



## **Citizens Advisory Committee Minutes**

Wednesday, November 10, 2021

Location: via: Zoom

### **Attendance:**

**New Jersey:** Reggie Haynes, Alan Becker, Steve Benigno, Joe Russell, Ben Saracco, Straso Jovanovski, Marty King, Pam Mack-Brooks, Joe Russell

**Pennsylvania:** Larry Davis, Dan McArdle, Tyrone Wesley, Bob Melikian

**Emeritus Member(s):** Jeff Kessler, Judy Boldurian

### **Potential Member(s):**

**DRPA/PATCO:** John Hanson, CEO; Jim White, CFO; John Rink, GM; Lis Klawuun, Engineer; Barbara Wagner, Executive Assistant

### **Public Member(s):**

### **Call to Order**

A motion was made to approve the October 13, 2021 minutes. The minutes were approved.

### **CEO John Hanson**

CEO Hanson reported that our new Deputy CEO, Obra Kernodle, started in his position at the DRPA on Monday, November 1, 2021. He is a great guy, very positive, has great energy, and will be a great addition to the DRPA. I look forward to working with him. CEO Hanson stated that he will talk to Obra Kernodle to get some dates when he is available to schedule a special introductory meeting with the CAC members.

CEO Hanson also reported that he recently entered into another fully executed three-year contract with the DRPA to continue in his role as Chief Executive Officer. CEO Hanson's appointment by Chairwoman, Cherelle Parker and Vice Chair, Jeffrey Nash was Board approved on October 20, 2021.

Bob Melikian asked CEO Hanson how the new Deputy CEO was selected. CEO Hanson reported that this is the only position that we have at the DRPA that does not go through a hiring process. The Deputy CEO serves as Chief of Staff to the Board Chair. Our Board Chair approves all contracts above \$25K before the CEO can sign it, which is everything we do. The Board Chair also approves every hiring at Grade 10 and above. They also set the agenda for each meeting, make appointments, and have a lot of granular level of responsibilities, so they need someone at the DRPA who they have a high level of rapport with.

With respect to the Deputy CEO position, the first person appointed to that position was Bob Gross who left shortly after Governor Corbett took over. The next Deputy CEO was Mike Conallen, then shortly after Governor Wolfe came in, Ryan Boyer brought in Maria Wing. Now that we have a new Chairwoman, Cherelle Parker, she brought in Obra Kernodle as her point man and someone that she knows and has a high rapport with. CEO Hanson added that it is a Board appointed position in an open public meeting. This position does not go through the regular course of recruitment or hiring.

Bob Melikian also asked if the Deputy CEO reports to the CEO. CEO Hanson reported that he does, however, as CEO I don't have a tremendous amount of hierarchical power. I can't approve contracts above \$25K. I also can't approve every position hired, although I do make the selection, but it still requires Chair and Vice Chair approval. In addition to that, all the Chief level employees (CAO, Deputy CEO, COO, CFO, CE, GM, GC), are all Board appointed even though most go through a process, and they are on something called our "Accepted List." What that means is they are accepted from CEO authority relative to personnel actions. Although they do report to me, if I were to give John Rink a direct order and he disobeyed it, that is insubordination, but I would have to refer it to the Board to be dealt with. In a very real way, the CEO of the DRPA and the President of PATCO, is more like a chief consensus officer than a Chief Executive Officer. I have to lead by building consensus by bringing people together. That is why we lean so heavily on our Mission Statement and our Vision Statement and our values. Although the Deputy CEO reports to me, it's different from most other organizations, certainly not private sector organizations.

### **Bridge Operation and Revenue - What revenue stream makes PATCO possible? Bridge Revenue?**

CEO Hanson reported that total revenues are projected to be off by about \$28M this year. We are just over 90% of pre-Covid traffic levels and have been in a holding pattern. We are hoping that improves after the first of the year when more people return to work. We are usually around \$330M, give or take, in total revenues pre-Covid 2019, and expect to be around \$300M or just below that this year. It's not horrible, but in the long term it becomes problematic because it also makes the value of a toll increase less because the base that you're starting from is lower. We are hopeful that we will get most of it back next year.

CEO Hanson further reported that on the PATCO end, similarly, it has risen to just under 45% of their revenue levels and seems to have plateaued for now. PATCO's operating budget is

typically subsidized about 50% by bridge tolls and 50% by PATCO fares. Under the current circumstances, PATCO is approximately 80% subsidized, but, fortunately, bridge tolls are not having to be increased because the Federal money from the CARES Act and the other Federal Acts we received should help us through next year. We are good with our bond covenants, and we're good with our capital program, but if we're looking at longer term impairments, we may have to find ways to do things a little differently.

Alan Becker asked if the General Fund is holding its own right now? CEO Hanson reported that the General Fund is doing better than budgeted because as budgeted, we expected to be depleting the General Fund to fund the Capital Projects. We are generating a little bit of a surplus. We will see about a \$20-\$25M which helps, but it's not ideal and for that reason we've worked to scale back the Capital Program to make sure we're focusing on only new projects that are absolutely necessary. Lis Klawuun will report that we have a lot of projects already underway, and the burn rate is pretty high for them.

GM Rink added that PATCO did submit application for a fourth round of funding for PATCO operations through the Federal Government. Alan Becker asked what Act that is under. GM Rink reported that it is similar to the CARES Act but using a different term under the same premise as the three Grants we've already received.

### **Is toll revenue enough to not break any covenants? Staffing/Hiring issues?**

CEO Hanson reported that we have met all our bond covenants. Next year, we should also be able to certify our bond covenants according to our budget. We are in a lot better shape than other organizations, as we are in a stronger financial situation because bridge tolls were remarkably resilient. But, that 8-10% that we don't have is equating to approximately \$30M and in the long term that is problematic.

Bob Melikian asked if any of the infrastructure money is earmarked for PATCO or the Port Authority. CEO Hanson reported that to be precise, his understanding of the term earmark is where it's written in the legislation that this money is going to a certain place. He reported that to the best of his knowledge, there are no earmarks in the legislation. He reported that he spoke to Vice Chairman Nash earlier today and he's reaching out to Congressman Norcross's office to see if we can get help in understanding what opportunities are there. Our Government Relations Department is looking at it and our Engineering Department is also on top of it. It's not clear to us just yet what is available.

Bob Melikian asked if based on the revenues discussed, does that mean that you have 60M bridge crossings a year. What is the number of tolls or back and forth traffic during the course of a year? CEO Hanson reported that, typically, tolls pre-Covid were approximately \$330M roughly. Dan McArdle added that those figures for DRPA traffic were a part of today's Finance Committee's Report. In 2019, traffic was about 35,500,000 and for 2021 until August, it was 30,500,000. CEO Hanson added that the number of tolls or one way traffic, theoretically, double that and that would give you the bridge crossings.

Steve Benigno asked if the DRPA's Commercial Insurance renewals are in the October Board Book? He stated that when he looked this year, they weren't included.

CEO Hanson reported that they were presented to the Finance Committee today and they'll be in the November meeting. Steve Benigno asked if there was a reason why they moved from October to November? CEO Hanson reported that they must be complete by the end of the year. We used to include all budget meetings during the December meeting which isn't a short meeting. This year, we kept the Operating Budget in December because it's our most difficult budget. We moved the Capital Budget to November, and we moved the insurance renewals into October assuming they could be done so the public and the board members could process it all. It included 15 Resolutions on Finance today because of it. The real answer is that this has been a rough year for the DRPA on insurance. We've been negotiating and continue to negotiate but didn't get to a place where we felt like we were at the end of the road until it was too late to be included in the October meeting.

CFO White reported that the negotiation on our insurance is going to go up across the board. We are still in negotiations for Cyber Liability.

Steve Benigno asked CFO White if his group performed any type of captive feasibility study on the insurance. CEO Hanson reported that we haven't done that for a number of years, but we have done it two or three times during my tenure. He reported that we've always received outside help to look at it and have always concluded that we were better off with traditional insurance. We may be at a time where we could look at it again; however, our experience has been good, and our numbers have been good for the past five years. This year has been tough for a number of reasons with cyber liability and those implications, and the pandemic are the two things that have made it the most difficult.

### **CFO, Jim White**

CFO White reported that we brought the Capital Budget before the Operations and Management Committee and the Finance Committee. Capital spending is going to be down in 2022 to about \$143M, net of Grants, because we're now funding our entire capital program through the general fund. We have gone through all our project funds, so we had to pull back on high priority projects.

CFO White reported that DRPA traffic and PATCO ridership have basically stabilized. We haven't seen much movement in the past month. Particularly, with traffic, we expect total revenues to reach \$300M, but we're still about \$30M or so below pre-Covid numbers. Right now, there are things we can't do because one of our main priorities is the capital program.

### **Engineer Lis Klawuun**

#### **Update on construction closures and road delays.**

Lis Klawuun reported that on the Benjamin Franklin Bridge, we have the contractor working out there six days a week and five nights a week. We have four lanes of traffic open in the peak direction during the rush hours.

On the Walt Whitman Bridge corridor, there will be a twenty-minute closure sometime in December to install a new sign structure, but we'll make sure we give advanced notice before that happens.

### **Update on Gloucester Camden Line (GCL) and Franklin Square.**

Lis Klawuun reported that Franklin Square is out to bid. We do anticipate bids coming in on November 19, 2021. We are in the process of selecting the Construction Management Firm sometime in December 2021. She reported that advertising came out either today or yesterday. We are advertising for the next phase which is the program management office and the preliminary engineering. You can see that on our website.

Lis Klawuun further reported that a dedicated track and the details will be worked out during the preliminary engineering but for now, there will be a dedicated track for the Gloucester Camden Line in the area which is from Camden to Woodbury.

Alan Becker added that the Atlantic City Line has one track that goes back and forth, and he wasn't sure if it was going to interfere with the GCL line and Conrail because if they're using the line that could create a problem with our schedule. Lis Klawuun stated that she thinks there's going to be a dedicated track for Conrail and the GCL between that portion of the track. She reported that all the details will be worked out and we are aware of it for preliminary engineering.

Alan Becker asked if they figured out who was going to run it or is it just the DRPA and the Engineering Department at this point. Lis Klawuun reported that that's why we are advertising for the program management office which just was advertised yesterday or possibly today.

Q. Bob Melikian asked about the status of the lighting project on the Ben Franklin Bridge.

A. Lis Klawuun reported that the lighting upgrades are being performed underneath the bridge. Presently, we are still working on the north walkway. We recently replaced the decorative lighting on the walkway. Currently, we're installing the up-lighting on the suspender ropes. That work just started in the past couple of weeks. The new up-lighting on the northside is underway and we are also replacing some roadway lighting on the northside of the bridge and that started within the past couple of weeks. Once the northside is completed, we will give advanced notice before we switch over to the southside. I don't have that date currently, but we know it's very important, and will give advanced notice before we turn on the northside and turn off the southside.

### **PATCO General Manager, John Rink**

#### **GTFS Data – Can this data be made available for all special schedules?**

GM Rink reported that we talked about this numerous times; however, yes, we do it for special schedules for the holidays. We do send out and have those static schedules uploaded to the GTFS. I think the issue is the track work schedules. Unfortunately, because we do static GTFS, it takes about 24 to 48 hours to update and upload the schedules and by the time it populates to Google they would be old because we're running different track work schedules every night and

on the weekends. As we mentioned before, we don't have the staff on hand that would be able to do it.

Larry Davis asked that if it takes 24 hours, can you load it 24 hours in advance? GM Rink reported that it depends on when we populate and have the schedules done. Larry Davis asked how other agencies do it? GM Rink reported that they have people to do it and we've talked about this in past meetings. He reported that other agencies have staff that we don't have. Larry Davis indicated that people don't go on the PATCO website to get the schedule, they go to Google Maps or City Mapper. That is how people get their data these days. He stated that it's about time PATCO figures out how to do this.

CEO Hanson responded by saying that, first, people should understand how the train system works if they have important appointments to make. He stated that PATCO does everything to make sure that the schedules are out there but if someone makes an incorrect assumption about where to get the schedule, laying that at our feet is not fair. CEO Hanson reported that PATCO will evaluate this concurrent with the next fare increase. He stated that at this time, PATCO is 80% subsidized and we don't have the money to add significant new programs. He stated that he agrees that it would be a wonderful thing to have, but it costs money that PATCO doesn't have right now with the level of ridership and the impairment that we have with bridge traffic. He stated that it is very clear that we made a mistake the last time we raised PATCO fares. We raised bridge tolls at 30% and then 25% and we only raised PATCO 10%, then another 10%. We should have gone higher to be able to provide more services. But we were committed to providing the biggest discount we could to everyday users. There are a number of things we must do both on the bridge side and the PATCO side and that's concurrent with the new funding cycle. PATCO must pay, at least, 50% of its operating expenses and when you add capital spending, most years it's paying about 20-25% of the costs that it takes to run it. Therefore, it limits our ability to do things. The same way SEPTA and other organizations are limited by what their funders are willing to give them. Bottomline, our trains run on time 98% of the time, so I am not going to accept this request. I agree it would be great if we could do it, but we're not in a position at this time.

Jeff Kessler added that he understands the concept of not having the staff, but stated that he deals with the MBTA on their subway and bus site every day. They have a team of fifty people to manage their websites and all their different bits of data. He stated that he feels there's opportunities for PATCO to get things done with the existing resources. He agrees that you should check the PATCO website for special schedules when traveling, but most of the ridership is not going to the PATCO website as the primary source for schedules. That's consistent with what we've seen for commuter rail customers in Boston as well as everywhere else. The primary place they go is Google Maps. The value of that is having the data current and is more important than having it current on the website. There may be opportunities for us to make it easier so that you could have something within Mike Williams' responsibilities or whoever is posting the PDF to the website that they could adjust the GTFS as there are ways that it can be done without having to send it off to a third-party company. There are also ways that it can be uploaded to the website with minimal manipulation on the part of staff and minimal staff time to keep it updated.

There's no other way to get the special schedule aside from the PATCO website. Another way of receiving real time data would be to release an alert feed that can show up in all these different apps. Mr. Kessler stated that he thinks that might be a good priority to investigate because if there is a special schedule and someone opens the transit app showing the next train is in three minutes, it will give an alert that a special schedule is in effect and tap here for the PDF. Even if it's not technically capable under the current scenario, there was a discussion with Beth Resta at Transit App that has a platform for pushing out alerts that should be just a copy and paste into a text box, show up in the App and propagate that to other providers. I think it's worth investigating ways to do this cheaply and get the data out there.

CEO Hanson said he will look into the alert idea; however, the idea that Mike Williams has spare time - he doesn't have it. He's one guy who has a tremendous amount of work to do and I constantly have people contacting me asking me to re-prioritize him. Mike Williams is not going to be able to do that, but we may be able to get alerts out and that is something we will look into. If what the CAC is saying that the majority of PATCO riders think that the service is more important than low fares, I'll convey that to the Board, and we can start talking about a fare increase right away and start doing some of these things. However, our philosophy has always been to keep the price low. We try to keep the service as affordable as possible and, admittedly, we are not as big as some of the other organizations. We do have ways to get an accurate schedule and our trains run frequently enough, unless you're cutting it right on the edge with your time. It's not long before another train at the platform.

GM Rink added that when we prepare the track work schedules, we always factor on the backside. The trains don't leave earlier they leave later, so if the train was scheduled to leave at 11 o'clock, it would leave at 11:05 when work is being performed on the tracks. If you did come late or even if you were on time, you wouldn't miss the train.

CEO Hanson asked John Rink to see if Rob Alessiani has any capacity because it's sort of adjacent to what he's doing now. If he does have the capacity, it may be possible that we can train him. I'm not sure how heavy his workload is, but it's one place that we could look at and make it possible. GM Rink responded that he would look into that possibility.

Jeff Kessler asked if someone could send him a copy of the special schedules assuming they are made in Excel, initially, to see what he can do. GM Rink responded that the schedules are done in Excel, then converted to a PDF to post on the website and our schedule signs in the stations. He stated that he will forward the same for his review.

CEO Hanson added that it may be possible, and he would like to look into it with only an investment in training to get that work done. We'll have to find out if Rob Alessiani has the capacity to do the work, but it will be looked into. He reported that we will look at the alerts, as well. The problem is that we do put out alerts for emergency schedules, but the track work schedules are happening every day. We're not optimistic about it, but we'll look at it.

GM Rink added that the nighttime work is usually at 9:30 p.m. to after midnight where we make the adjustments.

Jeff Kessler added that it's more granular than that but at its basic level you can have an alert as well as an advisory so the alerts would be a 10-minute delay in the Westbound due to a track or motor issue whereas the advisory would be the west entrance to the Head House at Lindenwold is closed and there's going to be track work this weekend. A customer should be able to go into their phone and chose receiving alerts and not advisories, but if planning a trip, it will show the advisory. CEO Hanson said he will look at both of those options.

Jeff Kessler asked if we are planning to have anything on the signs that include scheduled departures if a train is not yet in motion and if so, is there an indication for what's a real-time departure versus what is a scheduled departure. John Rink responded that he would have to get more specific information on how it's set-up, but it's using the schedule and the Scada System. The Scada System tracks where the trains are and once the trains come through our Center Tower, they're assigned a number and it will tell what it's going to do, Then the system uses the location of the train from the signal system and interpolates how long before it arrives at the next station.

CEO Hanson added that there are paper schedules that are posted in all the Stations. GM Rink added that the schedules are also on the sign schedule LCD panels. It will give you the arrival time on the red signs that are on the platforms.

Bob Melikian added that he uses Waze that's owned by Google, and he finds that it's tracking cell phones. Do you think they are also tracking trains? Isn't there a simple way to get them to give us the data or put it on-line on their Waze and tell people to go on Waze. Jeff Kessler said the only example he has seen is the transit app allows a customer on a trip to share their current location to say I'm on a Speedline scheduled to leave and share the GPS for anyone else looking for that trip. Jeff Kessler said it's an App called Transit at [transitapp.org](http://transitapp.org) and it works in every city. He added that all the scheduled data for every agency is all powered by this GTFS data which was originally built for Google Maps and then expanded to anyone in the industry.

### **Update on countdown clock activation for arrival.**

John Rink reported that the vendor has completed all the testing and the system is up and working. They are coming in next week to train all staff and once they're all trained, the system will be ready to be turned on. The system was successfully tested based off the schedule and the signaling system. Once staff is trained to operate the countdown clock, it will be turned on and ready for operation. I've mentioned in these meetings before that we wanted to get this job done, tested, and in service. Then we will explore if there is a way to get the data from the system and sent to be outsourced. As we discussed many times, this is on our closed network with our Scada System so we would have to do a lot of research and investigation to make sure if we send that data out, we don't compromise our system.

### **Emergency Red Phones in underground stations are missing except for Camden. What is the plan to have them installed?**

Alan Becker stated that he has a neighbor who complained that the red phones are not working at the Ashland Station. He also discussed whether they are identified properly. Larry Davis also

asked if the red phones were tested. GM Rink reported that the red phones are call for aid phones that connect directly to Center Tower. As part of the Station Supervisor's normal duties, they verify and check each phone. If there is a problem, it would be recorded on our daily log. Therefore, if there was a problem with a phone at the Ashland Station, it would have been recorded on the daily log that it was out of service. CEO Hanson asked GM Rink to clarify "part of their regular duties." CEO Hanson reported that the phones are tested every day, at least one time a day. GM Rink reported that is correct and the phones are sanitized constantly.

GM Rink further added that the red phones are not tied to the police they only call for aid and predate his employment. There are red phones on the City Hall platform and at 12<sup>th</sup> and 13<sup>th</sup>. In approximately 2009, we installed cameras and the yellow call boxes at every station platform and then in the parking lots. Those call boxes are directly tied to police dispatch and have signs accordingly right above that reads "for emergency use." GM Rink added that the police are required to test the phones and the supervisors will also test the phones to make sure they are in operation and that is also overseen by the Homeland Security group where they have a monthly report that verifies cameras and call back issues. Accordingly, they are two separate systems.

**Hanging side wall or tile that has partially come off at the initial staircase at 16<sup>th</sup> and Locust Streets NW Corner.**

GM Rink reported that the side wall belongs to the city, and they removed it. He reported that his assistant, Karen Dougherty, saw it when she was there and contacted the city and other customers had reported it to us, as well.

**Social Media, Larry Davis**

Q. Is the countdown clock going to include Special Schedules?

A. GM Rink reported that the countdown clock will include all special schedules. When it's downloaded into the Scada System and tracked on the board at Center Tower a train number and ID is assigned to each train and the system will use the identification of that train, look at the schedule, and determine the train's location. We deadhead trains in the morning and at night so when the train goes by it will not trigger the signs. It will look at the specific train and how it's been set-up compared to the schedule.

Q. Has there been any further consideration on matching what SEPTA does with kids under age 12 for free?

A. CEO Hanson reported that we have not given it any further consideration.

Q. How difficult is it to obtain a Freedom Share Card? Is there any way of making the Freedom Share Card more easily accessible?

A. GM Rink reported that it was looked at before and they are not vending at our TVMs. When we started this program, we looked at the costs and it would have been a major capital investment to modify all the TVMs to be able to distribute the cards. Right now, about 2-3% of

our riders use this card so we would have to invest a significant amount of money to vend it from the actual TVMs. Unfortunately, they will have to go to the Freedom Center to get it and because of the inconvenience, we don't charge the \$5.00 fee for the card.

CEO Hanson added that the Freedom Cards require the DRPA to maintain two different systems. The DRPA system is a stored value card so all the values on the card are reloadable. If you lose the card, you lose the value unless the card was registered and we can stop it and return the value on the card. The Septa system is like EZ Pass. It's account based so that the money is actually in the account so the card authorizes the withdrawal from the account. He concluded by asking GM Rink to look into the possibility of delivering the Freedom Share Card through the mail.

Larry Davis said because there's only 2-3% of ridership that uses the Share Card, could the reason be because it's inaccessible. Maybe a \$5.00 fee should be added to the card to get more people to sign up for it.

CEO Hanson added that it's about the same amount of people who took the transfer. It's for people who transfer and there's not that many riders.

GM Rink provided an update at the end of the meeting stating that the rules for the Share Cards are different because it must be registered to have auto loads set-up. If you call the Freedom Center, they will give a free card number, but you will have to go on-line, register the card and add their credit card information and they will mail the card. CEO Hanson reported that he will make sure that information is publicized.

GM Rink added that an Application for a Freedom Card can be mailed out, but it would have to be returned with credit card information which most people don't want to do. Larry Davis suggested a way to do it on-line. GM Rink added that it can be done on-line, but a Freedom Card account number must be received directly by phone from the Freedom Center. The card will be mailed to the customer. CEO Hanson would like to look into a way of eliminating a call to receive a Freedom Card and account number.

Q. Can we have free parking for motorcycles and scooters at the Haddonfield Station? There is also nowhere to park for free for fuel efficient Vespas.

A. GM Rink reported that free parking is only from 5 a.m. to 10 a.m. In Haddonfield, there is one small free lot. You must pay at every other lot, and it's been that way since the inception. Every parking space in the Haddonfield lot is a paid space. We would lose revenue and if we open free spaces by the time someone gets to the station there would be none.

CEO Hanson added that providing reserve parking for people who use Vespas and motorcycles – I'm not sure why we would do that?? If there are no motorcycles or Vespas, there would be less parking for others as they wouldn't be able to use those spots.

Q. When will the trackwork schedules with half-hour headways on weekends go back to normal?

A. GM Rink reported that we have two major construction projects that include the Ben Franklin Bridge and the Camden subway tunnel where we are replacing interlocking and must take that track out from Ferry Avenue all the way past 9<sup>th</sup> & 10<sup>th</sup>. That is what leads to 30-minute schedules, and we cannot do any better because of the amount of track that's taken out. GM Rink reported that we are hoping that the Camden tunnel project will be done by the end of this year. The bridge project has several more years before it's complete, therefore, we will continually have to take out track on the weekend to support that effort. We also have other capital projects coming behind that. GM Rink stated that he realizes that 30-minute headways are not a great schedule for the weekend and wished we could do better, but we're undertaking two very large priority investments with PATCO and the Ben Franklin Bridge.

Larry Davis asked if after the first project is complete, will that special schedule improve. GM Rink reported that it should improve because we will shorten it up, we will be taking the track out from City Hall to 8<sup>th</sup> and Market. Right now, where we are working, we must take the track out all the way to Ferry Avenue. In the short term, it should improve until the next contract. It always depends on how long the work takes, where the work is going on, and where the train swaps tracks between one and two and the single track around it.

CEO Hanson added that the weekend schedules bear the brunt and so we try to make the schedules where we inconvenience the least number of riders.

Larry Davis asked if it could be built into the weekend schedules? GM Rink reported that the weekends have been standard with regards to 30-minute headways. There might be a slight change to the schedule when the trains leave because we're also doing maintenance work. Depending on where we're doing the work, sometimes the headway will still be 30 minutes but the times they depart the stations will be different depending on where the trains are in the system or where we're doing all our work.

### **Old Business:**

GM Rink reported that there are no Public Events scheduled.

Update on CAC Active Membership Drive: There has been one application submitted for membership by Scott J. Cohen; however, Mr. Cohen was not present at tonight's meeting. Dan McArdle will reach out to Scott Cohen.

Alan Becker also thanked GM Rink for putting out a PATCO alert on the train seeking recruitment for the CAC. GM Rink reported that Mike Williams just uploaded a new slide and updated the Covid Health Signs for the trains. He reported that on most cars, you should see the new CAC sign intermixed. You will also see the CAC screens in the Stations and in the Head Houses.

Alan Becker asked if there will a celebration for the groundbreaking of the Ben Franklin Bridge on January 6, 2022. CEO Hanson reported that the DRPA will do something on the 100<sup>th</sup> Anniversary of the opening, not for the groundbreaking. CEO Hanson added that he is open to announcing a statement on social media regarding the groundbreaking of the Ben Franklin

Bridge on January 6, 2022. Bruce Schwartz asked CEO Hanson if he would be opened to receiving a formal request and plan for celebration in commemoration of the groundbreaking. CEO Hanson replied that he would be open to a request and directed Mr. Schwartz to provide a Public Records Request to Raymond Santarelli, Esquire for historical information and documentation on the bridge.

**New Business:**

The DRPA CAC meeting schedule for 2022 was approved.

There was a request for an introduction of the new Chairwoman, Cherelle Parker; Deputy CEO, Obra Kernodle. John Hanson said that he will work that out.

**Next CAC Meeting:** Will be held via Zoom on January 12, 2022, at 6:00 p.m.

**Next DRPA Board Meeting:** Will be held virtually on November 17, 2021, at 9:00 a.m.