-	Other - Route Guarantees	138	473	335	-
17,515	1,708	9.75	TOTAL OPERATING SUBSIDIES	18,785	19,223	438	2.33
16	167	-	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	183	183	-
136	(321)		Unrealized Investment Gain/(Loss)	-	(185)	(185)	
$ 152	$ (154)		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ (2)	$ (2)	

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
REGIONAL RAIL DIVISION
DETAIL INCOME STATEMENT
SIX MONTHS ENDED DECEMBER 28, 2019

(THOUSANDS)

LAST YEAR AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) LAST YEAR AMOUNT	%		THIS YEAR BUDGET AMOUNT	THIS YEAR ACTUAL AMOUNT	THIS YEAR ACTUAL BETTER (WORSE) BUDGET AMOUNT	%
			OPERATING REVENUES				
$ 70,033	$ 3,142	4.49	Passenger Revenue	$ 70,257	$ 73,175	$ 2,918	4.15
815	10	1.23	Investment Income	800	825	25	3.13
6,204	4	0.06	Other Income	6,691	6,208	(483)	(7.22)
77,052	3,156	4.10	TOTAL REVENUE AVAILABLE FOR OPERATIONS	77,748	80,208	2,460	3.16
			OPERATING EXPENSES				
109,244	(7,833)	(7.17)	Labor & Fringe Benefits	112,182	117,077	(4,895)	(4.36)
54,490	(4,033)	(7.40)	Material & Services	58,831	58,523	308	0.52
2,606	348	13.35	Injuries & Damages	2,258	2,258	-	-
8,875	976	11.00	Propulsion Power	7,969	7,899	70	0.88
654	(451)	(68.96)	Fixed Rent	1,124	1,105	19	1.69
224	18	8.04	Fuel	312	206	106	33.97
2,841	(305)	(10.74)	Depreciation	3,350	3,146	204	6.09
178,934	(11,280)	(6.30)	TOTAL OPERATING EXPENSES	186,026	190,214	(4,188)	(2.25)
(101,882)	(8,124)	(7.97)	DEFICIT BEFORE SUBSIDIES	(108,278)	(110,006)	(1,728)	(1.60)
			OPERATING SUBSIDIES				
3,152	103	3.27	Federal	3,182	3,255	73	2.29
60,244	4,333	7.19	State	63,128	64,577	1,449	2.30
9,036	651	7.20	Local	9,469	9,687	218	2.30
29,697	2,569	8.65	Lease Cost/Debt Service	31,671	32,266	595	1.88
850	365	42.94	Other - Route Guarantees	828	1,215	387	46.74
102,979	8,021	7.79	TOTAL OPERATING SUBSIDIES	108,278	111,000	2,722	2.51
1,097	(103)	9.39	SURPLUS/(DEFICIT) AFTER SUBSIDIES	-	994	994	-
103	190		Unrealized Investment Gain/(Loss)	-	293	293	
$ 1,200	$ 87		SURPLUS/(DEFICIT) AFTER INVESTMENT GAIN/(LOSS)	$ -	$ 1,287	$ 1,287	

EXHIBIT "B"

Christopher Saxon

SEPTA BOARD MEETING

January 23, 2020

Climate change is real and its also happening in Philadelphia. Its important to realize that public transportation plays a role in solving the climate change issue. According to website: billypenn.com it says, "thirty-seven percent of locals already take low-carbon commutes, like biking or SEPTA and that figure is from 2014." We need to continue to encourage citizens of Philadelphia to take SEPTA and make it affordable for everyone including those who may be poor.

It's said that "SEPTA GHG target is to decrease normalized emissions by 20% by 2020."

Mayor Jim Kenney says that Philadelphia want to be "more affectionate towards walkers, cyclists and transit users."

In comparison according to website: www.citylab.com "Paris' commitment to public transport far surpasses that of any city in the U.S. , where it has been more than thirty years since any new system opened." "Paris still has its work cut out when it comes to its infamous smog." "The national goal is to ban the sales of petrol and diesel cars by 2040."

As well as fighting climate change, Philadelphia needs to also work on walkable space to help SEPTA riders take public transportation.

QUESTION: It is now 2020 and is SEPTA going to be able to reach this goal of 20% decrease normalized emissions?

EXHIBIT "C"

1/23/2020 SEPTA Board Public Comments
Re: Prioritizing Trolley Modernization

Hello, my name is Daniel Trubman.

As a member of 5th Square, an urbanist organization committed to improving transit service in the Philadelphia region, I'd like to urge SEPTA, in light of the revelation that nearly all of the agencies' PCCs trolleys are not in a condition to pass an internal inspection, re-prioritize the Trolley Modernization project.

Trolleys are a crucial mode for SEPTA. WIth over 2 million trips each month, the trolleys aren't that far behind the entire Regional Rail network. But the trolleys also have the unfortunate distinction of being SEPTA's mass transit mode with the largest decline in ridership over the last few years, with almost a quarter fewer trips taken compared to only a few years ago. And while there are numerous reasons why ridership has been trending down across the entire system, one reason the decline is especially percipitious on the trolleys is many of the vehicles, and much of the systems infrastructure, is clearly on borrowed time.

While I very much appreciate that SEPTA has committed to making the necessary repairs to the PCCs so that they can be returned to service as soon as PenDOT is done their work, it's undeniable that Philadelphia needs to begin the next chapter in its long history of trolley service. SEPTA needs to modernize its trolley system, and it needs to get serious about upgrading the system's stations and acquiring new trolleys now. We can only kick this can down the road so many times.

It is great that SEPTA, along with the DVRPC, has begin the process of envisioning what our future trolley system will look like. And while I won't this problem requires a multi-year soultion, I'm quite concerned about how long SEPTA anticipates this process taking. The FY 2020 Capital Budget currently schedules almost all of the spending for Trolley Modernization occuring "Beyond FY 2031" and in fact almost nothing over the next few years. The news we've learned over the last few days has only heighted my concerns some or all of the fleet won't make it until the mid 2030s. Besides that SEPTA's trolleys offer higher capacity, a smoother riding experience, and a tailpipe emissions free alterantive to the agency's buses, they're able to go places buses just can't. We don't want to wake up one day and realize we've lost these benefits, as has happened before. But it's not just about protecting what we have; modernizing the trolley systems will improve accessibility make operational improvements like all-door boarding possible, and give SEPTA an opportunity to work with its municipal partners to re-imagine how our built environment can make using the trolleys easier to use and more useful to riders.

The Trolley Modernization project can only be achieved with some form of additional funding, but nothing will happen unless this Board and SEPTA's senior management makes clear saving and enhancing our trolleys is a top priority. With SEPTA's draft FY 2021 Capital budget coming out in a few months, we look forward to seeing that commitment.