COUNCIL OF THE CITY OF PHILADELPHIA

COMMITTEE OF THE WHOLE

Via Microsoft Teams
Philadelphia, Pennsylvania
Tuesday, April 19, 2022
10:11 a.m.

PRESENT:
COUNCIL PRESIDENT DARRELL L. CLARKE
COUNCILWOMAN CINDY BASS
COUNCILWOMAN KENDRA BROOKS
COUNCILMAN ALLAN DOMB
COUNCILWOMAN JAMIE GAUTHIER
COUNCILWOMAN KATHERINE GILMORE RICHARDSON
COUNCILMAN DEREK S. GREEN
COUNCILMAN CURTIS JONES, JR.
COUNCILMAN BRIAN J. O'NEILL
COUNCILWOMAN CHERELLE L. PARKER
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ
COUNCILMAN MARK SQUILLA
COUNCILMAN ISAIAH THOMAS

BILLS 220240, 220284, 220285, 220287, and 220288
RESOLUTION 220300

- - -

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COUNCILMAN JONES: Good morning. This is a meeting of the Committee of the Whole to review the budget, and before we get started, Mr. McDermott, would you please read that very important announcement.

THE CLERK: Due to the continuing threat to public health from COVID-19, City Council committees are currently meeting remotely. They are using Microsoft Teams to make these remote hearings possible.

Instructions for how the public may view and offer public testimony at public hearings of Council committees are included in the public hearing notices that are published in the Daily News, Inquirer, and Legal Intelligencer prior to the hearings, and can also be found on PHLCouncil.com.

COUNCILMAN JONES: Thank you very much.

Today we will be listening to testimony for the Office of Public

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Property, the Commissioners Office, the Procurement Department, and Aviation, Fleet Management today.

In order to get started, would you also please call the roll, and will members say a few words so that your image will appear on the screen.

THE CLERK: Councilmember Bass.

COUNCILWOMAN BASS: Good morning, Mr. Chairman, colleagues, and the City of Philadelphia. Good morning, everyone.

THE CLERK: Councilmember Brooks.

(No response.)

THE CLERK: Councilmember Domb.

COUNCILMAN DOMB: Good morning, Mr. Chair and colleagues and the City of Philadelphia.

THE CLERK: Councilmember Gauthier.

COUNCILWOMAN GAUTHIER: Good morning, Mr. Chair, colleagues, and Philadelphia. Present.

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THE CLERK: Councilmember Gilmore Richardson.

COUNCILWOMAN RICHARDSON: Good morning, Mr. Chair. Good morning, colleagues. And good morning, Philadelphia.

THE CLERK: Councilmember Green.

COUNCILMAN GREEN: Good morning, Mr. Chair, colleagues, and to the listening public. I am present.

THE CLERK: Councilmember Gym.

(No response.)

THE CLERK: Councilmember Johnson.

(No response.)

THE CLERK: Councilmember Jones.

COUNCILMAN JONES: And good morning. I am present. And good morning to all my colleagues who are here this morning to partake in this hearing.

Mr. McDermott, will you read the titles of the bills.

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THE CLERK: I'm sorry, Councilmember. I still have a few remaining Councilmembers to call the roll for.

COUNCILMAN JONES: I thought I was it. So unlike the President, I'm not the last one on the roll call. All right. Will you please continue the roll call.

THE CLERK: Councilmember O'Neill.

COUNCILMAN O'NEILL: Good morning, everyone.

THE CLERK: Councilmember Oh.

(No response.)

THE CLERK: Councilmember Parker.

COUNCILWOMAN PARKER: Good morning, Chairman Jones, colleagues, and Philadelphia.

COUNCILMAN JONES: Madam Leader.

THE CLERK: Councilmember Quinones-Sanchez.

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(No response.)

THE CLERK: Councilmember Squilla.

(No response.)

THE CLERK: And Councilman Thomas.

COUNCILMAN THOMAS: Good morning, Mr. Chair. Good morning. Present.

COUNCILMAN JONES: Is that it, Mr. McDermott?

THE CLERK: Yes. That is it.

COUNCILMAN JONES: Thank you.

A quorum is present, so we can call this meeting to order.

Would you now please read the titles of the bills and resolutions.

THE CLERK: Bill No. 220284, an ordinance to adopt a Capital Program for the six Fiscal Years 2023 to 2028 inclusive.

Bill No. 220285, an ordinance to adopt a Fiscal 2023 Capital Budget.

Bill No. 220286, an ordinance

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adopting the Operating Budget for Fiscal Year 2023.

Bill No. 220287, an ordinance amending Section 10-1001 of The Philadelphia Code, entitled "Fees of Commissioners of Records," to increase certain fees for the recording of deeds and mortgages and related documents, under certain terms and conditions.

Bill No. 220288, an ordinance amending Section 19-1403 of The Philadelphia Code, entitled "Imposition of Tax," by creating a Philadelphia County Demolition Fund to increase and encourage economic development by demolishing blighted properties within the City, imposing a related fee for recorded documents and related items; and making technical changes; all under certain terms and conditions.

Bill No. 220240, an ordinance substantially increasing the budget and number of areas and neighborhoods around the City served by the Community Life

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Improvement Program to improve the health, safety and cleanliness of every neighborhood and enhance the quality of life for all residents.

And Resolution No. 220300, resolution providing for the approval by the Council of the City of Philadelphia of a Revised Five Year Financial Plan for the City of Philadelphia covering Fiscal Years 2023 through 2027, and incorporating Revised changes with respect to Fiscal Year 2022, which is to be submitted by the Mayor to the Pennsylvania Intergovernmental Cooperation Authority pursuant to the Intergovernmental Cooperation Agreement, authorized by an ordinance of this Council approved by the Mayor on January 3rd, 1992, by and between the City and the Authority.

COUNCILMAN JONES: Thank you, Mr. McDermott.

And for the record, today we will be using the Chat feature to

recognize all questions of members of the witnesses that you will hear today.

Are there any comments from members of the Committee of the Whole before we get started?

(No response.)

COUNCILMAN JONES: Seeing none, Mr. McDermott, will you please read the first group of witnesses to testify.

THE CLERK: Bridget Collins Greenwald, Commissioner of Public Property.

COUNCILMAN JONES: Good morning, Ms. Greenwald. How are you today?

(No response.)

COUNCILMAN JONES: Are you there?

(No response.)

COUNCILMAN JONES: Ms. Greenwald, are you there and connected? Are you on mute?

COMMISSIONER GREENWALD: There it goes. I couldn't get it off mute. I

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could get the camera on, but not the mute off. Usually it's the opposite, right?

Good morning.

COUNCILMAN JONES: That's quite all right.

COMMISSIONER GREENWALD: I'm doing well. Thank you for asking.

Do you want me to just go right into my verbal testimony?

COUNCILMAN JONES: I'd like you to state your name for the record and then begin your testimony.

COMMISSIONER GREENWALD: Great.

Good morning, members of City Council. I am Bridget Collins Greenwald, the Commissioner of the Department of Public Property. It is a pleasure to appear before City Council today in support of Public Property's Fiscal Year '23 budget request.

As you have our written testimony that highlights the Department's many accomplishments and plans in front of you, I would only like

to add one thing to this testimony.

Last year we did not get to provide individual budget testimony, so I did not get to publicly acknowledge the DPP Facilities Team who worked tirelessly during the pandemic, ensuring our buildings were clean, safe, maintained, well ventilated, and ready for employees to return to work in person. The DPP Facilities Team was on site every day throughout the pandemic.

I hope you were able to look at some of our great accomplishments in the newsletter that I dropped off at everyone's office sometime last month.

The dedication and pride our team showed, especially in those beginning scary and very unknown months, is something that should be publicly commended. I'm super proud to work with a team of such tremendous dedication.

Not to leave our Administrative and Capital and Real Estate staff that could not physically report to work due

to the shutdown, they were reassigned and worked at our -- the Administration's Food Distribution Center and worked there diligently every day. These dedicated teams prepared meal boxes for thousands of Philadelphians during this time, something that many of them shared with me afterwards was one of the most rewarding accomplishments of their city careers.

I am very proud, and I know I've said it before, to work in a place where employees show such genuine sense of care and commitment in their profession and to the citizens of Philadelphia and their fellow City colleagues. DPP staff are the unsung heroes of the City.

Thank you for indulging me in this, and I am happy to answer any questions you may have.

COUNCILMAN JONES: Thank you, Commissioner. And I want to note for the record that during the height of the

pandemic, during the height of uncertainty due to justice reform, your staff stepped up in non-traditional ways to keep our city safe, deal with all kinds of Public Property protections. We closed down City Hall. I mean, we've done a lot of things that weren't exactly in the playbook. There was no playbook. We had to write that playbook while we continued to operate, and for which I am grateful.

A couple of things, and I'll take the liberty of the Chair before we open up for questions from members, just a few questions.

One, how are we evaluating all of our leases for space? Have we been able to, during the time of the pandemic, been able to do evaluations to look at efficiencies, and has the reduction of workforce meant a reduction of space required?

COMMISSIONER GREENWALD: So excellent question. We continue to work

with many national groups and local groups on analyzing our space needs and what the space trends are out there, right? Hybrid working is something new to all of us. Remote working is something new to City employees.

So we've done evaluations of our space. We've reduced space in some areas. We have actually worked with Councilmember Domb and one of our real estate brokers on reducing rent in three of our biggest leased spaces. We're going to see -- we saved, I believe it was, three and a half million in the first year, on course to save $10 million throughout the lease periods of these three biggies. And by the "three biggies," I mean 1234 Market, 1101 Market, and the DA's Office in the Widener Building.

We continue to evaluate our space needs to see where our space needs -- we may not need dedicated space per se anymore due to the hybrid working

situation. That is an ongoing process, I will say. It's new to everyone.

I sit on calls and meetings every week and just see the challenges that our other office owners and property managers have throughout the City. It's been very interesting. As you said, it's very unknown, uncharted waters, but, yes, we're looking at our space on a very regular basis.

COUNCILMAN JONES: So I want to recognize for the record that Councilmember Brooks is in attendance. I'll duly note that.

My second question will be a little more -- so that was the macro picture. Here's the micro picture: In my district, just like throughout the City, communities look to the City of Philadelphia to see if there is normalcy. Part of that normalcy is events. Part of that normalcy is your providing stage equipment, sound and that.

Where are we within that

restoration? I know for a while you've been out of that business due to the pandemic. Can we anticipate a plan to reinstitute those kinds of public events?

COMMISSIONER GREENWALD: So I don't want to speak for the MDO, but I will tell you what I am aware of.

So I know the Managing Director's Office under the Office of Special Events did put in a budget justification to restore funding that the Department of Public Property had to take as part of its budget cut in Fiscal Year '21, in the beginning of the pandemic.

So when we took our budget cuts, we took a pretty significant cut, and special events was something, while important to the City, not part of our core functions as Public Property. So that is an area where we took a cut.

So we didn't -- we don't have the funding for overtime anymore and we don't have the funding for those employees that unfortunately were laid

off during the pandemic.

However, MDO did put in for a budget justification. So I'm sure as part of this budget process, they'll talk through what their plans are for special events, but I know there have been many conversations, because I've provided our numbers to them. So I believe what they're asking for is a bigger -- you know what I mean? The bigger picture, not just DPP's, but everyone to try to get the special events back up and running.

COUNCILMAN JONES: I mean, when I go to Nicetown CDC's giveback and see members of the community up in the 8th District with Councilmember Bass, it gives me a sense of community. When I go down to South Philadelphia to either Member Johnson's event or to Jordan Harris's, Representative Harris's events, it gives me a sense of community in that particular district. And all along we have took for granted the fact that

somebody has to put up those stages, somebody had to put that sound system in. I get it, but post-pandemic -- you don't miss your water until your well ran dry. So we wanted to try to make sure that that gets reinstituted.

I'm going to recognize now Member Parker for questions and comments.

COUNCILWOMAN PARKER: Thank you, Chairman Jones, for your comments, particularly around the sound and the stage. Councilmember and Chairman Jones, it's very much like the issue that you raised and we've all been talking about with the School District and our neighborhood-based community organizations, little leagues, track clubs attempting to use those facilities, and the building of the sound, the stages for our public events is just as significant and important to the community. So thank you, Chairman Jones, for mentioning it.

To Commissioner Bridget

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Greenwald, it is an honor and a privilege to see you today. It was great to see you last week joining me as we gathered to honor our good friend Tom Conway and the dynamic men and women of CLIP. We were over in Conversation Hall, and it was great to see the men and women who do the work on the ground.

Let me start, Commissioner, by doing what has been my standard operating procedure since I was a member of the Pennsylvania General Assembly on the Approps Committee; that is, when every department came before us, I always wanted to recognize the staffers who names we don't hear but who are essential and have been essential in helping me and my office navigate government.

Tom McDade -- and for the staffers, if I chop up your name, you have to charge it to my head and not my heart. Tom McDade, Edwin Bormedo (ph), Patrick Livingston, Joseph Garbarino, Richard Mariano, and someone who is no

longer here but, Commissioner, you know she worked extremely hard on what I'm forever thanking you for, and that's Ogontz Avenue, 7800.

It's great to see the recruitment taking place, the EMS. It's great to see the activity. What we didn't know is that that location was able to serve as an important trusted location in the community for our neighborhood-based COVID vaccine treatments that were taking place and campaigns throughout that region. So I want to say thank you for that too.

Let me start with, because Chairman Jones asked the first question about the facilities management. So I want to go straight to diversity, equity, and inclusion, something that I know is also extremely near and dear to you, because you state it as one of your FY23 strategic goals, promoting DE&I in the Department.

Tell me what specific steps

have you taken this year to further this goal and how much money have you budgeted for DE&I policies in '23, and then give me the breakdown of your current employees, the percentage that are African American and minority.

COMMISSIONER GREENWALD: Okay. So thank you for acknowledging our team. I do appreciate that, and everyone -- aces, as you know. So thank you, and I'm sure they appreciated being publicly acknowledged.

So for our DEI, we were on the ground floor, God, years ago. We started with surveys and like one-on-one conversations with our team, that we randomly selected people by a mixture of ethnicity, race, and age, you know, just spreading out throughout the Department, and seeing like where do we think we are as a department, what do we need to improve on, where do we feel uncomfortable, where are we comfortable, like what should we be doing. We got a

lot of great feedback, and then we would act on that feedback.

So one example is, people would come out of those surveys and those like focus -- I'll call them focus groups. We need to know a little bit more about different cultural identities. Like people don't know. You know what I mean? Cultural identities, generational gaps, things like that.

Like I'm this age working with millennials, working with Generation X-ers. I'm this nationality, I'm this race, working with this.

So it proved to be very well. The Department went through all this type of training. This year --

COUNCILWOMAN PARKER: Now, Commissioner, let me just state this for the record. My bell is going to ring soon, so help me with this one. How many employees do you currently have?

COMMISSIONER GREENWALD: We are budgeted for 156 and we have 14

vacancies. So we have about 142 right now.

COUNCILWOMAN PARKER: And tell us what percentage are African American or minority?

COMMISSIONER GREENWALD: Okay. So we have 36 are African American, 55 percent are White, 8 percent Hispanic, 5 percent Asian, and 2 percent identified as other.

COUNCILWOMAN PARKER: If you could just forward to us so we can see from a management perspective.

I'm going to talk to our CAO during the hearings today about our WPL, our Walter P. Lomax TIBA legislation, and we're talking about those firms doing business with the City, but it's also important to find out what the makeup in terms of management, entry-level, and so forth of our respective departments are. So if you could forward that to the Chairman, that would be extremely important.

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On the capital projects, talk to us about some of the major capital projects your department is overseeing, how are you determining priority. And one of the things you talk about for FY23 is to reinstitute an escalation process for projects that are stuck in various parts of the capital process. Tell me the most common reasons that these projects get stuck, right? Explain that to us.

COMMISSIONER GREENWALD: Sure. So you may have seen me over the years, I used to come in with this big -- Councilmember Jones knows what it is, the big spreadsheet with the flowchart with all the processes and whatnot. Over the years we've chipped away at some of those steps.

So involved in capital process, you have Budget, you have Finance, you have OEO, you have Procurement, you have Public Property, you have Parks and Rec. You have almost every department. You

have the Controller's Office. You have the Treasurer's Office. You have 10, 12 departments that are involved.

So the escalation process is now, okay, if we get the capital, say, it goes to the Budget, but, you know, we need Budget to approve a step. We have a certain timeline and we say, okay, if we don't get that approval -- and I'm not picking on Budget. I'm just using them as an example. We don't get the approval, it escalates from the Project Director to the Deputy Commissioner, then it goes Deputy to Deputy, and if need be, then it escalates up to me, Commissioner, Commissioner. It doesn't usually have to go to that point, but then we're keeping on top of it. We're saying, okay, this much time, boom. Then if you have to escalate it again, it's the next process. Say that's OEO. Same exact thing.

So we have standards and everything to get things through the process.

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COUNCILWOMAN PARKER: What's the most common reason? Is there something in particular, Commissioner, that you would say no matter what department it is, this is one of the most common reasons that projects get stuck?

COMMISSIONER GREENWALD: I think the systems need to talk to each other a little bit better, but I know we're all working on that with OIT to try to get all the systems across the board to be on the same place. I think that's something that would greatly help, and I think once that gets done, I think you'll see things move more quickly.

As you know, we put in a lot of processes where things move a lot more quickly than they used to traditionally, right? We have --

COUNCILWOMAN PARKER: We thank you so very much for that. I'm going to ask you to close, if you will, by answering the first question regarding the capital projects and, that is, what

are some of the major capital projects now that your department has overseen this year and how is priority sort of determined in getting these projects through the process. And I'm going to go on mute and listen, Commissioner.

COMMISSIONER GREENWALD: Sure.

COUNCILWOMAN PARKER: Thank you, Mr. Chairman.

COUNCILMAN JONES: Thank you.

COMMISSIONER GREENWALD: So for the capital, we oversee Police and Fire capital projects. So what we use to determine what projects we should focus on next, we did a Master Facilities Plan a few years back, and we follow that plan.

So this year -- right now currently, we are working on Police District 15. You may have heard over the years we said Police District 15 is the most spread out police district in the City. So we are completely renovating that police district.

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We moved the 2nd District out. They used to be housed together. They have a brand new facility, which they moved into last year or maybe two years ago. So now we're concentrating on the 15th.

Next up is the 39th. That is what's next on our priority list.

As for Fire, right now we're working on Engine 11. Engine 11 had some water damage, and here there was a void found underneath the edging. So we're working with the Water Department and our contractor to make that up.

We're working on Engine 37 out there in Chestnut Hill, the historic little firehouse where the engine can barely get out. We have a new addition on there.

So next up will be Engine 52.

So it's all based on this Master Plan that we put together a few years ago, and we're just following the plan.

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COUNCILMAN JONES: Thank you so very much, Madam Parker. It was consistency that asked the question about diversity. You've been asking that of every department, and thank you for that.

The Chair recognizes Member Bass.

COUNCILWOMAN BASS: Good morning. How are you, Commissioner?

COMMISSIONER GREENWALD: I'm good. I haven't seen you in like it seems forever.

COUNCILWOMAN BASS: I know. It feels that way. Well, it's really good to see you, as always. We've always had such a great working relationship, and I think that you and your department do just an outstanding job. And sometimes, listen, I get it. We're all working with limited resources, and sometimes the answer is no, but I have to say I really do appreciate the work that you all go through to try to get us a yes. You know, it shows, and we know that you're

doing your very best to try to accommodate us. And I know that members of Council, they can be 17 of the bossiest people that you ever want to meet, especially the ten district ones, I'll say that, you know, fighting for resources for their district. So I just wanted to say thank you.

I just really wanted to go back and ask a question about the special events and the resources that are available and what that's going to look like for the summer, particularly because we know that people have really been inside. They want to get out. They want activities. And one of the things that we do in the 8th District is we host a whole bunch of activities and events throughout the entire district.

Our theme is Reclaiming Our Public Spaces, and so the idea behind that is that you don't have to go into Center City, into Penns Landing, down on the Parkway. Those are all great things,

all great events that we have citywide, but you should be able to enjoy your neighborhood, enjoy activities right in your own neighborhood where you live at, where you're a part of your civic association, and we're trying to build up our Police Advisory Councils and our Recreation Center Advisory Councils and, you know, just our Town Watches and all those groups.

And so having these kinds of activities lends itself to the ability or the encouragement, if you will, of we want people to be out and about.

And so I have to say, I do have a great deal of concern that resources are not going to be available for those who want to have events and activities over the summer months, and I just really wanted to see if you could talk about that a little bit more, because I have a lot of concern about that.

COMMISSIONER GREENWALD: So like I stated a little bit to

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Councilmember Jones, I know that the MDO put in -- and I'm actually looking at their budget justification request -- for, it looks like, $1.3 million, which will cover everything that you just said. So it would be the staging, the barricades, the labor, and things of that nature.

So I think it looks like everyone is on the same page. I guess it's just a matter of where will those activities lie, right? Will they come back to the Department of Public Property? Will it be something new under MDO? Where will they go?

I know Parks and Rec has been helping out a lot right now, and I'm sure that's not what they were budgeted for, but they've been helping out a lot.

I know our folks who worked on special events that have that expertise, everyone knows Ray. Ray Conwell and James West have been helping out as much as they could, like here's how you build

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the stages. They're helping still. We have still the trailers for the barricades. You know what I mean? We're helping as much as we can, and I know everyone wants them to continue.

I think we're all on the same page, right? We're all stuck inside for two years and we want to get out and about, and we want to encourage people to go out and about, right?

So I have full confidence that this will be worked out and we will have special events. I can't -- it's too important to everyone not to.

Now, where it lives, that I cannot answer personally, but it looks like everyone is moving forward on the same page to get it done.

COUNCILWOMAN BASS: Can you help me understand why there was a decision made to take it from where it was to this sort of, you know, unclear --

COMMISSIONER GREENWALD: Yeah.

COUNCILWOMAN BASS: The product

that we have right now. Like if everybody is still on the same page -- and I know it's not you. Let me just be clear about that. But do you have any sense as to what the thinking was as to why we would take away a process and just the resources that we know this is where they are, this is who is in charge, this is how we operate, this is what we're going to do, you know, just sort of following and maybe even improving upon what we've done in the past? And it seems as if we just ripped it all apart and started over again for some reason, and I'm just not really clear as to why we would do such a thing.

COMMISSIONER GREENWALD: It was -- during the pandemic when we had to take the budget cuts, it became part of our budget cut, Department of Public Property's. We took a pretty substantial cut, and we still had to maintain the buildings, right? So if you don't maintain the buildings, we know the

deferred maintenance, the next thing you know, we're spending millions and millions on capital dollars, right?

So we had to make the tough decision on where we were going to take our cuts, and special events over time was never anything that was really funded per se. We would find the money in our budget. So at that point, taking such a significant cut in the beginning of the pandemic, we just couldn't sustain it. And, remember, there were no special events then.

COUNCILWOMAN BASS: Yes.

COMMISSIONER GREENWALD: So the decision on our end, while not easy, was like, okay, it was the low-hanging fruit on all the other things we had to do. So that's how it happened.

COUNCILWOMAN BASS: Okay.

COMMISSIONER GREENWALD: Yeah. I guess now everyone is realizing special events are back. Now, what are we going to do? And there were -- you know,

Jazelle's office is working on it, and they know all this stuff, right? They know, you know --

COUNCILWOMAN BASS: Whose office was working on it? Who?

COMMISSIONER GREENWALD: Jazelle Jones.

COUNCILWOMAN BASS: Who is that?

(Laughter.)

COUNCILWOMAN BASS: I know, my very good friend. I'm just kidding.

COMMISSIONER GREENWALD: Yeah. Jazz is great.

So working with her office and I know Dave Wilson of MDO is trying to -- so everyone is on the same page.

So I don't think it was like, let's just mess it up and make it not work. It was just we took the budget cut and that's why it came out of our budget, and now we're in a situation where, okay, where's it going to go and what's going to happen.

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COUNCILWOMAN BASS: Well, thanks for the clarification, and I do want to say that Jazelle Green Jones, I have to tell you that, you know, when all else fails, you know, we pick up the phone, like we all do, we call Jazelle. You know, Jazelle, help. Help us. Help us figure this thing out. And she always can pull a rabbit out of the hat. She's another one like yourself that's just extremely resourceful. And, you know, I know that -- I think that she's probably particularly -- one particular Councilman over others, but --

COUNCILMAN JONES: She treats us all the same.

COUNCILWOMAN BASS: I don't know about that, Curt. I don't know about that.

But anyway, so thank you very much for all of your work. Thank you for the clarification. It's good to know that special events were never really sort of like a line item, that they were

just kind of -- you know, you just kind of pulled the money out of here, pulled the money out of there. So actually maybe now what we will get is a much more well-defined process and expectation as members of Council in terms of what we should ask for, what we can ask for, and what's available. So thank you very much.

COUNCILMAN JONES: Thank you, Member Bass, and will you do an invite to Jazz in the Park, which we actually got that idea out West from you, and we would love to come up and reappreciate our open spaces with you.

COUNCILWOMAN BASS: Well, we would love that, and we look forward to seeing you this summer.

COUNCILMAN JONES: Thank you.

The Chair now recognizes Councilmember Domb.

COUNCILMAN DOMB: Thank you, Mr. Chair.

And good afternoon,

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Commissioner -- or good morning, I should say. Good morning.

COMMISSIONER GREENWALD: I was going to say, uh-oh, were we on that long?

COUNCILMAN DOMB: So I wanted to just share with you -- I'm going to talk about what we've done in the past and what I think we should start looking to do in the future, and in that context, it just came to me that I remember when I was 13 years old, I heard Ted Kennedy's eulogy of Robert F. Kennedy at his funeral back in, I think it was, 1968 in June, and his quote was, some people -- I'm changing it to be gender neutral. Some people see things as they are and say why. I dream of things that never were and say why not.

That's what Robert Kennedy said, and Ted Kennedy said that at the eulogy.

So in that context, I'm going to share with you what we've done in the

past that I think we can do much better in the future, and I want to talk about how the City handles publicly owned properties. And I'm going to use the Police Headquarters as an example, because I believe we can learn from this experience.

The Administration tends to have taxpayers pay for things like fixing up buildings we end up selling for a loss and spending hundreds of millions of dollars on a renovation that leaves thousands of square feet vacant. And when I suggested to the City it was wasteful for the City to spend 54 million in borrowed money, probably costing us in the total deal at 46th and Market between $80 and $90 million of taxpayer dollars, we were fixing up a shell, then we sold it, and when we went to sell it for a fraction of the cost -- I don't know if you recall, it was $10 million. We had an appraisal that was a little bit higher, and I had actually suggested

instead of selling it, we keep a 50 percent ownership interest and sell half and partner. I don't know if you recall that.

And what I heard from the Administration was, it wasn't about turning a profit. It was really about making it possible for a health campus to be there.

Well, at that time, we really weren't sure what was going to occur there, and if that was the case, we should have kept half of the interest to try to crawl back all that taxpayer dollars, that 90 million we lost.

So the creation of a health campus in West Philly is probably more luck than intention on the City's part, but if we want to look at publicly owned land as a tool to leverage more community services which we think should be there for the long run, why are we selling things off completely in the first place?

Reimagine this. Wouldn't it be

better to instead hold on to an equity stake to ensure buildings are used as intended as long as they're needed?

For example, we could use affordable housing as an example. If we want to ensure that affordable housing gets developed on a publicly owned lot, for example, why not just offer nominal ground leases instead of selling off the land entirely, and wouldn't that help avoid some of the issues we have with monitoring whether deed restrictions are being followed?

So in that context, I have two questions I'd like to pose to you.

One, what are we doing with the thousands of currently unused square feet in the new Police Headquarters building? And the Forensics Lab, I think it's at 10th and Poplar or 8th and Poplar, which is busting out of its seams. Why wasn't it planned to put that in the new Police Headquarters?

COMMISSIONER GREENWALD: Okay.

I can answer both of those. So the Forensics Lab -- so the Forensics Lab is in about 65,000 square feet right now. It's not optimal at all, as you know. They're busting at the seams, and Councilmember Jones and I talked about this last week as well.

Optimally the Forensics Director told me he would need about 120 to 130,000 square feet. So it wouldn't fit in the tower of the 400 North Broad.

Now, we are working with him and some other -- Councilmember Jones and a couple other elected officials of the state to actually get a proposal together to look and see what we can do with the Forensics Lab. It won't fit in the tower, so it was never thought to be going in there, just because it wouldn't fit once we had the morgue in and FCC and all those other things. So looking at it for another location is something that preliminary discussions are taking place.

As for the tower, what we plan

on doing for the tower, so 911 should be moving in within the next two months. Another public safety -- per the Police Department, they would need another public safety entity in there. So I couldn't just put like the Streets Department in there. They wanted to keep public safety-wise. So we talked about moving OEM in there. We've talked about moving other police districts -- not districts; police units that are spread out throughout the City and putting them in there.

So they're the conversations that are starting to take place now. The intention was always to get what was programmed in there moved in and then to look at the tower, see what we could do.

COUNCILMAN DOMB: I guess my question is, from the beginning why didn't we plan to accommodate the Forensics Lab in the new Police Headquarters so we have everything under one roof? Why wasn't that part of our

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initial planning?

COMMISSIONER GREENWALD: I can't answer why it wasn't part of the initial plans, because we actually took the plans from the previous Administration's program and programmed them into 400. So Forensics was never ever a part of those discussions. It was always the morgue, it was always the Toxicology Lab, it was always like the Unified Call Center and all that, but it was never Forensics. And I would imagine just by the nature of how big it is, then we would have had to leave something out. So I guess the decision was never made to put Forensics in there.

COUNCILMAN DOMB: But I guess from a planning standpoint, if we're planning a new Police Headquarters, how do you plan a new Police Headquarters without incorporating the Forensics Lab like from the get-go, is my question?

I know you can't answer. I'm just in retrospect, I'm looking at this

and saying why did we not plan this? It didn't seem like smart on our part.

Let me ask you --

COUNCILMAN THOMAS: I'm sorry. Mr. Chair, point of information. This is Councilmember Thomas.

COUNCILMAN JONES: Please, Member Thomas.

COUNCILMAN THOMAS: I just want to echo what Councilmember Domb is saying, because last year during budget negotiations, I asked the same questions of the Police Department, because I was concerned about a visit that actually the Chair took us on to look at some of the different issues facing Forensic, and I remember specifically Commissioner Outlaw being there, and we pushed this issue last year.

So, I mean, for me, just agreeing with Councilmember Domb, I don't understand why we're saying that it was in the previous Administration's plans if we asked for this multiple times in years

past and we were told that we would be able to revisit the conversation once we get closer to the time period where we're moving into the building. Now we're closer to the time period where we're moving in the building and we're now being told that, well, it was in the previous Administration's plans. That wasn't what we were told when we asked this question in the past.

I do want to apologize for taking up Councilmember Domb, but I just see a conflict in information based on what he's being told right now compared to what we've been told in the past when having the same conversation around the exact same issue.

COUNCILMAN JONES: Thank you, Member Thomas.

COUNCILMAN DOMB: Thank you, Councilmember Thomas.

And to continue on this line of questioning, Commissioner, is there an option -- I'm just trying to think about

how are we going to utilize the Roundhouse, and would the Roundhouse -- I have no idea -- would it accommodate the Forensics Lab? Because we already own that real estate. And then could we look at where the Forensics Lab is today, hire an architect, figure out the highest and best use of that property, and then consider selling that?

COMMISSIONER GREENWALD: As for the Roundhouse, so the Roundhouse, there was an RFP put out to have a public engagement piece to decide the final fate of the Roundhouse. So that RFP award should be going out sometime this week, I believe, from Planning. It's being run out of Planning and Development and PIDC. And from that community and public engagement process, we'll come up with some final recommendations on what could be done with the Roundhouse.

So it's very open right now. It's very open. So it could be anything at this moment.

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COUNCILMAN DOMB: Could it accommodate the Forensics Lab, is my question?

COMMISSIONER GREENWALD: The Roundhouse is in pretty bad shape. So it would take a lot of money if we were going to retrofit the Roundhouse, I will tell you that. I couldn't say off the top of my head, the way it is laid out now, if it would accommodates Forensics. I would have to walk through with Mike and see if it would. I wouldn't want to say yes or no. I'd have to -- but it would -- I will tell you this: I do know it would take a lot of money for whatever went in there, because it's in pretty bad shape.

COUNCILMAN DOMB: Right. But it would also take a lot of money if we built something new, correct?

COMMISSIONER GREENWALD: Yes.

COUNCILMAN DOMB: So I guess what I'm trying to figure out is how do we utilize our existing assets as

efficiently as possible versus incurring a lot more costs for our taxpayers.

And the other piece, whatever we decide going forward, I want you to think about two things. One, can we do ground leases? Two, can we maybe only sell 50 percent interest and let the City benefit from all the upside, not just in your department but even PIDC and all these other areas where we're giving away the land basically for peanuts.

And then on the Roundhouse, if we do decide to eventually sell it, we should hire an architect on all of our sales and figure out the highest and best use, rezone it, and then sell it, not before. We're leaving a ton of money on the table by not following those practices.

So anyway, thank you, Commissioner, and thank you for all the work, and I do appreciate all the savings on the leases, so keep up the good work there. Thank you.

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COMMISSIONER GREENWALD: Thank you.

COUNCILMAN DOMB: Thank you, Mr. Chair. Thank you.

COUNCILMAN JONES: Thank you, Member Domb, and laser focused on that question of real estate, best uses. It's a good opportunity for the City to make some money.

The Chair now recognizes -- for the record, Member Sanchez and Member Brooks are in attendance.

The Chair now recognizes Member Gilmore Richardson.

COUNCILWOMAN RICHARDSON: Thank you. Thank you so much, Mr. Chair.

I just had a couple of questions for Public Property, first thanking our Commissioner for all of her hard work, particularly over this time. I often see you in City Hall and have throughout the pandemic, you and Rick. So I just wanted to say thank you.

I always start off too by

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remembering and honoring the memory of our former co-worker, my very good friend, Raheem Stoner, who we miss so very, very much. But I wanted to start with the question around the stages, because as all of my colleagues have stated, we all receive outreach from community organizations and others who want to utilize the stages. And you've answered that question, but I wanted to dig a bit deeper, because I think throughout the pandemic, some parts of that process have changed.

I know typically members of DC33 would typically put up those stages. Will that process remain the same if it is reinstated based on the budget allocation that has been proposed?

COMMISSIONER GREENWALD: I am not 100 percent sure, because I don't know where it's going to lie. So I'm not sure what department it is going to lie in.

So you're correct, we had

semi-skilled laborers that were DC33 represented. We also, little known fact, when we would do the big special events, we would pull all of our other trades workers in to help, because some of those events were large. So they were all union represented.

So I imagine they would be. I don't want to say 100 percent, because I'm not sure where the labor is going to lie.

COUNCILWOMAN RICHARDSON: Okay. And so if you could just get us back a response in writing as a part of this process of whether or not the DC33 workers will be responsible for that part of the process of building the stages and putting them together as we look towards what the proposed allocation or request is as a part of this process.

I also wanted to talk about building savings, because I remember very early in my career there was a time that we talked about changing out the air

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conditioners in City Hall, and I remember -- I'll never forget this. You all said it would be a 99-year return on investment if we move from the air conditioners and went to a more central air piece in City Hall.

So I just wanted to quickly talk about how the implementation of the building tune-up policy is doing for all of the municipal buildings that we have and how you all are collaborating with the Energy Office to find further efficiencies on our side relative to utilities and also reducing our building emissions.

So like my colleague Councilman Domb who is hyper-focused on real estate, I am also hyper-focused on the environment and sustainability and how we could utilize those as tools for us to save money on the back end inside of the buildings.

COMMISSIONER GREENWALD: So I remember that ROI number coming out. I

didn't put that number together. I remember we got it.

That would be a dream of mine to get rid of all the window air conditioners in City Hall, and I hope some day that I'm around to make it happen. Like, look, first dream was the gates. We got the gates, right? Second is the HVAC. So I'm hoping. So maybe between the two of us, we can get it together.

Working with Sustainability, we work with Sustainability hand in hand on almost every project we're involved in. 400 North Broad is a good example. We just got LEED Silver for that building.

You may notice, because you're in City Hall, you may notice the stairwells are much more lit. All the LED emergency lighting, that's a home run. I mean, it makes it look like a different building with all that, right?

I just -- it's funny you ask that question. I just put together a

list of all the projects we're working on with MOS from all our different divisions. So we have the five different divisions. The list has a good 60 projects on it. So I'm -- actually Christine doesn't know it yet and Domb doesn't know it yet, but I want to sit down with them and say which ones can we bang out faster, because we're doing so many.

So all of our facilities, we're retrofitting them with the LED lights. The filtration system, anything we could do, you know, during COVID especially, to work on the efficiencies, to work on the filtering and whatnot of -- the air intake coming into the building. So we work with them on anything.

Any renovation we do, they're in on the ground floor meeting with us and saying, all right, how about we do this, this, this. And we do it, right? They're wonderful to work with. They're wonderful partners. So we work with them

all the time.

COUNCILWOMAN RICHARDSON: Commissioner, I wanted to ask you specifically too about your work with the Energy Office and if you all have noted any savings in our utility costs over the last year over year based on the hybrid work environment.

COMMISSIONER GREENWALD: So we don't really -- it passes through our budget, but MOS is the one who's laser focused on that to determine what kind of savings we had and where. So I wouldn't want to answer that. I can get the answer for that.

I imagine there were in some offices, but some were still 24/7, right? So our Police and Fire stations still 24/7. But, yes, some of our office buildings and whatnot, I do imagine there were substantial -- I won't say substantial, because I don't know. I imagine there were savings, but I can get you that info. I just don't have it in

hand, because we're just kind of the -- we just pay the bill, but we don't do the analysis of any of that stuff. MOS does.

COUNCILWOMAN RICHARDSON: Sure. And particularly for the quadplex, I would be interested in the quadplex particularly.

And then finally two other questions. One, I wanted to ask you about how you all are thinking as you're building out some of the new spaces around EV infrastructure, possibly working and coordinating with Fleet and also around some of our other City offices and how we all are working on waste management.

You know, typically that there will be really old technology, old furniture, old building materials. Are you all working with and across departments to incentivize departments to properly dispose of all those materials and sort of maybe make a clearinghouse for all City offices and employees and

departments to come and see if there's older items that they could potentially utilize in their office space before procuring any new items?

I think back in the day -- I'm taking it back some time. We would have sort of a clearinghouse that we could go to and look at old things, old rugs, old chairs, old desks. I don't know that that exists anymore I think over the last couple of years.

So how do you all sort of coordinate all of the materials that are either being unused or no longer wanted by the departments, to help us save money basically on procuring new items and materials?

COMMISSIONER GREENWALD: So that's not really a function of Public Property. It is a function of Procurement. But I will say that what we do do in Public Property, anyone that's worked with our space team and our real estate team, we get donated furniture and

we -- it's almost like a puzzle, right? We'll say, okay, well, we know Streets has this furniture from 1960. Well, we just got this donated. And then we'll say Streets 1960 furniture might be a step up for Public Property's 1930s furniture.

We are always trading off, things like that. The showcase is very interesting, because we have some space at 400 North American, which houses like OHS and L&I and CLIP and the Police Department. There's all different things there. We just carved out a little space to do exactly what you said, because we have received a lot of donated furniture. So we want to showcase it.

So it's not live yet, but we're aiming there, because we agree with you. There are things that like, hey, I might not need it right now but another department could. So we're going to have to partner with Procurement to see what they have and whatnot.

They do a really nice job in trying to work with us and things like that. So that is up and coming, soon to be live. It's not ready at this moment, but we do try to coordinate. We do know who needs what, you know what I mean, based on our space request and try to filter it, like hand-me-downs kind of. That's kind of what it is.

COUNCILWOMAN RICHARDSON: Excellent. Well, I heard the bell and I will honor the clock, but thank you so much for your work. I look forward to continuing to work with you.

And thank you so much, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Richardson, for remembering all of those things. You have an old soul. You know what I mean? And I remember the reupholstering unit within Public Property, I believe, and some of the great furniture that can be repurposed through that process. I'm sorry we shut

that down during budget considerations, because you can't get some of that quality today.

The Chair now recognizes Councilmember Squilla.

COUNCILMAN SQUILLA: Thank you, Mr. Chair. I appreciate it.

Thank you, Commissioner. And a lot of the questions that I had mainly about special events seemed to have been answered. My one thing is -- and maybe I misunderstood what you said. You said that the money is in the budget. So it's in the budget in Public Property or is it in --

COMMISSIONER GREENWALD: No. MDO requested it. So the Managing Director's Office requested it, from what I understand. So where it's going to go, where it winds up, I'm not sure, but they are -- that's the group who put it together.

Marisa popped on. She probably wants to answer that.

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COUNCILMAN SQUILLA: All right. Thank you.

COMMISSIONER GREENWALD: I'm probably giving all the wrong answers for that.

MS. WAXMAN: So I just want to say obviously you'll have MDO before you a little bit later on. They're still working on their budget detail.

I don't believe that we've added any new funding, so there's not an addition of funding. A lot of the new funding in MDO, as we briefed you guys on, is around anti-violence. And so there isn't new funding, but there may still be the opportunity to either repurpose existing funding within their budget for these or obviously this is a process and so we continue to work with Council throughout it so that the final budget reflects our joint needs.

But there was not an addition of funding to the MDO's budget for special events.

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COUNCILMAN SQUILLA: All right. Well, then I did misunderstand. I thought they said that that would be in there to cover that, because I just know going through in the events that we're having and trying to rig all these events and getting different people to do different things is a nightmare. And Councilman Jones I think said it where when you go to these events and how the community feels about these events and how it makes the City such a great and vibrant place is so important, and to not know where it is in our budget or if it is in our budget I think is a problem and a challenge for us as Council. And it was, I guess, at one point in Public Property, but if it's not going to be in Public Property, I think we need to know where it is, how it will be worked, who is handling it, is Special Events going to be managing it, is it going to be in Parks and Rec, is it CLIP, is it Public Property.

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There are a lot of questions that I think would need to be answered, and if the Managing Director -- I guess they're up later, but they don't know where the money is at. I think we need more of a specific answer we can give to the Chair at some point to see how these operations are coming back.

Special events are big for the City of Philadelphia. It's something everybody, every community looks forward to and, you know, constantly telling folks, oh, we don't have this available to you, we can't do this or we can't do that, or you got to pay out of your own pocket. And I know we have activity grant dollars that we give to some of these organizations, but they can't use all those resources for those type of things.

So I think we need to have a better answer at some point and, Chair, I can leave that up to you or to find out where and how the resources will be put

into the budget. And I'm glad I did ask that, because I had assumed that it was just going to be in the MDO and that somehow this was going to happen, but I don't know if we know that for sure.

COUNCILMAN JONES: Thank you so much, Member Squilla, and we will follow up on this.

COUNCILMAN SQUILLA: All right. Thank you.

COUNCILMAN JONES: Thank you.

The Chair now recognizes Member Sanchez.

COUNCILWOMAN SANCHEZ: I'm going to continue that thread and just go a little bit deeper, and if Marisa wants to come back on board.

Bridget, I don't know if you know how many special events we support a year. Does anybody have that number?

COUNCILMAN JONES: 3,000.

COUNCILWOMAN SANCHEZ: 3,000. So let me subscribe to the Administration, and I'm sure my

colleagues would agree, there's nothing more important than supporting these neighborhood community events in a very targeted way, and one would argue this is part of our public safety strategy that has nothing to do with police. This is about engaging communities, supporting the quality of life of neighborhoods. And like Councilmember Squilla, I really want to see the Managing Director's Office have a plan that's different.

I know during the pandemic, the City Rep's office was redefined, the Special Events office was redefined, but if we're going to have a safer summer, this is going to be one of the key elements that has to be in there. We need to know who is in charge. We need a seamless process, as Councilmember Squilla said.

It's really frustrating for me to have to give a check over to a group so that the group can write a check to the City. That just shouldn't happen.

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So I think this is one of those restoration items that regardless of where we decide to park it, it needs strong leadership and we need a commitment to do that. If this is stages, this is chairs, this is barricades, this is -- we want everybody to have whatever event they want to have in whatever park they want to have, in whatever block they want to have that engages young people and keeps our families safe.

So we're absolutely going to be looking for a comprehensive plan as it relates to that.

So I just want to add to that, because we're planning our summer programming, a lot of it with our Police Department, right, to create safe activities, and I don't want this to become the issue as to why we can't do certain things in the neighborhood.

So I want to just lend my support to that, willing to work with

whoever to make sure that our Special Events unit in a new defined post-COVID world is uplifted and that it is accessible to all our groups.

Deputy Commissioner -- Commissioner, first I want to thank you. I know that Councilman Squilla and I have reached out to you about the City looking at ways to support the William Way Center and the development of their offices, and I want to thank you for engaging and looking for ways that we can create synergetic spaces, right, co-location of spaces in the City as whatever the new normal is going to be under this hybrid model.

Can you speak to anything that the Administration is looking at around co-locating and other opportunities for us to partner with the School District and others, anything that is being discussed that we should be aware of?

COMMISSIONER GREENWALD: So one thing I can discuss is, we have some

current leases that are coming to their termination date. So we're looking at those specific units to say where would they co-locate, where can they make sense. And actually we discussed two of them with you on that call with Councilman Squilla.

So, yeah, we're looking at that, like what makes the most sense to co-locate some of our resources, does it make sense for things to be in neighborhoods and not in Center City, does it make -- you know what I mean? Things like that. So we are.

You know, some places we're in it for the long haul, so we're staying put for what we're doing, but these ones that are upcoming, we're like, where does it make the most sense. So, yeah, there are things in the works.

COUNCILWOMAN SANCHEZ: Okay. And finally, Mr. Chair, as I close out, I want to thank you, Commissioner, for your work and our discussion around the health

center at the Frankford Transportation Center last week when the Health Commissioner came forward. I didn't ask her a question. I made a statement, that I hope that as part of this budget process, we really wrap up. I can't think of a more important equitable development than putting a health center in a struggling commercial corridor after this COVID recovery than in Frankford Transportation Center.

So I want to thank you, because I know you've been part of those discussions, and I look forward to working with you. I know that I've asked people to speed up these discussions. I think it's real important that we send a message to that corridor as we're investing in that corridor that Frankford matters and that community matters and the Frankford Transportation Center given the SEPTA challenges. I think it's just a win-win-win-win-win for everybody, and I look forward to working with you on

that project.

Thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Sanchez.

And there's a theme here, whether you're talking about the School District and its facilities, whether you talk about Public Property and events and staging, whether you talk about what Member Thomas talked about to the Recreation Commissioner last week about free programming for young people this summer. All of it kind of converges to the same thing of trying to make our city safer through public means. So thank you for those questions.

I see Member Domb has a Round 2 series of questions.

Member Domb.

COUNCILMAN DOMB: Thank you, Mr. Chair.

And my question is basically, Commissioner, given that we're about to hear, I guess, from the City

Commissioners Office in a few minutes, I wanted to ask about their needs as far as going forward with running citywide elections, both from a mailing standpoint and an electronic standpoint.

I was wondering if you could give me some idea where in your budget is the money to support their needs going forward in order that we can run the City's smooth, fair, and efficient elections for the City of Philadelphia.

I am concerned that they have needs that will go possibly unmet in this budget and in the Five Year Plan.

COMMISSIONER GREENWALD: So I can speak for their space needs and us working with them on that. Their other needs, equipment and whatnot, I can't.

But, yeah, we work really closely with the City Commissioner, Commissioner Deeley and Nick and Seth and their team to establish their space.

So, you know, we have that voter warehouse on the Boulevard. When

we first looked at that warehouse, it was going to store voting machines, and then the election of 2020 came and we started mail-in ballots and we created -- we, in conjunction with the City Commissioners, created a whole entire part of that facility where we do the mail -- well, they do. I don't do it. Where they scan the mail-in ballots and count the mail-in ballots, things like that.

So we have the space covered as far as rent. We are working with the City Commissioners on upgrades to security. I know they have put in some budget requests, so I can't speak to as exactly where they're at, but I know with the money that is budgeted now, we're making a lot of progress on what that warehouse looks like and what their space looks like.

As for other things, I think that is probably a better question for the City Commissioners, because I don't know exactly where they're at with the

rest of their ask.

COUNCILMAN DOMB: It seems to me that they're short on their request, and a lot of this is coming from the new machines and all the requirements that the state has mandated. So I think if we could just take a look at that, that would be very helpful.

Okay. Thank you. Thank you, Commissioner.

Thank you, Mr. Chair.

COUNCILMAN JONES: Thank you so very much.

If there are no other questions for Public Property, going once?

(No response.)

COUNCILMAN JONES: Seeing none, thank you, Commissioner, for your testimony today. Thank you for your answers, more importantly.

COMMISSIONER GREENWALD: Thank you.

COUNCILMAN JONES: Have a good day.

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COMMISSIONER GREENWALD: Thank you. Have a good day, everyone. Bye-bye.

COUNCILMAN JONES: Mr. McDermott, who do we have next?

THE CLERK: The next person to testify is Lisa Deeley, Office of the City Commissioners.

COUNCILMAN JONES: Commissioner Deeley, are you there?

COMMISSIONER DEELEY: Good afternoon. Yes, I am here.

COUNCILMAN JONES: Thank you for your patience. Please state your name for the record and begin your testimony.

COMMISSIONER DEELEY: Good morning, Mr. Chair and members of City Council and Philadelphia. I'm Commissioner Lisa Deeley, Chairwoman of the City Commissioners. Joining me today are Commissioner Seth Bluestein and Commissioner Omar Sabir, Deputy Commissioner Nick Custodio, Eric

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Kapenstein, and Devin Uqdah, and Budget Officer Brian Miracle. I'm pleased to provide testimony on the Office of the City Commissioners' Fiscal Year 2023 Operating Budget.

We are here to request $27,113,786 to fund our operations for Fiscal Year 2023. This request includes $13,106,768 in Class 100 for employee compensation; $10,398,301 in Class 200 for professional service contracts, election board payroll, and polling place rentals; $2,623,872 in Class 300 for materials and office supplies; and $984,845 in Class 400 for computers, furniture, and equipment. This request better reflects our actual costs. The budget proposed by the Administration underfunds our department by $4,287,864. Specifically, we would be underfunded by $2,215,164 in Class 100, so we will have to come back for a midyear transfer to make payroll; $1,113,200 in Class 200, so we will have to come back for a midyear

transfer to pay the election board workers and to mail the ballots; $84,500 in Class 300, so we will have to come back for a midyear transfer to print materials for the 2023 Primary; and $875,000 in Class 400, which is money specifically for implementing electronic poll books and improving how materials get to the polling places.

While this Council has always come through with midyear transfer requests, we cannot keep operating in this manner, as it causes delays and impacts our ability to plan for elections.

Because we were unable to prepare over the last year like I had wished, our summer and our staff's summer is going to be totally gone. We are going to have to be working around the clock to get things ready for 2022. This is really not fair to us and them. It is just impossible -- it's almost impossible to retain staff under these

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circumstances.

This fiscal year is one of our most important, as it will contain two of the biggest turnout elections, the midterm General election and the Philadelphia mayoral and Council Primary election. The last midterm we had a turnout of 53.1 percent or 565,124 votes. This level of participation is staggering when you consider that in 2018, there was no U.S. Senate election in Pennsylvania. This year we have an open Governor's race and open U.S. Senate race, with nothing less than the control of the United States Senate on the line.

We have seen the new no-excuse mail-in ballot option increase turnout in the last three elections, so it is possible that we will see close to presidential-level participation this November.

Next year we have an open Mayor's race, which piques public interest and leads to higher turnout. We

will likely see over 300,000 votes cast their ballots -- voters cast their ballots next spring. But in both elections whether one person votes or half a million, the costs are about the same. The difference could be, especially when you're all in the ballot, do you want results in days or in weeks?

Last year I came before you and I said that the 2022 midterm election will return the eyes of the world to Philadelphia and that we would like to be prepared. I listed all of the things we planned to do to make sure that we can focus on running the election and exploring ways to expand services, but my budget request was not met. We've had to return again and again for midyear transfers, and all that time should have been used getting Philadelphia ready for 2022. It was instead spent fighting for funding.

I just cannot go on like this. I recognize that many of you are

supportive of additional funding and it is the Administration who is our biggest obstacle, but I say it all the time. After 2020, we went from heroes to zeroes, and our budget struggles reflect this.

There is no better example of the issues that we face than our warehouse. It is still not ready. It is not as secure as it needs to be. We recently had a meeting with the Administration staff and the consultants they brought in and we went through warehouse budget cut scenarios. Their consultants' fees were not on the chopping block, but the bulletproof glass to protect my staff was, so I ended up moving some bigger ticket items to the latter underfunded phase in order to keep them from cutting staff's safety. But these bigger ticket items are nonetheless critically important.

I am not sure if you recall the serious security breach that we had at

the transitional warehouse in 2020. A homeless individual entered from the woods, gained access to our space through another tenant's space, and stole one of our vendor's laptops and USBs used to program the ballot marking devices. As a nation, we are fortunate that these items were unable to affect the security of the election. There was no video surveillance because funding was not made available, and the cameras were cut despite my request. It was worldwide news. Then we ended up spending nearly the amount the surveillance cameras would have cost on a couple of months of security guards, yet another example of efforts to save a nickel that end up costing us time, embarrassment, and quarters.

We ask that when the Department of Public Property budget comes up, that funds be added so that we can finish the warehouse right and that it actually be secure.

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I think the main disconnect when speaking with the Budget staff is that we are not like most departments. What our department does is run elections and we have set deadlines. Machines have to be shipped this day, ballots have to be back this day, people must vote on May 17th. If they don't, our democracy crumbles and it will be us, the Commissioners' faces, on the front page.

Yet the cost of elections and the adequate funding of our department is out of our hands. We are not like Streets where if you give them more money, they'll pick up trash faster, give them less money and it will take longer. Or OIT where if you give them less money, Philadelphia will just keep using the same software we had for 30 years or we will have to suffer with out-of-date computers and cell phones, give them more money and technology will work better.

For elections, which areas of the City do you not want us to mail

ballots to? Which areas of the City should we not staff on Election Day? Which polling places should we send our machines to and which should we not?

Elections cost what they cost, and these costs have gone up. We have been saying this for years. The only real flexibility would be in the length of time it takes to count the mail ballots. We invest plenty in temporary staffing to get them scanned and processed quickly, much quicker than the 15 days that the election law permits us to finish the counting. But we count those quickly and accurately, because we recognize that voters want finality to the election, and the longer that takes, the more conspiracy theories develop.

Our budget request does not include an expansion of drop boxes and the return of satellite offices. We are still working on a budget for those. I'm embarrassed to have to say that that has been something we've been working on for

so long, but this requires working with more than just my department, and as I said, we've spent much of last year fighting to fund our regular operations.

It also does not include any frills. We are not trying to buy the Lisa Deeley Vote Mobile, the Omar Sabir banner plane, or the Seth Bluestein gilded statue. The only thing I would call discretionary is a $750,000 request for communications around the status of mail ballots for the November election. This figure was the same amount that we spent in the fall of 2020 on advertising the Act 77 and Act 12 changes. This came about as a result of the Commonwealth Court ruling Act 77 unconstitutional and the Supreme Court taking up the case. The court will likely rule before the November election, and we need to be prepared to let voters know that either mail ballots are still legal or they are not.

Already in a much lower profile

primary election, we've gotten several calls a day from voters asking if they are still able to vote by mail. I guarantee you that when we get into September, gearing up for a general election of international importance, and the misinformation about mail-in ballots start to circulate, we will be getting calls from many members of Council asking us what are we doing about it. I'm telling you right now, our ability to combat that misinformation depends on what funding we have in our budget to do so.

I'm happy to report that after a frustrating delay this past year, we did get our ballot production equipment installed. This equipment was funded with the CTCL grant that we received in 2020. Now all the ballots are produced and mailed inhouse as opposed to being contracted out. This equipment that was purchased without using Philadelphia taxpayer funds is saving our taxpayers a

million dollars a year, and more in years with a higher demand for mail ballots, such as the upcoming fiscal year. Most counties are seeing the opposite. They are grappling with new mail house contracts. Additionally, this equipment will allow us to get the ballots out into the hands of voters quicker, have greater quality control, and update their ballot status faster.

As you know, we have been trying to replace our paper poll books with electronic poll books for several years. These electronic poll books were supposed to be implemented in the 2019 General with the new voting system, but the equipment did not pass the pilot election phase of the testing and the purchase was cancelled.

Electronic poll books will allow for faster and more efficient voter check-in at polling places and for voters to look up their current polling place if they're at the wrong location. It will

also shave several days off of the counting of mail ballots, as it will more quickly allow the staff to cross-reference the ballots that arrive closer to Election Day to ensure that those voters did not vote in person, a key step we take to ensure accurate election results.

The issuing of a new RFP was delayed when the funds were cut from last year's request and not returned until the midyear transfer this past winter. The RFP was then issued, and responses are currently with the selection committee. We hope to implement them this fall. To prepare, we are planning on doing an extra round of training for poll workers.

Since the new voting system mandate in 2018, elections have gotten more technical and complicated. During that time, we have received numerous recommendations from various City departments and outside consultants hired by the Administration. I have spoken

about these needs in previous years and our desire to implement the recommendations. But as the theme of this testimony continues, we did not get the funding that we asked for last year. In fact, we were budgeted so little for Class 100 in Fiscal Year '22 that we did not have enough to pay for existing staff through the fiscal year and were unable to fill vacancies in the department, let alone continue to increase the data entry staff that was delayed because of the pandemic.

We were also made to suffer from yet another review of our department by the Administration, and their proposal again underfunds our Class 100 by $2.2 million. I would like to thank City Council, who has been able to break the deadlock with a midyear transfer that allowed us to restart hiring. We hope to be staffed up and ready to take on the increase of registrations and mail ballot applications that we would likely see

leading up to the November election.

In addition to getting our data entry clerks capacity up to where it needs to be, we will be adding an IT unit, additional middle management to provide greater oversight and project management, communications staff to help expand our message and push back against the misinformation, expanding the vote by mail and election board units, and creating a public engagement and language access unit.

As you saw with our operations at the Convention Center in 2020, counting of the mail ballots is timely and it takes an army of temporary staff, both from other City departments and temporary hires. We require this additional temporary staff because we cannot start counting the mail ballots until Election Day, when our permanent staff is running the in-person election.

From the 2022 General Election, we expect enough mail ballots that we

will need to return to a 24-hour counting operation. If our expectations hold true, this means we will need to spend about $400,000 on temporary hires for that election.

For the 2023 Primary, we do not expect to have to go 24 hours and should be able to do it for $200,000 in temporary hires.

On top of that, we estimate that we will need $500,000 to reimburse other City departments for overtime that the staff will incur while working for us. This is critically important, because we need these City staff members to lock drop boxes at 8:00 p.m. on election night. If we do not have City employees to do this, we do not have drop boxes. With the cuts to our Class 100 and 200, this sort of staffing is not funded.

Since the passage of Act 77 and Act 12, postage has been a growing expense. We now expect to pay about a

million dollars a year in postage alone. Part of this is due to our desire to continue to pay for the return postage of ballots. Providing return postage makes it easier for voters to return their ballots since they do not have to buy a stamp. Our budget request includes the original postage cost, including continuing to pay for the return postage of the ballots, but if you look in your budget binder, the Budget Office specifically went in and removed the postage increase.

I'm sure you have the same question that I have. How are we supposed to get the ballots to the voters if not through the postal service?

We have continued to prioritize the values of diversity and inclusion in making sure the demographics of our department reflect the citizens we serve. As of December 2021, our demographics were 57 White, 66 minority, 59 females. The demographics of our recent hires are

five African American and four White.

Language access continues to be a prime focus, and implementing Chinese as our new Section 203 language is one of our main focuses right now. Our Language Access Coordinator, Michelle Montalvo, does a fantastic job. Our request will also supplement this with two language access and engagement specialists, one who speaks Spanish and one who speaks Chinese.

Currently our staff contains five staffers who speak Spanish, two who speak Malayalam, one who speaks Italian, one who speaks Bengali, and one who speaks Urdu, Punjabi, and Hindi. We also have a staffer on loan from the Managing Director's Office who speaks Chinese who is helping with the 203 implementation.

Staff and poll workers can use the Language Line to assist with translation. We also had 184 divisions covered by a bilingual interpreter this past November, but we are always looking

to do better and will continue to work to recruit more interpreters.

The Department of Justice enforces the Section 203 requirements, and they specifically mentioned advertising in minority language publications as a component of a successful bilingual language program. We requested an additional 290,000 in additional funds from the Procurement Department so that we may advertise at the same level in Chinese publications as we do in Spanish. In my last conversation with the Budget Office, it appeared that those funds were not allocated as requested. We also requested $84,500 for additional printing of signage in Chinese, and it appears that is the $84,500 gap in our Class 300 request.

One of the biggest outward-facing aspects of our department is our website. It is over ten years old and not optimized for mobile devices, a

dot com instead of a dot gov, and several of the features have not been available for several years because the programs they were built on are no longer supported and therefore a security concern.

In the coming weeks, we will be launching vote.phila.gov, the new online home of the Philadelphia City Commissioners. It will be new, modern, mobile-friendly, and will be part of the phila.gov family so that the security will be monitored and maintained by OIT. The missing features will be restored, and it will be joined soon after by a companion progressive mobile app. This project was funded from our state election security grant.

Also exciting for those of you who have been involved with Philadelphia elections for as long as I have, we are bringing back 686-VOTE. 686-VOTE used to be the go-to number for all election matters until the late '80s. This is

something that I personally spearheaded after discovering that the number has been unassigned for over 30 years. It will once again be the one number you can call for all matters relating to Philadelphia elections.

Wrapping up, I would just like to take a moment before I finish to thank our dedicated staff who continue to perform Herculean feats despite the difficulties presented to them, often times doing the work of two or three people.

We appreciate this opportunity to present our testimony and are happy to answer any questions you may have at this time.

COUNCILMAN JONES: Madam Commissioner and your colleagues, Fred Voigt would be proud right now. You've come a long way as a department from the days of Jamestown machines, Shoup machines. Only people of a certain age, Omar Sabir, would know what those are,

but I do. And you guys have had to build an operation without a manual during the height of democratic republican controversy in a non-partisan manner.

Former Commissioner Schmidt, as well kudos to him, but I recall not too long ago the hero portion of your description when I watched on national TV with bated breath as you were being circled by individuals with firearms that were trying to disrupt your count.

I recall the Herculean effort in parts of Philadelphia, many of those sections always undercounted, underresourced, but during this pivotal presidential election, you guys stepped up to the plate in ways while you built them, the mail and ballot mechanism, drop box mechanism, without a manual. I recall that, saw it up close and in person.

I remember at the end of the day waiting for your count, and I can't remember the other state, and had you not

had what you needed, if in any way the No. 45 could have cried foul or defalcation and stolen the election through misinformation, where would our budget be right now? Where would -- what would we be cutting back on right now?

I know you're not partisan, but I'm partisan, and I'm thankful that you guys in that non-partisan way were there to be the example of impartiality, fairness, and the democratic process.

So having said all of that, how are you keeping up with Class 100 machinists, people inside the polling booths to be able to train and pay them on Election Day? What was our last election's vacancy ratio within that capacity?

COMMISSIONER DEELEY: Off the top of my head, Councilman, we think we were about 70 percent filled, and we are always working to do all that we can to get filled to 100 percent. We are -- you know, we work with the schools, with

community organizations, and we do as much outreach as possible. The poll worker pay comes out of our Class 200 budget. So that's one of the things that we are concerned about.

COUNCILMAN JONES: What is the rate of pay?

COMMISSIONER DEELEY: So our poll workers at the present time, they make $115 or $120 if there's a Judge of Elections, with the opportunity to make an additional $30 if they go to train.

COUNCILMAN JONES: And how many hours do they work?

COMMISSIONER DEELEY: The polls are open from 8:00 a.m. to 8:00 p.m., but we know that they need to be there from 7:00 a.m. and sometimes they could be there as late as 9:00, 9:30 at night.

COUNCILMAN JONES: And so what does that break down in hourly rate?

COMMISSIONER DEELEY: It's -- I can do the math.

COUNCILMAN JONES: Somebody can

slip you a note.

COMMISSIONER DEELEY: Yeah.

COUNCILMAN JONES: Omar was good at math. He went to Sister Clara Muhammad. He was great in it.

COMMISSIONER DEELEY: For $120 and 13 hours, it's a little more than 9.20 an hour.

COUNCILMAN JONES: So for 9.20 an hour, our democracy is at risk to what Walmart is paying them.

COMMISSIONER DEELEY: Absolutely. Yes.

COUNCILMAN JONES: All right. Second part of the question, as we move from the baby boomers to Gen Z, they receive their information differently. How are you adjusting your messaging, non-partisan voter education, to meet that new demographics' needs? And I know you just told me the $4 million in the red, but is there a strategy by which we are trying to reach that population?

COMMISSIONER DEELEY: We are

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doing a few things. So I mentioned we're updating our website, and soon afterwards we're going to have a mobile app, and we are looking to get a new digital director as part of our communications expansion, and really we'd like to -- we look forward, as all of you do, to being able to continue to go out into the communities and engage the public in person.

COUNCILMAN JONES: Where are we --

COMMISSIONER DEELEY: And each of us Commissioners also have a pretty robust social media presence.

COUNCILMAN JONES: Segueing, where do you project us to be in this election and next year with you guys having to sit on the sidelines because it's a conflict of interest and judges will take your seats? Where are we on drop boxes and mail-in ballots? Where are we at to deal with that projected increase in participation?

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COMMISSIONER DEELEY: So right now we're looking to be able to get the funding in our -- that we originally asked for so that we can have the funds that we need to operate with just our basic level of services.

But you and I -- and I know we've outlaid a plan to City Council to expand those services to include additional drop boxes so that the drop boxes could be equitably distributed throughout the City and to, once again, give voters the opportunity to vote in a satellite office. We know that those satellite offices were very popular. People waited in line happily for hours at satellite offices just to be able to have the opportunity to vote by mail in person.

Neither one of those -- satellite offices or drop boxes are not part of this budget request, basically because we're just trying to get our operating budget agreed to, and we're

still working on the price tag for what it's going to cost to expand the drop boxes in a more equitable fashion, and that is -- we're working with Comcast right now to see about what that camera network will look like and what the cost will be, and then we have to add into that the staffing and logistics of all that.

And the satellite offices, you know, Commissioner Greenwald was here before me and we are really happy with the work that we do with the Procurement Department. They've been great partners with us in spite of all of this frustration. The people at Procurement -- at Public Property are fabulous to work with, and they are helping us right now work out some kind of cost projection for what it would be to lease potential satellite office locations.

COUNCILMAN JONES: I'm going to turn over the mic to Majority Leader

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Parker, but I want to thank you for your outreach. When you guys go out with those mock machines and I watch in my senior buildings, you know, the seniors tentatively go up to those machines, look at them like cavemen looking at fire, and then you guys then make them comfortable with using technology, watching the ballot print out, I cannot imagine not having that as a part of the outreach effort, because if your worst fears are met on Election Day, you get analysis paralysis, and I'm glad that we spend the time and the money to do that outreach to our seniors in particular.

The Chair recognizes Majority Leader Parker.

COUNCILWOMAN PARKER: Thank you, Chairman Jones. Talking about Jamestown machines and Fred Voigt, and I'm mad that when you were talking, I was shaking my head. My camera wasn't on, but I was like what does that mean, you know, we in the Jetsonian age, right, of

how we do all of this, but I'm like I remember the Flintstone age that Councilmember Chairman Jones is talking about.

So special thank you to you, Chairman Deeley and Commissioners Sabir and Bluestein, for your work. I want to again just start with saying a special thanks to all of your teams, but Devin Uqdah in particular and Nathan Jones, Devin from Commissioner Sabir's office and Nathan with you, Commissioner Deeley. We rely on them a great deal when we are planning events throughout the district, and they have always been responsive.

I also want to thank you all for -- I don't know how many people see from a collective, but all of the community-based events that you do partnering. When people see these flyers and then they see your respective logos, all of that work is extremely important, and it goes on year round. So I want to say a special thank you to each of you,

especially when you come in our schools to work with our high school students. That's extremely important.

Let me go back to where Chairman Jones stopped, because he was on what my first question is relative to these drop boxes. And I heard your response, but when you talk about our progress on having a sufficient number of drop boxes in place for mail-in ballots for future elections, tell me, if you will, very specifically -- and I know about the court case, the litigation, and we're waiting on the response. How many do we have in the City of Philadelphia?

COMMISSIONER DEELEY: 17.

COUNCILWOMAN PARKER: We have 17. And, Chairwoman, you know, when you talk about an equitable distribution of drop boxes across the City, you would say if you and all of the Commissioners are together, we now plan to have 17, but all things being equal and perfect, the City of Philadelphia we project should be at,

if we had an equitable distribution, how many?

COMMISSIONER DEELEY: 73.

COUNCILWOMAN PARKER: 17 current and 73 is the magic number. Have you quantified, Commissioner, Chairwoman, have you quantified the total cost to get to that 73 number? Do we know how much? Like so, Cherelle, we're at 17, and an equitable distribution of drop boxes in the City of Philadelphia, we would be at 73, and that costs X amount. Do we have a dollar amount?

COMMISSIONER DEELEY: We do not. We are still working to try to figure out what that camera network is going to look like. We had originally been working towards using existing networking, tying in with other cameras that are already available in the City, and we continue to hit a brick wall. So we are now trying another avenue with Comcast, and we hope to have -- I think we might be successful on this road, and

we should have a cost in a couple weeks.

But just to give you an idea, the 73, you know, what we would like to do is, we would like to put one per ward, you know, and then put the one we have at City Hall and we have Delaware and Spring Garden and we have one at the warehouse, and we'd like -- we need to put two up in the Manayunk-Roxborough area just because it's such a wide geographically large spread of voters.

COUNCILWOMAN PARKER: So, Commissioner, Chairwoman, and I get that you're working on the camera network, but if there was any way that you could forward to Chairperson Jones sort of a quantifiable dollar amount, even if you were talking about the cost for the cameras and what it would cost to get to that 73 number, it makes good economic sense and it's worth the investment of taxpayer dollars. And being able to have one at each ward, you know, it matters, because it has changed the way -- and I

called it when it was passed, I love the idea of the vote by mail, but having only served for ten years in Harrisburg, long enough to find my way to the bathroom, when these kind of things are passed, we would call them an unfunded mandate if it didn't come with the dollars needed to give to our respective counties to implement such a law, particularly when just like a business, like the first five years when a new initiative was being rolled out.

So I would be interested in seeing what that number is.

In addition to that, I want to go on the record to say usually when people come on, the different commissioners of different departments, we're asking them for the summary, and it was very important for you to go through every single word. I mean, I was watching Chairperson Jones as he was listening to you run through the details. It was very important to get each and

every word that you got on the record on the record, so that when the public comes and they -- I have a dual capacity. I happen to be one of those ward leaders. So when you talk about the pay and Chairman Jones sort of walked through, now, wait a minute now, do that back-of-the-napkin math, how much are they getting paid per hour, all of that is on the record now, because those are questions that they ask of us and they expect to get an answer.

So this idea of having them go through a midyear transfer, you know, paying the workers, the vote by mail, printing up the ballots, the electronic poll books, we should not be functioning that way, and I wanted to add my sentiments for that issue on the record.

The final thing that I do want you to address for me, if you can, because I want to just really understand and the public should know what we're referencing; that is, the security

threats either around the election -- I don't care if we're talking about those cameras. You gave us that very specific example when the Northeast location, the warehouse, was broken in through entering another tenant's entrance.

Tell us when you talk about security threats, walk through what they are and then tell us what's being done to address them.

COMMISSIONER DEELEY: So there are security threats that come to us through a variety of ways, right? So we get a lot of threats to our persons, like we're still getting threats, and we still have to worry about keeping our staff safe. So we don't want to be in a position where our warehouse can be broken into or our staff is unsafe walking to their car or we as Commissioners and the public at a public meeting would be unsafe, possibly somebody could come into a public meeting looking to do harm or an observer that

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comes in to watch us count the mail-in ballots would come in and possibly want to do us harm. So that means like bulletproof glass, a magnetometer, a perimeter fence around the building, more lighting outside, the doors to be properly -- with the proper locks on them for only --

COUNCILWOMAN PARKER: I heard the bell and I want to honor our time, Chairwoman. I would ask, if you could, to very specifically, if you would, be able to document from a safety and security perspective, because we also have been talking about this issue of cyber security.

Chairman Jones, that's something that you've been consistently talking about as well.

If you could provide that to the Chairman for distribution to members of Council, that would be extremely valuable information for us to have. And just like we just said for the issue of

our stages and the staffing for all of our public events, that we need to have a clear line as to who is paying for what, who is responsible for what, much like we just did when talking about that relative to Public Property and the MDO's Office. We need to make sure that we support you all in your efforts to do so here as it relates to elections and the Commissioners Office.

Thank you so very much, Commissioner, to all of the Commissioners and to you, Chairperson Jones.

COUNCILMAN JONES: Thank you, Leader Parker, for those questions.

The Chair recognizes Member Gauthier.

COUNCILWOMAN GAUTHIER: Thank you, Chair Jones.

Commissioner Deeley, good morning. I want to first thank you, Commissioner Sabir, Commissioner Bluestein, former Commissioner Al Schmidt, and your entire teams for the

important work that you have done and you continue to do during this unique time in our democracy.

In terms of my questions, I wanted to follow up on the line of questioning from Majority Leader Parker and Councilmember Jones about drop boxes.

First, I would be remiss if I did not mention that of the 17 drop boxes that we were able to install, none of them had been located in the Third Councilmanic District. I think, and I think you would agree, that this is an injustice.

Earlier in your testimony I heard you talk about the reasons why your budget did not include a proposal for additional drop boxes. The first thing I heard you say is that you were concerned that the Administration was not funding your core budget, so you didn't want to propose an expansion, and the second thing was that there is no additional -- no sustainable camera network to monitor

the drop boxes. Do I have that right?

COMMISSIONER DEELEY: Yes.

COUNCILWOMAN GAUTHIER: Okay. I wanted to dig a little more deeply into the camera network issue.

Can you talk more about how you've tried to work with the Administration to identify existing cameras for drop boxes.

COMMISSIONER DEELEY: So we have been working with the Department of Recreation, the Department of OIT, the Police Department. We even reached out to SEPTA. We have tried to find cameras that would work for us in a way where -- because the requirement, Councilwoman, we need to be able to retain the footage that is watching those drop boxes. So that is making it a little more difficult, because a lot of the cameras that we have, we can't retain that footage because of how those -- what those cameras are used for. So we're often -- we hit a brick wall when it

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comes to retention.

The Department of Recreation has been our most successful avenue, but even there we have issues, because most of the cameras in rec centers are directed towards the playing fields or the basketball courts or places where people would congregate. So there aren't really a lot of camera angles that provide for places near the building.

We do recognize -- and you and I have talked about this before -- that we do need to do something out there, and we just looked at -- we just looked at a rec center out there. We were thinking about a box in the front, and we know we need a box out there, but we are just having a really hard time finding a spot. None of the rec centers' cameras are working for us.

There was a SEPTA spot up there that we went and checked out, and it didn't work out. And the libraries are -- they don't have the cameras set up

in a way that we can retain the footage.

And so we're just -- it's really -- I know it sounds so unlikely that we can't find a camera network that will suffice in that particular area of the City, and we are as frustrated and as challenged by it as you are, but we are continuing. And I offered before, we're happy to go out with you and look with you for cameras, but many of the libraries don't even have cameras.

So we're really hitting a brick wall up there. So hopefully we're doing everything we can to get one more box so we can at least have a box in your district.

COUNCILWOMAN GAUTHIER: When you say that you hit a brick wall when it comes to retention, can you explain that a little more deeply.

COMMISSIONER DEELEY: So, for example, the cameras that the Police have up, they are used to help fight crime and keep people safe, and those -- that film,

that footage is retained by them for court purposes or other means and we can't retain -- we can't get our hands on it.

So if you look at the School District, a lot of their camera work is paid for by Title I money that we can't -- you can't pollute with other agencies.

So, I mean, it's just -- it seems like an easy thing to find these cameras that we can use, but unfortunately even the cameras outside of City Hall, we pay to get that -- to retain that footage from.

COUNCILWOMAN GAUTHIER: Okay. And I -- sorry.

COMMISSIONER DEELEY: So it sounds -- like I said, I get it. I mean, I know that this is something we need to fix, and we're going to do everything we can, but we just can't find a spot.

COUNCILWOMAN GAUTHIER: I mean, because this is so important and I do

hear all of the obstacles you're saying you were facing, I do want to understand this. I have asked after the last election, I asked for a detailed list of what sites you considered in the Third District for a drop box and why they did not work. I never received that, and I'm still interested in knowing that.

COMMISSIONER DEELEY: I'm sorry. I thought you asked to go on a tour with us, and I did remember reaching out, but I'll make sure you get that list.

COUNCILWOMAN GAUTHIER: No. We followed up in writing and asked for a specific list of the sites that you looked at in the Third District and why they didn't work, and we still want that, because we want to understand what needs to be done.

COMMISSIONER DEELEY: I will get that to you. Absolutely.

COUNCILWOMAN GAUTHIER: Okay. And then, lastly, can you describe for us

the programs the Commissioners will implement in FY23 to promote equity in our city's voting systems and how this team will ensure that every Philadelphian, regardless of race and economic background or where they live, has access to voting sites on Election Day.

COMMISSIONER DEELEY: We will continue to do outreach, you know, as we always have, and we hope to hire outreach and diversity personnel. We're always working towards that, and I know Commissioner Sabir can speak on this issue as well, as he's got great relationships and partnerships throughout the City and he's doing a great job with outreach.

COMMISSIONER SABIR: Hello. Can you hear me?

COUNCILWOMAN GAUTHIER: Yes.

COMMISSIONER SABIR: Okay. I'd like to say hello to everyone.

COUNCILMAN JONES:

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Commissioner, can you state your name for the record.

COMMISSIONER SABIR: Sure. Sure. I'm Commissioner Omar Sabir, Vice Chair of the City Commissioners and a new father.

COUNCILWOMAN GAUTHIER: Congratulations.

COMMISSIONER SABIR: Thank you. Thank you.

I'd like to say -- first I'd like to apologize for being dressed down. Again, I'm literally just leaving -- in and out of the hospital. My son had actually just been taken off of oxygen. So I just fed him his first bottle for me, and I am now trying to get another chair for my wife so she can rock him and nurse him. So, God willing, he should be home by next week.

And, you know, it's just one of these things that -- I say all that to say, you know, the elections don't stop, right, no matter what. There's just

no -- the pandemic, anything, cannot stop elections. And when I first actually got hired by the citizens of Philadelphia, the Chair had said this job is not what you think it is, and every challenge, everything new that we go through, it just seems like it's -- whether it's the death threats, whether it's the funding, you know, whether it's whatever, right, we always have to adapt, and I'm glad that we have adapted to meet the challenge.

So our outreach has been unprecedented from the City Commissioners Office, and we target disadvantaged areas. We initiated -- that's the bell? I got to stop?

COUNCILMAN JONES: No, Commissioner. That's not for you.

COMMISSIONER SABIR: Okay. Okay.

COUNCILMAN JONES: Continue, please.

COMMISSIONER SABIR: Thank you.

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Yes.

So one of the initiatives that we started was the Octavius Catto Outreach Task Force, and that's a coalition of elected officials, non-partisan civic groups, business leaders, the whole community, faith-based leaders, and we have done an unprecedented amount, but, again, as you know, there's always more that needs to be done to combat the disinformation. And as you know as we're talking to our constituents, we have to have more resources to reach that.

And just for a quick example, one of the things that the disinformation community is doing, which is very challenging to overcome, is they're spending money and they're telling returning citizens that they can't vote. And as we know that may be true inside of some states, they're purchasing social media ads and they have targeted geofencing where it's actually targeting

this community, telling them that they can't vote, which is true in some states, but, again, in Pennsylvania, once you leave your confinement, you can vote, whether you've been convicted of a felony, you know, you can. And even while you're incarcerated, you actually can vote.

So one of the things that Chairwoman Deeley and I and Commissioner Bluestein is, we've actually been working with the Prison Commissioner to actually approve voting in jails, people that haven't been convicted of a felony. So we get them the vote-by-mail applications, we mail them out the ballot.

So that's just one instance, but it's a constant barrage and it's constant for us working.

And just real quick, I just came back from Selma, Alabama. We just commemorated the 57th year of Bloody Sunday. This is the first time that we

did the commemoration without John Lewis, God rest his soul, and before I crossed the bridge, there was a woman that marched in 1965 back on Bloody Sunday, and she grabbed my arm and said, young man, you're going to have to get me across the bridge. And as we got midway through the bridge, I became overwhelmed with emotion, being in Alabama, you know, soaking up all of the history that it took for us to be able to vote. The older woman started dragging me and pulling me along, right? She thought she got a second wind, and she dragged me across the bridge.

And, you know, understanding all of that, you know, just disinformation, it's not just a Philadelphia problem. It's a huge problem, and as we cross bridges to democracy as we're doing now, we're going to need the resources. And, again, the money that we're asking for, that's -- it still could be more than that.

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Other cities have -- she talked about the Deeley Bus. I mean, other cities have mobile buses people can vote in. I mean, other cities have so much. You know, we've been around the country to see this. So we actually need more resources, and whatever our Chairwoman pretty much wants, we definitely try to get it for her, so I'm in full support of that.

And in regards -- and we had this conversation about the drop boxes. What I think we can have is maybe a meeting with OIT, maybe a meeting with the Rec Department, you know, and maybe Chairwoman, we all could really sit down and see exactly how we can figure this out to get you a drop box.

But, again, it's challenging. There's a lot of things that arise, but I think more communication needs to be done, because with Chairwoman Deeley's approval of that, I definitely think that we can do that, see if we can get you a

drop box for this election.

COUNCILWOMAN GAUTHIER: Mr. Chair, can I wrap up on one point quickly?

COUNCILMAN JONES: Please do.

COUNCILWOMAN GAUTHIER: First, I want to thank you, Commissioner Sabir, for being present with us given everything that you're going through with your family and the wonderful blessing that you received and for all of your work even outside of your Commissioner role. Like you were one of the fiercest advocates for our community on the Sayre pool, right, and we appreciate you. And I appreciate all you guys have done, and I am enthusiastically supportive of every budget increase that you ask for.

The only thing that I really need to see along with those requests is a vision for equitable voting in our city that's geographically based, right? As long as I have the honor of sitting in this seat, I can't abide by election

after election after election with the Third District not getting the access that they deserve, right? And so if we're making requests for additional funding, I need to know within the neighborhoods that I represent what's your vision for people being able to vote in a variety of different ways and be able to participate in our democratic process.

So those are the things that I'm going to want to see, right, as we move forward, and I thank you.

COMMISSIONER DEELEY: Councilwoman, if I can, is there a rec center that you could suggest to us or you would prefer?

COUNCILWOMAN GAUTHIER: I mean, I'd like some time to think about that. I mean, certainly I thought when we had the satellite election site at Locke, I thought that worked well for a variety of our communities, and if we were going to do something there, I probably would want

something in Southwest too if we had the ability.

I just want folks to be able to get to somewhere to have access from where they live in our district, but I'd love to be able to give you a more thoughtful answer to that question.

COMMISSIONER DEELEY: We'll work on that list that you requested.

COUNCILWOMAN GAUTHIER: Thank you so much.

COMMISSIONER DEELEY: Thank you.

COUNCILWOMAN GAUTHIER: And thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Gauthier.

One thing about Member Gauthier, she's going to fight to get equitable distribution in her district. When we did the announcement of drop box at Sheppard a year or so ago, she was kicking me at the press conference talking about where's hers, where's hers.

So please take care of Member Gauthier. And it has nothing to do with the fact that two of the three Commissioners live in the Fourth District. Nothing to do with that.

So with that, Member Domb, are you prepared to ask your questions?

COUNCILMAN DOMB: Yes. Thank you, Chairman Jones. Thank you.

And welcome, Commissioner Deeley. Thank you for all you're doing for us and your team.

And, Commissioner Sabir, congratulations and thank you too.

And welcome, Commissioner Bluestein.

So I just have a basic question. I listened to the testimony. Can you just crystalize for me your request and the amount the Administration has put on the table.

COMMISSIONER DEELEY: Yes. So we requested $27,113,786, and the Administration has proposed for us

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$22,825,922, which is a difference of $4,287,864.

COUNCILMAN DOMB: And have they provided a reason why?

COMMISSIONER DEELEY: No.

COUNCILMAN DOMB: Okay. Have they provided an alternative on how you can fund what's needed in order to run your department?

COMMISSIONER DEELEY: No.

COUNCILMAN DOMB: Okay. I'm supportive of your request. I just want to put it on the record. And I appreciate all you guys are doing, and I will join with my colleagues in that support.

So I just want to put that on the record, Mr. Chair, and thank you very much. Let's see if we can make sure you get the money you need to make sure these elections are done properly.

Thank you.

COMMISSIONER DEELEY: Thank you.

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COUNCILMAN JONES: Thank you, Member Domb.

Member Thomas, are you there?

(No response.)

COUNCILMAN JONES: Member Thomas?

COUNCILMAN THOMAS: Mr. Chair, I'm here. Good something. Good afternoon now. So good afternoon, everybody. First of all, congratulations, Commissioner Sabir, on the birth of your child. I know the joy that that comes with. I've seen some of your great pictures.

Commissioner Deeley, your entire team, Seth as well, to Commissioner Seth, your entire teams, thank you. We appreciate you, and as I say always, you guys saved democracy, and today is no different. 2020 was just yesterday to me, because I'm, like Commissioner Sabir, a pandemic elected official, and that's all we know so far since we've been in.

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So with that being said, the $27 million that you're asking for, that does not include anything around language access and it does not also include anything around the drop box issues that Councilmember Gauthier talked about; is that correct?

COMMISSIONER DEELEY: It is correct. It does not include any additional money for drop boxes, but we did request additional money to print pink sheets in Chinese and we requested additional money for the Procurement Department to advertise in Chinese.

COUNCILMAN THOMAS: Thank you, Commissioner Deeley. We appreciate your leadership on that. I know we all did a hearing together to listen to some of the outcry that the community had around language access, and it's good to see that you are at least trying to move us in that direction, and of course you know you have my support.

How much more -- the 27 million

is the number you're asking for. How much more money would you need outside of the 27 million to operate the type of safe and secure election that you know we need as well as some of the issues that we've heard the advocates ask for?

The last time we were in this same situation, I'm pretty sure you asked us for 36 million, and that was to do everything that we know we needed to do to have a safe and secure election that would give everybody access to a voting box and language access issues and vote-by-mail situations. Was that number still 36 million to be able to accomplish everything we want to accomplish?

COMMISSIONER DEELEY: I believe that 36 million is probably a fair number. You know, one of the things that I would like to see in addition to the equitable distribution of drop boxes, I really would like to see us be able to offer satellite offices throughout the City of Philadelphia. They were wildly

popular. They provided a great opportunity for our voters to vote by mail in person, and they were used pretty extensively throughout the City, and I would just like the opportunity to have them all the time.

I believe that, you know, 2020 showed us that our voters in Philadelphia are very resilient, and they really did embrace the mail-in voting option, but they liked the ability to do it in person with somebody there.

So I would really like to see the satellite offices. And a lot of them -- we talk about that $36 million figure. You know, a lot of those costs are one-time costs. Not all of these costs would be in our budget. A lot of those costs would be in OIT's budget or DPP's budget or Procurement's budget. So, you know, our budget has an effect on a lot of other departments' budgets.

Just what we do on election night, for example, when we collect the

media and the paper ballots, we get a big buy-in from other departments. We have OEO who helps us, the Police Department helps us, the Streets Department helps us. The work that we do really does have a huge effect on other departments, and we are so grateful to have all those partnerships and to have all that help that we desperately need, but when we're talking about expanding services and to the level that we want them to be and we want them to be for every election, not just for the presidential election, because we want people -- when people go to vote at AB Day School or use the satellite office at Locke for one election and they go back for the next election and that door is closed and that option is not open to that, that affects them. Some of those people might not find another way to vote. They could not -- they might decide not to vote that day.

So we want to make sure that we

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can provide services equitably throughout the City but on a consistent basis to provide for voter integrity throughout the City of Philadelphia.

COUNCILMAN THOMAS: Mr. Chair, I just want to note for the record that while I do understand and recognize why the Commissioners as a team are asking for 27 million because the Administration only proposed 22 million, for those who don't know, that's just how negotiations work. I just want to be on the record for supporting the Commissioners Office for $36 million. I think that it's important that we put ourselves in the position to be able to take care of these problems before they present themselves.

Had we not received some of the outside funding and support that we got in 2020, who knows where democracy would be right now, and I don't take that lightly. While we have a surplus of money, I believe we do have a number of systematic problems, and throughout the

course of this budget process, we've been discussing some and we will discuss more as we go on, but I see a window here to fix a systematic issue as it relates to our elections and how our elections work, and I think with the surplus of money that we have both on the City and state level, I see an opportunity to fix this problem now.

So with that being said, again, I just want to support the idea of giving the Commissioners $36 million one time, being able to go back to an annual operating budget that goes from 22 to 27 million and, again, secure a safe election for the City of Philadelphia for this year, next year, and years to come.

Thank you, Mr. Chair. I appreciate you, and of course to our Commissioners, thank you for all you do.

COUNCILMAN JONES: Thank you, Member Thomas. And our state partners have a rainy day fund surplus of $10 billion, with a B. It seems like we

could get a little more help in Philadelphia.

The Chair recognizes Gilmore Richardson.

COUNCILWOMAN RICHARDSON: Thank you. Thank you so much, Mr. Chair.

I just wanted to come before the body and for the record regarding the City Commissioners' testimony and request for additional support.

Chairwoman Deeley, you have just been extraordinary, extraordinary over the last several years.

And, Commissioner Sabir and also our new Commissioner Bluestein, whom I've worked with when we were both staffers in City government, I congratulate you in saying to you, Commissioner Sabir, on the birth of your baby at Pennsylvania Hospital, which is where I used to work as a unit secretary. So kudos and congratulations to each of you.

I wanted to come on the record

to state that I am supportive of the proposed allocation increase for your department. I wanted to ask a very, very quick question of you, Commissioners.

We've noted over obviously the last couple of years that we have a mail-in ballot, so can you just talk about the mail-in ballots request over the last couple of years and how they're trending for a primary versus a general election and how you all are preparing for this fall, which you talked about in your testimony, Madam Chairwoman, and, lastly, your positions that are allocated in your department and how many vacancies you currently have.

COMMISSIONER DEELEY: Commissioner Bluestein?

COMMISSIONER BLUESTEIN: Thank you, Chairwoman, and thank you --

COUNCILMAN JONES: Commissioner, can you state your name for the record, please.

COMMISSIONER BLUESTEIN: Sure.

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Commissioner Seth Bluestein.

So in regards to vote-by-mail ballots, in 2020, approximately half of the City's voters voted by mail. In the 2020 Primary, that was approximately 175,000 votes by mail, and in the 2020 General, that was approximately 375,000 votes by mail.

What we saw in 2021 was not just a lower turnout overall but a smaller percentage of voters voting by mail, as more voters returned to voting in person. So that was somewhere between 25 and 35 percent rather than 50 percent.

The 2022 Primary seems to be in the same trend as what occurred in 2021, but as we approach the November General Election, we're expecting a much higher turnout with a competitive Senate and gubernatorial race, so it is possible that those numbers will go up again for November.

COUNCILWOMAN RICHARDSON: Okay. Understandable. Thank you for that

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information.

I also wanted to ask our Madam Chairwoman about all of your positions and how many vacancies you all currently have.

COMMISSIONER DEELEY: Well, right know we have 47 data entry positions and I think eight more machine techs. We're looking to hire 76 more people in total.

COUNCILWOMAN RICHARDSON: Pardon me. I'm sorry. I didn't hear you, Madam Chairwoman.

COMMISSIONER DEELEY: We're looking to hire 76 more people in total.

COUNCILWOMAN RICHARDSON: Okay.

COMMISSIONER DEELEY: Some of those will fill existing vacancies and some of those are new positions.

COUNCILWOMAN RICHARDSON: Okay. All right. Well, thank you so much for that response and thank you for all of your work. I am supportive of your efforts, and we'll work very hard

together to get you to where you need to be in this process.

Thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member.

One quick question, and there's probably a logical answer for it. Under equitable distribution -- and both of my Commissioners are in the Fourth District, so I love them both, but why is there a difference in my calculations of their budgets when there is the issue of seniority for Commissioner Sabir?

COMMISSIONER DEELEY: So the individual Commissioner budgets, I don't really have it in front of me right now, but as I stated in my testimony, Deputy Commissioner Michelle Montalvo serves as our department's language access coordinator. She provides an invaluable service to our department, and Commissioner Bluestein has retained her on his staff.

COUNCILMAN JONES: Okay.

Because on its surface, I would be concerned about it. I support your budget, but I also know that we need to be equitable in our distribution of resources, and let's figure that small minute thing out as we move forward, if we could consider that.

You don't have to answer now, Commissioner.

COMMISSIONER DEELEY: No. I'm sorry. Okay. We'll look at that.

COUNCILMAN JONES: All right. Appreciate you.

Are there any other questions for the City Commissioners?

(No response.)

COUNCILMAN JONES: Seeing none, thank you for your testimony and your patience.

COMMISSIONER DEELEY: Thank you.

COUNCILMAN JONES: Who are our next panelists? I believe that would be Procurement Department; is that right,

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Mr. McDermott?

THE CLERK: Yes. We have Monique Nesmith-Joyner, Procurement Commissioner.

COUNCILMAN JONES: Folks, after this testimony, this department, we will take a break and reconvene at 1:30-ish.

Thank you, Commissioner, for your patience.

COMMISSIONER JOYNER: Thank you. Good afternoon. I'm Monique Nesmith-Joyner, Procurement Commissioner.

Thank you, and good afternoon, Chair and members of City Council. Again, I'm Monique Nesmith-Joyner, Procurement Commissioner, and I am joined today by Janira Barroso, Deputy Commissioner of Purchasing, and LaShawnda Tompkins, the Deputy Commissioner of Administration, along with a few other of my staff. I'm pleased to provide testimony on Procurement's Fiscal Year 2023 Operating Budget.

The mission of the Procurement

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Department: We are the central purchasing and materials management agency for the City of Philadelphia. Procurement's goal is to acquire professional services, supplies, equipment, and construction contracts through a fair and open process and at the best value to the City. Procurement seeks to leverage taxpayer dollars in a way that upholds trust by using sound procurement practices.

Just a few of our plans for Fiscal 2023. Procurement has plans to increase awareness and utilization of the Local Business Purchasing Initiative, encouraging City departments to consider contracting with certified local businesses. The Local Business Purchasing Initiative is a change to the Philadelphia Home Rule Charter A-200, and the initiative increases the minimum dollar amount when a formal bid or RFP is required.

As of July 1st of 2021, the

informal bid threshold has increased from 100,000 to 103,000 if contracting with a certified local business and from 75,000 to 77,000 for other businesses. Those increases are pursuant to a corresponding change in the Consumer Price Index.

Procurement maintains an active registry of certified local businesses eligible for streamlined contracting for purchases under 103,000. At present, there are 224 certified Local Business Entities on Procurement's registry. Procurement continues to work with the City departments and external partners to promote the Local Business Purchasing Initiative and market the Local Business Entity certification program by which qualified local businesses can become certified local businesses.

We will continue to engage with and educate departments' purchasing staff to ensure adherence to the regulations while encouraging competition and reducing barriers of entry to City

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contracting.

The overall goal is to encourage City departments to work directly with local businesses and increase access for local businesses to engage in City contracts.

With regard to inventory control and disposal, our Inventory Control Unit will continue working with departments to reconcile inventory. We will begin working with the Airport to capture and manage inventory installed by contractors. The unit will continue to assist in the tagging of items at the 400 North Broad public services building, and we have worked diligently with the Department of Public Property to tag items for the Police Department. We hope to work with the Parks and Rec staff to identify surplus assets to be auctioned and/or disposed of from numerous recreation centers throughout the City.

Our goal in Fiscal '23 is to increase testing of Class 300 items to

ensure that items being purchased by departments meet contract specifications and to confirm that deliveries are made in a timely fashion for these items.

Transparency in Business, switching topics, Transparency in Business is a legislation that requires all awarded bidders and contractors on City contracts valued at over 100,000 to disclose their prior experience working on City contracts, as well as the demographic data for their workforce, board members, and employees performing work. The Act also requires that awarded bidders and contractors must also submit similar information on behalf of their subcontractors and labor sources.

With gratitude and acknowledgement to our colleagues in the Office of the Chief Administrative Officer, Procurement has begun collecting data from City contractors and their subcontractors, resulting in the 2021 Transparency in Business report published

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by the CAO on their website on March 29th of 2022.

Procurement continues to work diligently with the CAO to establish and operationalize a framework for the collection and management of this contract data and to provide guidance for our contractor community via the City's website and direct communications. Procurement is working with the Office of Economic Opportunity as well to encourage and engage diverse subcontractor communities with regards to truth in business.

Lastly, I commend my team for supporting the City and the County of Philadelphia through COVID response and the various other emergencies incurred and experienced in the past two years. Procurement is a core operation in City government, and I am honored to represent this office, and happy to answer any questions that you may have.

COUNCILMAN JONES: Thank you so

very much, Commissioner, for your testimony.

A couple of questions. What is our annual purchase number under construction; annual purchase number under supplies, services, and equipment; and annual purchase number under professional services?

COMMISSIONER JOYNER: Okay. For our public works, our annual spend for Fiscal '21 was just over -- well, it was about 62 million. So 61,928,000.

For service, supplies, and equipment, let me navigate a second.

COUNCILMAN JONES: I cannot hear you.

COMMISSIONER JOYNER: For service, supplies, and equipment, we were over, I believe, 103 million.

And for our professional services, we were also just over 100 million.

COUNCILMAN JONES: And under professional services?

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COMMISSIONER JOYNER: For professional services, I have just over 100 million.

COUNCILMAN JONES: Okay. So if I do my math, that's somewhere around 300 million total?

COMMISSIONER JOYNER: Yes.

COUNCILMAN JONES: And how many roughly, how many bid awards does that represent a year, rough guess?

COMMISSIONER JOYNER: Roughly, I would probably say combined, I would probably say, I don't know, maybe 2,000, if we are including small order purchases, you know, everything, all procurement.

COUNCILMAN JONES: So I'm going to save the equity question, because I know my Majority Leader is going to ask you, so I'm going to wait on that. I'm going to defer that. So you should be having someone --

COMMISSIONER JOYNER: Ready for that.

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COUNCILMAN JONES: That's right. But I would like to know how supply chain limitations during the pandemic has affected City purchases.

COMMISSIONER JOYNER: Yes. So there have been a variety of challenges. One, of course, is our price increase requests that have come outside of our contract renewal period. Typically we allow price increases during the renewal period, but because of our economic conditions and supply chain issues, we have seen a significantly increased number of price increases. We've seen as low as four to six percent increases and we've seen as high as 17 to 20 percent increases in some commodities and service areas.

We've also -- I'm sorry.

COUNCILMAN JONES: No. Go ahead.

COMMISSIONER JOYNER: We've also seen slow deliver, slower delivery for certain items. We have seen where

vendors have gone actually out of business.

Paper industry has significantly been impacted, you know, since COVID, and I probably could attribute that to us returning to work and also -- excuse me; working from home and not utilizing paper as much, you know, across the globe, as well as, you know, moving to just a more electronic way of transacting as opposed to utilizing paper.

We've seen trash bags have also been a -- what I'll call is a hard-to-receive commodity. So instead of using our citywide bid, we've encouraged departments to issue small order purchases to get a better price, because the pricing for trash bags has significantly increased.

Just another example that I'll give and I'll end here. Meals, food supply chain costs have significantly increased, not just because of the cost

of the food but also delivery of food, the salary for the labor of the -- you know, the food delivery vendors. We've seen some significant increases in those areas.

COUNCILMAN JONES: So we buy our gasoline under a requirements contract. What's the term length of that contract?

COMMISSIONER JOYNER: That is remaining?

COUNCILMAN JONES: Go with typically how long is it.

COMMISSIONER JOYNER: It's typically, I believe, our gas -- our oil contract is a two-year only.

COUNCILMAN JONES: And so we look like geniuses locking in at this price with the spike in gas prices.

COMMISSIONER JOYNER: Yes.

COUNCILMAN JONES: But we should anticipate -- how much longer do we have to hold those prices?

COMMISSIONER JOYNER: We only

have -- I believe, again, our oil contract, our fuel contract is only for two years. So we've recently, just last year, issued a new contract. So we have the remainder of this contract term and then one additional year.

COUNCILMAN JONES: So we should experience or anticipate sticker shock the next time we do it?

COMMISSIONER JOYNER: We could anticipate sticker shock at the renewal even at the end of this contract term before we go out even to another bid, because we do allow for vendors to request a price increase at the renewal term.

COUNCILMAN JONES: So I understand we hired a new OEO Director. Who is that?

COMMISSIONER JOYNER: Yes. Our new OEO Director is -- her name is Lynn, and because you're asking me, I cannot remember her last name.

COUNCILMAN JONES: Newsome?

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COMMISSIONER JOYNER: Lynn Newsome, yes. She reports to our Commerce Department.

COUNCILMAN JONES: Is she available now?

COMMISSIONER JOYNER: I do not know if Lynn is on the call. I believe Commerce's hearing is tomorrow, and she should be on that.

COUNCILMAN JONES: So it's independent. There were some rumors that you guys were going to take on OEO's responsibility. That is not true?

COMMISSIONER JOYNER: There were some conversations when OEO was in -- they were in limbo for quite a while, and there were some conversations about Procurement providing and/or CAO providing more of an oversight, but the decision was made for OEO to remain in Commerce as an office operating independent of Procurement.

COUNCILMAN JONES: So I'm not going to ask about numbers. I'm going to

leave that to my Majority Leader, but I do want to know under the non-compliance aspect of it, how many contractors have we disbarred over the last two years?

COMMISSIONER JOYNER: Over the last two years?

COUNCILMAN JONES: Four years. Give me four.

COMMISSIONER JOYNER: Over the past four years, there were, I believe, four.

COUNCILMAN JONES: Four. And what were the reasons they were disbarred?

COMMISSIONER JOYNER: For our most recent, which actually was during my three years, it was, I'll say -- I can use the word "fraudulent" minority and woman-owned business enterprise creation.

COUNCILMAN JONES: Because there's a direct correlation with inclusion and enforcement, and we'll be asking the OEO Director that under Commerce.

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The Chair recognizes Majority Leader Parker.

COUNCILWOMAN PARKER: Chairman Jones, thank you so much for all of those questions and specifically getting those dollar amounts on the record about our annual purchase in the areas of construction; services, supplies, and equipment; and professional services. You gave us the big picture, and I appreciate, sir, you getting that information on the record.

Let me start by saying to you, Commissioner, thank you so very much for being here. Thank you for mentioning about the Walter P. Lomax Transparency in Business Act legislation in your testimony.

For the benefit of the viewing public and even City employees who are on, that legislation was an effort to empower the tool of transparency by pulling back the layers and showcasing actually who the people are or firms are

who benefit from doing business with the City of Philadelphia, and named after Dr. Walter P. Lomax because he was unapologetic about publicly affirming that his ability to grow not just as a doctor but as a philanthropist and an overall professional was because of contracting opportunities that he got access through via state government in particular under the leadership of then former Secretary of Human Services in the state, John White Jr., and that gave him the opportunity to grow.

And, Commissioner Nesmith-Joyner, I know the implementation of this legislation has been a yeoman's job. I know it has, and we've been on multiple Zooms or Teams meetings, and I want to thank you and your team and everybody over at the CAO's office and the Law Department for ensuring that it was implemented, because we didn't want to have a paper tiger, a piece of legislation that didn't do what we

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intended for it to do, and that was to let people know who was doing business with the City. And so special shout-out to Libby Peters, CAO Stephanie Tipton, and Reynelle Staley from the Law Department. I know I wore y'all out. I'm not finished, but just want to say thank you for the record.

Now, I want you to help me here. From what I understand, both Procurement and the CAO, you all could use additional funding to ensure that, again, this is not just paper tiger legislation but we have the best implementation processes, technology, and strategy needed to implement this legislation. So 100,000 in Class 200 for CAO like staff augmentation to work, I would say, alongside OIT to develop an online disclosure portal so that we can make it smooth and seamless, and this is similar to the campaign finance disclosure system that was developed a few years ago with Records. So we know

that this is possible, right, and if we created this portal, it would be like a one-stop shop for vendors to submit all of their required disclosures, including this Transparency in Business Act, campaign finance, non-profit board of the LGBT community, et cetera, and it would save the information from year to year to create like checklists and work flows so we can create a more streamlined collection and reporting of this information that's currently right now, I would consider, like a little fragmented, because it's spread across different systems and departments and it's collected using a variety of tools. So I want you to know I am going to advocate for that.

And then $80,000 in Class 100 for Procurement. We've learned that the work doesn't get done if it's not somebody's job, and so this would fund one position that would be the lead on all of the disclosures, and that position

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would be part policy, part data analyst and would be like the primary point of contact for departments and vendors that were navigating the vendor disclosure agreement.

And so that $180,000, I want you to know for the record we are going to be advocating for that during this budget process so that we can see this legislation implemented and producing the data that will, again, empower the tool of transparency.

Now, I want to go to this first report, and for the benefit of the public, this is the report that I'm looking at. It does not even include a full year's worth of data, but the data that was captured, it doesn't make you feel good, and we know that we were right by establishing this legislation.

On Page 5 of this report, and it comes from the office of our CAO, it shows that workforces of prime contractors, Councilmember Jones, doing

business, think of that amount that you asked us for when you broke it down, that the workforces of the prime contractors, they were comprised of the following gender identities: That was 78 percent male and 22 percent female, and if we were to break that down into sort of racial demographics, particularly when we talk about the women, we know that there will also be some extreme disparities.

On Page 5, it also shows that the workforces of the prime contractors were comprised of the following races and ethnicities, and I want us to think about that number that Chairman Jones extracted during his line of questioning. 69 percent were White, 13 percent were Hispanic, 13 percent were Black, and 1 percent was Asian.

And then when we get to Page 7 of this report, it shows that the workforces of prime contractors by residency -- listen to this -- were comprised of 81 percent non-resident and

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just 19 percent of Philadelphia residents. And if we looked at the data for subcontractors that is a few pages later on, it would show exactly the same thing.

Let me say this to you: I was happy to hear you talk about our certified local businesses and the 224 that you say are in our registry, 224 certified local businesses, but I want to tell you that this data affirms to me that when we look at the people from Philadelphia, Philadelphians and firms in our great city, those working for those firms and residing in the City of Philadelphia, when we see that 81 percent, 81 percent of those benefiting from doing business; that is, again, the workforces, the people who work for the contractors, 81 percent of those people are non-Philadelphians. They do not have a residence in the City of Philadelphia.

I am just combing through this

report, Commissioner, and I want to say to you that, again, this is not even a complete year's worth of data. So we know we are on the right track. We need to make sure the technological systems are available, because when you can see this, you can't run from this. This is not somebody playing with numbers when you give us the opportunity to go through this information.

And so with that being said, Mr. Chairman, I'm going to ask you, if you will, to talk about what Procurement is doing to increase the M/W/DSBE participation. Talk to us about those initiatives. And, listen, you've got to tell us how much money is budgeted, Commissioner. And I'm going to go back to what we extracted on the record from the Police Department. We have a problem with recruiting, but we're only spending $10,700 on marketing.

If we are really trying to increase diversity and inclusion in the

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M/W/DSBE participation, tell me what are we doing as it relates to funding, the funding that is budgeted for those initiatives, and how are you marketing them? I'm going to go on mute and listen.

And, Chairman, thank you so very much for the leeway provided. I'm going to listen for the response.

COUNCILMAN JONES: Thank you, Member Parker.

Commissioner.

COMMISSIONER JOYNER: Yes. So over the past two fiscal years, the Procurement budget was cut, so we generously received funds from the CAO to support any additional efforts that we have not been able to fund ourselves.

So I cannot speak to the exact budget that we have. "We" in Procurement do not have a budget for marketing and promotion, again, but we graciously receive funding from the CAO.

We do have -- I'll say this:

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Due to the timing of the LBPI and the intended campaign and marketing of the LBE, that occurred right in 2020, right in the midst of and height actually of COVID. We tabled those efforts greatly due to the economic state in our city and businesses that were dealing with COVID response and giving them reprieve and time to do that.

We have since this year, this calendar year, revamped our flyers, revamped our talking points, and will have a web presence as well as paper documents or flyers, if you will, regarding our Local Business Purchasing Initiative as well as the Local Business Entity certification.

Our plan is to also work with the certifying agencies, those agencies that certify for minority, women, and disabled-owned business certification, work with them to make sure that they also have the talking points, any information needed to encourage

businesses that they're interfacing with to become LBE certified.

We are working also to streamline the legislation and certification process as much as we can so that is not -- it is not burdensome for our vendors.

I'd also add that we are -- we've done some homework and some research in the minority, women, and disabled-owned business registry, and we found that a number, a large number, of those vendors have a 191 zip as their primary business address. So with the incoming OEO Director, Procurement's plan is to work with her and her staff on a campaign to specifically target the identified -- and it is, again, it is sizable. Over 500 vendors in the M/W/DSBE registry have a 191 zip as their primary business address. We are going to work on a campaign to specifically target those businesses and encourage them to become certified LBEs, giving

them access to that target sheltered market of 100 -- excuse me; up to 103,000 in informal bids and RFPs that I spoke about through the LBPI initiative.

So we do have a couple things on hand in mind, and we are on target to release them very soon, hopefully within the month of May, again, in working with the incoming OEO Director to move forward with the initiative specific to the M/W/DSBE community.

COUNCILMAN JONES: Member Parker, are you okay with that response?

(No response.)

COUNCILMAN JONES: I assume she is.

COUNCILWOMAN PARKER: Yes, sir. I'm sorry, Mr. Chairman. I thought you could hear me, sir. I was on mute, but thank you so very much for that response. And, again, full disclosure, not even a full year's worth of data collected via this process, but, Chairman Jones, we are on the right track in ensuring that

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anybody can access this data so we can find out who the firms are, building generational wealth over the years, having an opportunity to do business in Philadelphia, what they look like, what their boards look like, and not in a book on somebody's desk but readily available for all in Philadelphia to see it. We were right in our efforts, Mr. Chairman.

Thank you.

COUNCILMAN JONES: Thank you so much for that work, Majority Leader.

The Chair recognizes Member Sanchez.

COUNCILWOMAN SANCHEZ: Good afternoon. Thank you, Mr. Chair.

Thank you, Commissioner, for your entire team, and I'd be remiss not to mention my former colleague Janira Barroso, who her and I worked together in a different life and I know this work is hard.

I want to put the Procurement Office in a context, because I think it's

really important. I think every year we have these conversations, and there's a level of expectation about what you can and cannot do.

In your experience, what do you still see? Because the departments are your customers, right? They are the ones soliciting the work, right? Many times they have particular institutional vendors that they work with, right, and then you're trying to filter them through these new filters, right? But ultimately the RFP is developed by them and then you seek to make sure it is compliant.

What do you still see as barriers, either by the law or by departments, in opening that up to those vendors that you're talking about, whether they're local businesses or minority certified? What is the barrier that you still see, whether it's a legal one or a policy one?

COMMISSIONER JOYNER: One of the challenges I'd say is our -- we've

not yet been able to forecast, meaning that we've not yet been able to put on our -- on either a website or through our contracts hub, which is a one-stop shop to seek contracting opportunities, a forecast of potential contracts that will be available, let's just say, in the next 90, 120, 180 days out so that vendors would be able to ready themselves, review what could potentially -- and, again, I want to emphasize potential contract opportunities are coming down the pike so that they could begin to ready themselves, you know, to respond well in advance or at least understand what the City could potentially, you know, solicit businesses for. I think that has been a challenge.

COUNCILWOMAN SANCHEZ: Is that your challenge or the departments'? I mean, the departments order the same things almost every year. What do you need to be able to come up with that kind of forecasting? What kind of cooperation

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would you need?

COMMISSIONER JOYNER: We are building on that. We're building on that in conjunction with the Budget Office and in conjunction with the Office of Economic Opportunity, requesting a more robust compliance plan from each department. On those compliance plans, we are asking what are your forecasts for the year. And we've done that initially this year -- well, they've had compliance plans in the past, but we made them more robust this year, and OEO and Procurement have a seat actually at the budget table along with the office of, of course, Budget with every department so that we can ask specific questions around their contracting.

COUNCILWOMAN SANCHEZ: So let's talk about that, because these are the same contractors. I think Majority Leader highlighted, we know who they are. They're legacy contractors who have worked on this.

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When you are working on new contracts and we have some of these legacy contractors who are either delayed, over budget, non-compliant, do you counsel departments, and how many times do they actually listen to you when you say, this is someone who has not been compliant, right?

We talked about the fact that we haven't really other than the four contractors you mentioned to Councilman Jones, when you know this, because you know who they are, right, and you advise departments, how often do they actually take your advice? Because in my mind, you're not a good, responsible bidder if you're delayed, over budget, or non-compliant. You know that, and another department yet awards another contract.

Tell me the tension points there.

COMMISSIONER JOYNER: The decision is the department's. We can

advise, you know, based on what we see, based on what we know, based on what we may have reported even, but, again, it is the decision of the department to choose differently, to speak beyond maybe industry standard or the incumbent to do something differently.

One of the things that we do advise and we do support departments in is maybe changing some language in their scope of work or in their scope of service, the specifications of what they're seeking, such that other vendors are able to respond. Sometimes the scope may be narrow.

COUNCILWOMAN SANCHEZ: You and I both know it, these are incumbent legacy contracts, right?

COMMISSIONER JOYNER: Yes.

COUNCILWOMAN SANCHEZ: No one wants to change this.

So we want to create a political space so the Procurement Department can do what its goal is, which

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is really to diversify and bring some of that business in the City.

In that decision-making authority, the department rules the majority of the decision. You are now at the table with OEO and the Budget Office. So what's that vote look like if you're sitting there with a legacy contract who is a bad actor?

COMMISSIONER JOYNER: Well, it's not -- it's not -- you said a vote. It's not a vote.

COUNCILWOMAN SANCHEZ: What does that process look like?

I guess what I want to get to is, I always get frustrated that we get frustrated with Procurement when we know you're not making the decisions, right? And we haven't empowered you with that many tools to really say, this is a vendor that we're disqualifying.

COMMISSIONER JOYNER: Sure.

COUNCILWOMAN SANCHEZ: Because they're non-compliant and all of the

statistical data that we just talked about. You don't have that authority to do that.

COMMISSIONER JOYNER: Yes. So what we would like and what our goal is, and you will see changes to our mission and vision in the coming fiscal year, is to be viewed as more of a strategic partner as opposed to a -- I'll say it, as a hurdle throughout the process.

We also are looking for greater accountability for departments when we do provide that advice, and we're working with multiple offices across the City to establish a robust process, a quarterly reporting, if you will, where we can --

COUNCILWOMAN SANCHEZ: We would love to see a matrix, right?

COMMISSIONER JOYNER: Okay.

COUNCILWOMAN SANCHEZ: A filter that you use when you counsel departments against hiring folks and they continue to hire. What does that look like? Because, again, this is about creating a

political space and a political will to say, we're not going to continue to let incumbent legacy contractors be non-compliant, right? So we want to empower you to be able to do that.

So if you have a matrix form that you've come up with, please share that with the Chair, because I'm interested in it.

Going back to certifications, should we be back in the business of certifications? Yes or no?

COMMISSIONER JOYNER: That minority and women-owned business certification does not lie in my office, so I can't answer that question.

COUNCILWOMAN SANCHEZ: But as a government. I mean, one of the things I keep hearing, unless you're in the SEPTA line or you go to Jersey, like should we -- if we want to make this a goal -- what I don't want to do is, we set up goals and expectations and then we let the free market determine who has access

to that certification process. So what I'm asking you is, whether it's your department or anywhere else, should we get back in that business so that we can create a fairer access system?

COMMISSIONER JOYNER: I think that we should more closely align with those who are providing the certification and provide maybe additional support in that way, but I'm not sure that we ourselves as a city should be back into the certifying business.

COUNCILWOMAN SANCHEZ: Okay. Thank you very much, Commissioner, for your honesty. It's a frustration, right? You're frustrated. You have stuff that's out of your control. I want to make sure that we understand that, that ultimately these departments continue to make these decisions even when you counsel them differently.

So thank you very much, Mr. Chairman.

COMMISSIONER JOYNER: Thank

you.

COUNCILMAN JONES: Member Sanchez, you gave me a serious flashback. I used to run the Minority Business Enterprise Council, which was before OEO, and we handled in-house certifications. When I came on board, one of the biggest considerations was that we had a backlog of companies waiting, lined up to be certified. We employed the assistance of SEPTA, the School District, and other certifying entities to whittle that down and give people access to the procurement opportunities there. It's a good question that deserves a good answer.

In light of the fact --

COUNCILWOMAN SANCHEZ: Mr. Chairman, we have the Airport. We have the School District. We have the City of Philadelphia. All together, about $25 billion, right, in government taxpayer money that we have stewardship over. If something is not working for us, at a certain point we got to say we

need a better process. And, again, we send folks through SEPTA. I appreciate the work that they do. We send them to Jersey for reciprocity, but if we're really going to widen that pool, and I think under former Commerce Director Harold Epps always talked about expanding that pool, I just think that we have to have those conversations, right?

Maybe it is getting them for the next couple of years to really expand those services so that we can stop the backlog that exists, but I just think we're going to keep circling this wagon around this access point that we need to get through.

COUNCILMAN JONES: To your point, Member Sanchez, the Brinks truck of opportunity for infrastructure, because you back up to the door of Philadelphia, and we are -- I don't know if we're adequately prepared to be able to process all of that opportunity, whether in the capital side when we

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talked about capital projects or in the certification side. We need to check our systems in anticipation of that. So thank you for those questions, Member Sanchez.

I believe Member Thomas is next.

COUNCILMAN THOMAS: Good afternoon, Mr. Chair, and I'm just going to jump right into it, because I know I'm one of the last few people between now and lunch, and we got a long afternoon.

First and foremost, I just want to start by communicating my disappointment in the numbers that were reported in the Local Procurement hearing that we just had a little while back. For those who are not familiar, we talked to the Administration about the Keep It Local bill and we asked for 58 percent of the City procurement initiatives -- and if I'm wrong on that number, please correct me, but I know it was well over 50 percent -- to go to Philadelphia-based

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businesses. So I just want to keep in line with the questions that were communicated in that hearing as well as by some of my colleagues here today.

Clearly, you can see that we have a significant level of concern as it relates to Procurement-based initiatives and for Philadelphia-based businesses, but especially Black and Brown-based businesses to be able to do business with the City of Philadelphia.

We heard a number of people testify about the importance of having a government contract and what could that do for the opportunity for businesses to grow and for businesses to get lines of credit to be able to expand and offer different initiatives.

One of the things that we say all the time as it relates to issues around equity and homeownership is the best home that a person has is the home that they live in. Well, the best means of business growth is the businesses that

are already here.

So I am 100 percent for attracting new residents. I'm 100 percent for attracting new businesses, and I want to attract tourism as well too. All that stuff is important, but when it comes to the procurement process, we just feel like City government really hasn't been doing our part, right? Like it's disingenuous for us to ask businesses and other people to invest in Philadelphia if we ourself aren't investing in Philadelphia. We're not leading by example.

So with that being said, I know we talked about it briefly in the hearing, but I'm wondering where we are now as it relates to procurement initiatives in the City of Philadelphia in this fiscal year that we're currently in and what is the overall plan to get us to a point where we're not just investing 58 percent of our procurement initiatives in Philadelphia-based businesses, but we

want to take that a step further and we want to examine how many people who work for these Philadelphia-based businesses are actual Philadelphia residents. Because it's one thing to give a procurement opportunity to a Philadelphia-based business, but if the majority of the employees are not Philadelphia residents, that's something we should examine.

So we want to get that through impact, right? Like we want to help provide procurement opportunities for Philadelphia-based businesses, but we also want those businesses to have Philadelphia-based employees, and we cannot get to that point to be able to push businesses in that direction if we as a city, we as a municipality are not doing our part.

So I think I gave more of a speech than a question, but I'll give an opportunity for any type of response. Because, again, this is an issue that

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we're going to keep pushing, and the Procurement Department has an opportunity to really, really, really address the 20-plus percent of the City of Philadelphia living in poverty, because we recognize a large percentage of the people who live in policy are average everyday working folks, like this is the working poor. This isn't necessarily the poor that you see that are homeless. We have a lot of people who work two jobs and are still living poor, and a part of the problem is that we're not investing in Philadelphia-based businesses.

We had a number of different businesses testify about the procurement process and how difficult it is. We've also heard my colleagues talk about the procurement process and how difficult it is. So what's going to happen -- I guess this is the question part. What's going to happen between now and the time we vote on the budget that's going to put us in a position to be comfortable voting

for the dollars that Procurement is asking for and accepting the process that's being communicated to us today that we're clearly pushing back on because we feel like it's flawed?

COMMISSIONER JOYNER: Okay. You had a couple questions. One, the first question that I recognized was where are we now this calendar year in comparison to last calendar year with regard to the Local Business Entity spend. So for last year, as you indicated, we missed the mark, and we missed it greatly, and there were a number of reasons, including the economic downturn, including a shift to COVID response in terms of why we missed the mark.

However, but for this year, for the first three months of this year of 2022, we're at 46 percent spend with Local Business Entities, with certified Local Business Entities. So that is for our service, supply, equipment as well as

our public works.

Generally, in terms of our professional services, we're at about 62 percent of our spend is with local businesses, those businesses with the 191 zip code and the 191 geo-demographic area -- geographic, excuse me, area. So that is one.

What you will see, again, between now and when you vote in June is the effort that I spoke of with regard to us marketing and promoting the Local Business Purchasing Initiative and marketing and promoting the Local Business Entity certification. You will also with that see an effort specifically targeting the 500 or so minority and women, disabled-owned businesses that are already certified in the OEO registry.

Our plan is to have a targeted campaign and engagement with those vendors to encourage -- to walk them through, explain to them what the Local Business Purchasing Initiative is, what

are the incentives for certification with that initiative, as well as the advantage to becoming a Local Business Entity, expressing that it is of no cost to vendors.

Of course there are a number of requirements and criteria to become a certified Local Business Entity, but I don't want to say hand-holding, but I will say providing, let me say it this way, the technical support and back-office support that businesses would need to become -- to understand the certification requirements as well as the Local Business Purchasing Initiative.

One of the other things that we can do --

COUNCILMAN THOMAS: I'm sorry. Is that happening through a coordinated effort with the Commerce Department?

COMMISSIONER JOYNER: It will.

(Simultaneous crosstalk.)

COUNCILMAN THOMAS: -- two departments to be able to -- so this is

something that we can expect in the near future?

COMMISSIONER JOYNER: So the marketing materials around LBPI and LBE are in development. I'll say they're in their final stages, and we will be able to provide -- actually put mailers through the doors of businesses that have a 191 zip that we have identified.

The engagement that I spoke about with the minority, disabled -- minority, women, and disabled-owned businesses, we are hoping to be able to do that by June to really have a targeted effort, because it will be -- what we'll be doing is basically replicating the effort that we already have in place but targeting it specifically to those already certified minority, women, and disabled-owned businesses that we know have a 191 zip, because they are already within our OEO registry.

COUNCILMAN THOMAS: Mr. Chair, I know my time is up, but I have so many

more questions. I mean, I'm being told that we're looking at approximately 11,000 businesses in that registry, so if we're talking about outreach -- no?

COMMISSIONER JOYNER: No. There are only over 2,000 businesses in the OEO registry. But of that registry, of that registry for OEO, there are just over 500 that have a 191 zip.

COUNCILMAN THOMAS: Okay.

COMMISSIONER JOYNER: And those businesses will be targeted and could potentially be eligible for LBE certification.

COUNCILMAN THOMAS: We'll follow up, because we have a discrepancy with some of the numbers, and we're also concerned with how we're going to pay for this, because, you know, it's a lot of concerns and we want to make sure that this isn't just language that's being discussed because we're in budget hearings, that these are things that we're actually following up with and

following through on to ensure that we're providing the best opportunity for local businesses.

Also, before I go, I just want to continue to push the new website. We talked to the Commerce Department, and we want to push that on the Procurement side too, that we really feel like a big part of the problem as it relates to procurement opportunities is how difficult it is to navigate the Philadelphia.gov website, how long it takes, all the drop boxes and things like that.

We gave the Commerce Department, and we'll be sure to send it to Procurement as well, a recommendation on what direction we should go in, because we feel like this will make it easier for people to start businesses in the City as well as do business in the City.

I apologize, Mr. Chair. I hate going over my time.

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COUNCILMAN JONES: No need, sir. You didn't sound like a speech. It sounded like good trouble.

COMMISSIONER JOYNER: Can I respond to the last piece?

COUNCILMAN JONES: Yes.

COMMISSIONER JOYNER: So we have what we call a contracts hub where businesses can go to the website and find all opportunities or -- all opportunities being let by the City of Philadelphia, with the exception of a very few RFPs that are let by some specific offices. So we've consolidated so that businesses do not need to go to two or three different sites to find specific opportunities for the City.

We are including -- we did market that. That was something that was also done actually over the period of the pandemic, and we have that information in our marketing materials for the Local Business Purchasing Initiative as well as all of our standard training materials at

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Doing Business with the City events.

COUNCILMAN JONES: Thank you.

We're going to queue up Member Gilmore Richardson and then Member Gauthier, and then we are going to give our stenographer a break.

COUNCILWOMAN RICHARDSON: Thank you, Mr. Chair.

Thank you so much, Commissioner Nesmith-Joyner, for your work, and I know we've met several times over the years, and I appreciate always the opportunity to touch base.

My colleague Councilmember Quinones-Sanchez and a number of my colleagues have already talked about legacy contracts, and I had a question in my line-up around legacy contracts. And I just was curious to know if you in Procurement have a standard operating procedure for working with departments around legacy contracts.

COMMISSIONER JOYNER: We don't have -- I wouldn't say we have a

standard operating procedure specific to legacy contracts. What we do encourage is effective contract management for all contracts, and with that, you would look at all of the things that would -- the compliance components, are they delivering, is the service, you know, in compliance and does it meet the scope of service or scope of work that was initially in the RFP. If it is a widget, let's just say, does it meet the specifications. You are evaluating the vendor's overall performance on the contract. So we do work with departments in that regard.

COUNCILWOMAN RICHARDSON: Okay. And to your point, Commissioner, and I remember some data that our Majority Leader just talked about around the number of businesses that are technically not located in the City of Philadelphia, which means they have more propensity to hire individuals who do not live in Philadelphia, and I think this particular

issue really speaks to the crux of the challenges that we are facing in the City relative to hopelessness, particularly in a number of our young people and so many individuals who really want and need opportunities to work and be employed here in the City of Philadelphia. It speaks to the overall poverty issue. It speaks to the overall violence issue, and I think it's something that we really have to get a handle on.

So as it relates to legacy contracts, outside of the things that you've already mentioned, again, what type of standard operating procedure can the Procurement Office put in place for each department to say -- you know, outside of the metrics we currently use, what other considerations are you putting in place prior to making those decisions?

Because if we're seeing now that we have an issue or a challenge and so many departments are just continuing with legacy contracts, how are we ever

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going to change what we're dealing with right now? We can't continue to do the same things and expect different results.

So what can be put in place to address some of the challenges that have been notated today around legacy contracts and increasing the amount of local Philadelphia businesses that are able to vie for and hopefully receive those contract opportunities?

COMMISSIONER JOYNER: So one of the things -- and this is an opinion. One of the things that we can do is provide -- hold symposiums, if you will, industry symposiums, and invite businesses in those departments, let's just say -- I don't know. Let's just say for public works, for example. We could potentially hold a symposium of sorts or an event where public works vendors would be able to engage with public works-letting departments and have conversations about upcoming projects, because many of our public works

departments have maybe a five-year plan and have conversations with some vendors, have conversations and those industry and industry-related conversations, providing access both to the vendor from the vendor's perspective, providing them access to the department but also providing access from the department to vendors who they may not have known were actually available and/or had capacity or interest in City business.

COUNCILWOMAN RICHARDSON: Okay. And so I mention that only because I am very concerned relative to the numbers that were notated in the hearing that was held last week around Councilmember Thomas's bill, and recognizing that no one could plan for COVID, right? No one could plan for it, but we know that there's impending dollars coming down around this infrastructure package, and I would not want the same thing to occur again, because we actually know that this funding is coming and is on the way.

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And so how are you specifically planning for that revenue infusion so that we can ensure more local businesses can receive a part of that allocation? And I say that as someone who obviously supported Councilmember Thomas's Keep It Local bill, but also as a former legislative aide who worked on the LPBE original version that gave the 10 percent preference to local Philadelphia businesses when bidding on contracts with the City.

COMMISSIONER JOYNER: So I am a part of a workgroup that the City has established for IIJA in conjunction with the office, OTIS office, overseen by Mike Carroll as well as folks from the Mayor's Office and several other departments, and we are working in conjunction actually with Rebuild looking at the Emerging Vendors Program, and what we are trying to do is create a pipeline for vendors who have already gone through somewhat of a City process that we know could

potentially be available for opportunities coming through the IIJA and, again, introducing them to these letting departments, having conversations with them so that they understand the magnitude of the IIJA, understanding that actually the majority -- those funds will be federal, so our ability to impose local preference or targeting local businesses actually is disallowed because they're federal funds. However, we still want to ensure that they are ready and available to bid from a qualification and a capacity standpoint on those opportunities and have a chance for City contracting.

COUNCILWOMAN RICHARDSON: Okay. Well, can you please keep us updated regarding those efforts. I know that we all received a briefing from Congressman Evans and our federal partners relative to the availability of those funds and the impending sort of nature of those funds coming to the City, but I do

recognize, because I'm on this local government advisory committee for the U.S. EPA, that a majority of that funding in some instances will not be formula based, it will be competitive. So it will be up to us to sort of get the word out, right, about those opportunities. And I know of one pending that I sent directly to the City from our work with EPA, and there's another that we sent directly to a department, and they have been awarded, and that announcement is forthcoming, but it's another couple million dollars for the City.

And so my concern is that we are doing the work around informing businesses about those opportunities.

I heard the bell. I am going to honor the clock, but I just wanted to mention very quickly about how you all are thinking about green procurement, and then I just wanted to mention, because you all have a role in this process, late payments to vendors, because that has

certainly been a challenge, not just around how you all have sort of tightened up the process for the regular part of the process but around initiatives that we create in Council. And I'm saying that because of Illuminate the Arts Grant. I'm saying that because the New Normal Budget allocation.

It just seems as if a lot of that money took so long to get to those organizations that we have identified. And while you don't play the biggest part or role in that process, I wanted to bring that before the record so we understand that if there are any specific initiatives that are different from sort of just typical work that happens in the City, that we have to come up with a process that involves all departments to ensure that those organizations are being funded properly and on time.

Okay. Thank you so much, Mr. Chair, and thank you, Commissioner.

COMMISSIONER JOYNER: Thank

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you.

COUNCILMAN JONES: Thank you, Member Richardson.

The Chair recognizes finally the last member, Member Gilmore -- I mean, Member Gauthier. I'm getting tired.

COUNCILWOMAN GAUTHIER: Thank you, Mr. Chair.

Good afternoon, Commissioner.

COMMISSIONER JOYNER: Good afternoon.

COUNCILWOMAN GAUTHIER: Can you explain for us how the City ended up in a situation where the contract for street light maintenance lapsed?

COMMISSIONER JOYNER: Yes. So the street lighting maintenance contract, to keep it brief, lapsed because we were in negotiations for the new contract and we were not able to complete those negotiations in time, I'll say before the existing contract ended.

We did request that the

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incumbent that held the existing contract extend so that we would not have a lapse in service, but they were not willing to do that, so that created the lapse.

But what we did do, understanding that there was going to be a lapse, was we issued an emergency contract for that same service and had it awarded so that there was a consistency in service to be had by the Streets Department.

COUNCILWOMAN GAUTHIER: But we didn't wind up seeing that consistency in service.

COMMISSIONER JOYNER: The contract was available. The contractor did not perform, but the emergency contract was in place.

COUNCILWOMAN GAUTHIER: Okay. Can you talk about how many companies we have as an option to do street light replacements.

COMMISSIONER JOYNER: Historically the street lighting bid,

there are only two that typically respond, and they were the same two that we were dealing with for the emergency contract as well as the bid award.

COUNCILWOMAN GAUTHIER: And so with this situation, we not only had -- we were unable to reach an agreement with the incumbent. We had this emergency contract, and the company that we did the emergency contract with did not do the work, resulting in street lights being out, a large number of which are in my district, for a very long time. And particularly concerning is that many of these lights are out in areas where there are high levels of gun violence.

So clearly we need to figure something out. Do you have any insight as to why there are only two companies who bid on this contract?

COMMISSIONER JOYNER: I don't have insight as to why there are only two that bid, no.

COUNCILWOMAN GAUTHIER: Okay.

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What are we doing proactively -- since we realize this is not just a contracting issue. Having street lights out that the City cannot replace is a public safety issue. So given the enormity of that issue, what are we doing to prevent a lapsed contract situation as it relates to street lights in the future?

COMMISSIONER JOYNER: Our existing contract is in place. It has been in place since December. We were able to close negotiations. So we have a one, plus three-year that is currently in place.

So one of the things that we learned through the experience that we just had -- let me say this: We learned as well as the Streets Department learned our supervisors and our deputies worked very closely with the Streets Department to understand -- to review and understand the language of the bid. We've made suggestions around changes that could be made to that language to both increase

the compliance and accountability for the vendor with regards to performance as well as expand based on industry standards that may have changed that could potentially attract other businesses to submit quotes and have interest in the opportunity.

COUNCILWOMAN GAUTHIER: Okay. Can you talk about -- so it sounds like we want to take steps to secure additional bids for street light replacement and maintenance. Can you talk more about what those steps would entail?

COMMISSIONER JOYNER: Well, to be honest with you, the subject matter experts and the industry experts are in the department. So it would entail us in Procurement along with other stakeholders engaging with the department, being very intentional about having them maybe attend industry events, also trying to look beyond our normal two, look maybe at what other municipalities are doing.

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Most bids are public. Maybe looking at some of the language that could be applicable to Philadelphia and maybe the efforts of the Streets Department and make some changes, again, to the language of the bid.

I know that there also may be an effort to go in a different direction in terms of street lighting, moving from our current bulbs to a more effective and long-lasting bulb.

So there are some things that the Streets Department themselves are actively doing to make some changes, and the Procurement Department has been working more closely with them based on the experience that we just had with the negotiations for the new contract.

COUNCILWOMAN GAUTHIER: Thank you. I do understand that as a whole as a city, we're moving towards the move to LED. Presumably that's going to take a while, right, for us to cover the whole city?

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COMMISSIONER JOYNER: Yes.

COUNCILWOMAN GAUTHIER: I understand things will be better, but that's going to be a process.

And I also understand that there's a large amount of this issue that rests with the Streets Department. However, because this is not just a Procurement issue, this is a public safety issue, what I'm looking for is a proactive plan with Procurement and Streets. Like this can never happen again. We are set to reach 600 homicides. Like the least we have to be able to do is fix the streets lights.

And so I'm looking for a plan for how we have sufficient backup so that if one company is not acting right, we have the ability to go to another one, right? And if these two that we've worked with in the past don't provide that capacity, then I think we have to proactively move toward expanding the pool.

And so that's the only point that I wanted to make. So thank you for those answers, and thank you for the work that you do.

COMMISSIONER JOYNER: Thank you.

COUNCILMAN JONES: Thank you, Member.

I can't tell you how many times I'm called to a community meeting in reference to lighting and how to keep people safe. It's just a given that we should be able to do that.

So I don't see any other questions from members queued up. So thank you for your testimony. Commissioner, thank you very much for your answers.

COMMISSIONER JOYNER: Thank you.

COUNCILMAN JONES: And we will stand at recess until 2:15, at which time we will hear from Aviation Department and the Fleet Department.

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Thank you all.

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(Short recess.)

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COUNCIL PRESIDENT CLARKE: Thank you very much, and good afternoon. We will shortly be reconvening this morning's hearing. I want to thank you all for agreeing to stay with us.

We're going to resume our public hearing. This afternoon we will have the Department of Aviation and we will have the Department of Fleet Services.

And our first witness to testify in this afternoon's hearing is?

Mr. McDermott, you froze. It looks like your screen froze.

We will have Chellie Cameron, the Chief Executive Officer of the Philadelphia International.

Mr. McDermott's screen froze for a second. He's putting me to work.

Good afternoon. How are you?

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MS. CAMERON: Good afternoon.

COUNCIL PRESIDENT CLARKE: You can just state your name for the record and you can proceed with your testimony.

MS. CAMERON: I will. Thank you.

So good afternoon, Council President Clarke and members of City Council. My name is Chellie Cameron and I am the Chief Executive Officer of the Division of Aviation, which is responsible for operating the Philadelphia International Airport and the Northeast Philadelphia Airport. Joining me today at this hearing are Tracy Borda, Chief Financial Officer; Delicsha Wilds, Chief Administrative Officer; and a number of other members of our staff. I am here today to present testimony regarding the Division's Fiscal Year 2023 Operating Budget.

When I came before you last year, I noted that our passenger numbers in 2020 were the lowest we had seen since

1986, a decline in travel that resulted in approximately $500 million in combined lost revenue for PHL and PNE, all because of the pandemic.

I am happy to say air service recovery is underway at PHL, with passenger traffic sitting at approximately 75 percent of where it was in 2019, and that is up from the 50 percent level where we were at this time last year.

We had good news this past year from Washington, DC as well. The Division was awarded approximately $115 million in relief funding to support operations, and in November, Congress passed a bipartisan infrastructure bill which will inject approximately 150 million total into our airports over a five-year period to support projects like PHL's cargo expansion.

Additionally, we have applied for discretionary grant funding under the bill and are fully committed to ensuring

federal DBE goals are met as these funds are used.

One important note, while we are extremely grateful for these resources, our airports still have a significant need for additional funding. This will be a priority my team will continue to advocate for in Harrisburg and Washington, DC.

The pandemic has taught us that we can't go back to business as usual. We had to make transformative changes to our operation to adapt to today's environment and succeed into the future. As you know, we are moving forward with structural changes to our public parking operation. I recognize that with these changes, there is also a human aspect. Please know, while I am not able to make decisions regarding the standing of non-City personnel, my team has received valuable input from this body and other stakeholders related to the contracted employees in our parking operation. At

this point, here is what I know and what I can tell you:

First, we have provided a bridge agreement with our current parking provider, the PPA, which stretches until the end of this calendar year to allow for a transition period.

Second, we will be releasing an RFP over the summer which will include diversity goals, something that our previous arrangement never had.

Third, we anticipate the jobs within our parking operation will remain union jobs, as most parking operators, including the incumbent, have collective bargaining agreements with various unions.

Transitioning the structure of how parking services are provided to the public was an important decision for the City, one which will allow the Airport to have a much more balanced relationship with our parking provider moving forward.

My team also continues to

emphasize the importance of creating pathways to employment and contracting opportunities at PHL for Black and Brown individuals. With me today is Jonathan Todd, our new Director of Diversity, Equity, and Inclusion. Jonathan, along with the rest of our Racial Equity Advisory Council, is working on a long-term racial equity strategic plan that helps identify areas where we need to grow as an organization.

Aviation has historically been a field dominated by White men, and our goal is to continue to break down barriers for minorities and women.

Prior to my tenure as CEO, senior leadership at the Airport was 86 percent White and 57 percent male. I'm proud to say today our leadership team is 62 percent women and nearly 40 percent people of color. We still have work to do, but I commit to this body to continue to make progress towards a senior leadership team that better

reflects our city's diversity.

Finally, as we continue to recover, we need to bolster our workforce to support operations. Due to attrition and the success of our early retirement program, our workforce is down 25 percent, nearly 200 individuals. From Fiscal Year '22 to Fiscal Year '23, our budget will increase by approximately 36.6 million, in part to support rehiring these folks and training.

In closing, I want to thank this body for the support that you have provided my team over the course of the last year. We've come a long way.

Thank you for offering me time to speak, and I'm happy to take any questions that you have at this time.

COUNCIL PRESIDENT CLARKE: Thank you. Thank you very much for your testimony.

I have a few questions before I turn it over to my colleagues.

First, I'd like to thank

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Councilman Jones, Majority Whip, for standing in for us this morning. I understand they had a very good session. I always appreciate a little break from the humdrum of budget discussions. It's much appreciated.

Ms. Cameron, I had a question to ask you about the new department. We got this information from the Mayor's Office and had some conversations around what it's all about, and we are all about making change but making change to benefit the citizens primarily and then possibly the efficiency in the operation that ultimately we hope will improve and enhance the citizens' participation and role with the department or any particular department.

Can you kind of walk me through what is being proposed? And I understand that the longstanding Commerce Department/Aviation has been in place forever. That doesn't mean that it should stay in place forever, but just

kind of tell me how will this improve both the citizen experience and how will it actually possibly enhance the coffers of the Airport and the operation of the Airport? You can just kind of walk me through that, please.

MS. CAMERON: Absolutely, and thank you for the question, Council President. So as you stated, we've long time been a division of the Department of Commerce, and the City Charter actually defines that that's the structure that was in place when the Charter was put into place. And as we looked around at a lot of our peer airports, many of them, if not most of them, that are city owned and operated are direct reports to the Mayor and individual operating departments.

In Philadelphia in particular, what this will help us to do is by being an individual operating department is, it will provide a greater level of transparency and allow us to

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institutionalize some key processes and procedures. So under this administration through a series of memorandums of understanding and other legal structures, we have been able to accept federal grants, as an example, to promulgate operating rules and regulations for the Airport. Those kinds of things would be institutionalized with a Charter change and would streamline doing everyday business for the Airport.

The second thing is that it would provide direct access to policymakers, which we think is important, because when you look at the overall economic impact of the Airport on the region, we felt that more direct access would allow us to advance things that are important to the Airport as well as to the region and the City.

And, third, it allows for strategic-based decisions for personnel. It's more of a technicality, but because we're a division, we couldn't take

certain actions when we were rolling out our early retirement program, as an example. And so, again, it would just really streamline a lot of the day-to-day things.

At the end of the day, if we can make decisions quicker, if we can execute documents quicker, ultimately that's going to provide great benefit, not just to the City in the form of not duplicating effort but also to our passengers, many of whom are citizens of the City, because we'll be able to more quickly react to things that come down the pike.

At the end of the day, again, we think that this is an important step for us to take to continue to amplify the economic benefit that we provide to the City and to the region.

COUNCIL PRESIDENT CLARKE: Okay. So you've referenced the fact that you have had these existing MOUs with various departments. Are you suggesting

that they have not worked?

MS. CAMERON: No. To the contrary. I'm sorry. They've worked very well. They've been MOUs that, again, allowed us to do things that normally would have had to have involved a two- or three-step process with the Commerce Department. So accepting grants from the FAA, as an example. I can now accept grants on behalf of the City that are aviation-related through this MOU.

What the Charter change would do and us becoming our own department is, it would memorialize that move forward, so that the things that we've been able to do for the past six years that have been very beneficial would be put into place permanently.

COUNCIL PRESIDENT CLARKE: All right. So I just wanted to ask that question, because you're currently functioning in a way that allows you to do what it is would be beneficial to the operation of the Airport with the MOU

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agreements. So this would not change that, other than the simple designation of who you reported to directly; am I correct?

MS. CAMERON: That's correct. That's absolutely correct.

COUNCIL PRESIDENT CLARKE: And the other issue with respect to being able to report directly to policymakers, and I wasn't around when -- I'm assuming you weren't around when all of this was created, but traditionally the Commerce Department, which is a member of the Mayor's Cabinet, this whole issue with respect to aviation clearly was a driver of the economy, both in moving people, moving cargo. To my assumption, and nobody told me this, but my assumption, by being in the Commerce Department, you clearly were in the wheelhouse of policymakers, because I would suspect you would agree that the Commerce Department should be the primary policymaker as it relates to economic activity in the City

of Philadelphia; am I correct?

MS. CAMERON: Yes. Yes. I found that very often, though, our -- we were focusing on different initiatives, and the Commerce Department has a lot to do in the City and this would pull the Aviation Department out and -- of course, we're always going to work with the Commerce Department, but it would allow us to really state the things that are Airport designated.

But, yes, of course we're always going to be a part working in conjunction with the Commerce Department moving forward.

COUNCIL PRESIDENT CLARKE: Okay. I'm going to leave it alone. Okay. Let me move on to a couple more, because I know a number of members have questions.

I'm not sure that you told me how it would change or enhance the operation of the Airport, though, based on what you're proposing. I just don't

get a sense of that, but, you know...

MS. CAMERON: Okay.

COUNCIL PRESIDENT CLARKE: You acknowledge that you're able to do certain things, and you now say you'll continue to work with Commerce. I'm just -- look, I've done a thousand Charter changes, so I'm not adverse to doing Charter changes personally. I've probably done way too many, according to some, but that's not the issue. I just want to see how this improves the ridership and the experience of the individuals.

MS. CAMERON: We'll touch base with your office after the hearing and try to do a better job of defining that.

COUNCIL PRESIDENT CLARKE: All right. Yeah. Because I know we'll be coming up with that soon.

Let me ask you about parking. It's in the news here as late, the economy lot. I know we had some conversations earlier about possibly

closing down some of the parking to hopefully be in a position to create a much more productive use; i.e., cargo operations and other types of operations that would create a significant number of not only family-sustaining jobs but possibly higher paying jobs.

I know you at some point were not at liberty to discuss the details of some of those proposals. Are you still not at liberty to discuss those proposals at any level of specificity?

MS. CAMERON: So I think, Council President, you're referring to the economy parking lot where we had talked about we had cargo development. One of the business negotiations that we were having has concluded, and that's with a company called AFCO. They will be developing swing space, if you will, for ground service-handling companies that are currently located in cargo buildings.

We have a couple of cargo buildings, pretty old, but they have a

distinct advantage of having a ramp in front of them, and when you think about how cargo works, it really has to work in conjunction, the building and the ramp. So the plane pulls up on the ramp and then the building is used to process the goods.

We have things like bus maintenance and ground service equipment maintenance in that cargo building, which really doesn't allow things to work the way it was originally intended, and those things happen over time, but we do need a place to put all of these other aviation-related activities, and the economy lot was really a great place to do it.

It has airfield access, and I think you've heard me say before that's really beach-front property in the aviation world when you can get directly onto the airfield, and these functions do need that access.

And so AFCO has announced that

they will be breaking ground within the coming months on that swing space building. It's a 70,000 square foot building. We think the construction of that building alone will be responsible for about 100 jobs, and I'm going to ask Jim to jump in and see if I'm missing anything, but that's really the first one. The other two are still bound by NDAs, but they're moving along pretty well.

Jim?

MR. TYRRELL: No, Chellie. I think you've hit it.

Part of the arrangement with AFCO is also to invest capital in refurnishing that cargo building that these tenants will be moved out of to enable it to better and more efficiently handle the processing of cargo directly from an aircraft.

COUNCIL PRESIDENT CLARKE: Okay. Those 100 jobs that would potentially be created are short term.

What about the long-term jobs? How many and what kind of salaries will those people, approximately? What are we looking at? Because I was led to believe that we were looking at some significant levels of employment opportunity.

MS. CAMERON: And we are. This is really just the first phase. Overall for all of the cargo development, we are anticipating about 22,000 jobs. About 22,000 of those are construction jobs and about 6,000 of them are permanent jobs.

The significant part about the cargo permanent jobs is that they will fall into that $35,000 to $100,000 range, which is an area where Philadelphia falls short of. It's those really, you know, good family-sustaining jobs that don't always necessarily require a college degree. And so we're pretty excited about those long-term benefits.

It's difficult to say how many permanent jobs will be added with this first phase. It's really dependent on

the tenants that we bring in, but it will number in probably a couple hundred jobs permanent.

COUNCIL PRESIDENT CLARKE: Okay. And the loss of parking, I think I saw a story where basically it was like a no vacancy sign put up on the Airport in terms of parking and they were telling people to figure out another way how to get there.

Is that going to be -- as we come out of COVID, and hopefully we don't experience anything like we've done over the last two years, are we going to be in a position where we're going to -- I hate to use the term "inconvenience" people by asking them to take some other type of remote travel to get to the Airport, but I got to believe that that could potentially create an environment where people may not want to use the Airport because they don't have access to parking.

MS. CAMERON: So it's a really

great question, and as we went into COVID, we shut down the economy lot because, quite frankly, it's very expensive to operate. It requires a shuttle bus service to take passengers to and from the terminals and the lot, and that was something, without any passengers, we could really not afford.

As we've moved forward and as our development plans have started to firm up, we made the decision a number of months ago that we could reopen 1,850 spots in the economy lot now. That's really a fraction of what was there before, but we feel that that is something that is called for with current demand and it's something that we can afford.

Now, I'll put it out there that even with the 2,000 spaces and at a reduced bussing level and everything, we still are concerned that we're really only going to break even or potentially lose money on that operation, but we feel

that it's an important enough customer service initiative to put it out there.

Regarding messaging, especially in regards to the most recent holiday weekend, we proactively went out there and have been talking about the fact that parking is limited. We've given our guests access to off-airport parking operators where many of them can make arrangements, reservations, and we've really, really wanted to get that approximately 2,000 space lot open in time for the holiday weekend. We just -- with our current bus provider, we couldn't get the vehicles or the drivers ready to open it up in time for the holiday weekend. And so it will open up this Thursday.

But we are going to watch the performance of that lot over the spring and summer. We do have some potential maybe for opening up some additional spaces, and really it might just be for the summer, but we're going to take a

look at that as we go along. We want to make sure that we leave room for that development, because that's the long-range plan for the Airport. But, again, in the short term, we're going to do what we can to serve the needs of our guests.

COUNCIL PRESIDENT CLARKE: Okay. I'm just a little concerned. We had that conversation earlier about the elimination of the lots. And clearly making a $100,000 job available to somebody is probably a little more significant to that individual that's fortunate enough to get that job versus, say, parking attendant. I understand that, but the bottom line is, I don't want us to be in a position where we're eliminating potential users of the Airport because people know that there's not going to be anywhere to park. And people do have options. They may have to travel a little further, but, you know, some of the remote -- one last one on

this question. I'll be glad to turn this over to my colleagues. I've used up way beyond my time.

Tell me what are the options specifically? If it's full like it was this weekend, what do I do? I need to get to the Airport. What are my options again?

MS. CAMERON: So there's garage parking that is available. As of Thursday, there will be economy parking that is available. And there are a number of --

COUNCIL PRESIDENT CLARKE: When you say "garage parking," are you talking about in the airport garages?

MS. CAMERON: Airport garages, that's correct.

COUNCIL PRESIDENT CLARKE: And I'm assuming that's much more expensive, right?

MS. CAMERON: It is, but we do have a reduced rate for folks who stay -- the rate as of Thursday will be folks who

stay four or more days will get a reduced rate in the garages, and then it will be even a step down cheaper for them to go to the economy parking lot. That's all on airport. And then there are a number of off-airport parking providers who are also available, and we've provided links, directions, all of those sorts of things.

The other thing that we've done is a lot of messaging around if you live in the City and you can take Uber or Lyft, if you can take SEPTA, you know, if you can get dropped off and picked up, that those are also options to make sure that you know that you can get to the Airport on time.

COUNCIL PRESIDENT CLARKE: Okay. All right. I'm not going to ask you any more questions on this one at this time, but I'm still up in the air on the benefits associated with what we're talking about. Maybe when I see what the new jobs will be that will be coming online, it might shift my focus.

MS. CAMERON: I think so.

And one other thing I would add in, and that's that the nature of our business is changing significantly. We used to have a lot of business travel, about 45 percent, balanced with leisure travel, and it's really changed, which makes predicting how many parking spaces we need very, very difficult. And we're not the only ones. There are parking problems up and down the East Coast and across the country right now.

COUNCIL PRESIDENT CLARKE: Okay. All right. Well, thank you, and I apologize to my colleagues for the lengthy questions, but I probably won't jump back in, so I wanted to get them in early on.

The Chair recognizes Councilwoman Gilmore Richardson.

COUNCILWOMAN RICHARDSON: Thank you. Thank you so much, Council President, and thank you for the questions that you have already offered,

some of which I have discussed with the team down at the Airport relative to parking and reaching out about the concerns that we've heard around the short-term parking.

But I just had a few questions, because I know that we were in a previous hearing a little while ago and I wanted to just get this on the record relative to what are some of the new policies and programs that you all have developed down at the Airport to increase diverse business participation on contracts and at the concessions. And I know we've talked about this. I mentioned a couple of potential even restauranteurs who could be down at the Airport who are local here to Philadelphia, but also speaks to more of the Philadelphia culture that folks will experience when they come to Philadelphia.

So can you talk about how you all are working to increase business participation on contracts and

concessions down at the Airport?

MS. CAMERON: Absolutely. And before I turn it over to Kathy Padilla, I just want to say that I'm really kind of sad because this is Kathy's last hearing. Kathy will be retiring after, quite frankly, a fearless and remarkable career in advancing the interest of businesses that are owned by minorities and women.

So, Kathy, you know, thank you for everything that you've done. I'm going to turn it over to you, hopefully not one last time today but during your final hearing.

MS. PADILLA: Thank you, Chellie.

My name is Kathy Padilla and I'm Deputy Director of Aviation for the Office of Business Diversity.

And thank you for your question, Councilmember. One of the things that we're most excited about is our pending waiver application with the FAA, which would allow us to have

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separate Black and Hispanic sub-goals on our concessions. This will be a first in the nation if we get it approved.

Some of the other things we've done, and thank you for making the connection with the Black Business Coalition for us, is that we've developed a new micro business program that's going to allow our very smallest operators to have locations at the Airport and provide some shelf space for ones who aren't quite ready to have smaller locations. That has been a very fruitful partnership, and we're really looking forward to developing more of that.

Some of the other things we're very happy to look forward to in the coming years, we're going to be having eight new Black-owned concessionaires opening this year. Four of those will be owned by a Black woman. And we've continued to work on our efforts to right size contracts in the contracting sphere. This last year, we had 29 M/WBE primes,

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and 15 of those were minority-owned businesses. So we think we're moving that along some well, and developing those primes really helps us develop all of the sub-consultants under them as well.

One of the things that we are also excited about is the infrastructure projects that are coming to the region, and we're part of the committee that the City has put together to try and develop an approach to ensuring diverse business participation on these projects. One of the things that's really important to recognize is that our analysis of the statewide money that's coming down through these projects is that 80 percent of that are going to be under the US DOT business programs, not under the local OEO program. So these goals and those procedures will apply. And to help prepare the City for that, last week I drafted a guidebook for City agencies on how to try and work with these programs

and raise their goals on our projects here by having -- because the goals of, say, PennDOT if it's FHWA funds are going to apply to the City's projects and all of those requirements. So we have to look towards working better with PennDOT and its methodology to raise those goals.

Some of the other things we've been looking at for that is trying to identify barriers for the City and to do more capacity-building. It's important to take a look at not just broad stroke business development in the region, but we have to look at the areas where these opportunities will be, what we call the NAICS codes in the industry.

So we did an analysis of our three-year goal-setting under the FAA, of SEPTA's three-year goal-setting, and of PennDOT's three-year goal-setting to get a subset of these NAICS codes that are going to be most used on infrastructure projects, and this will provide --

COUNCILWOMAN RICHARDSON: Okay.

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No. Go ahead, Kathy. I'm sorry.

MS. PADILLA: And this will provide an opportunity for Commerce and other agencies to outreach to find those businesses specifically that are going to be working on these projects, not just a shotgun approach to business development but also to provide Commerce to partner with some of the other business development agencies to target specifically the types of businesses we need for these projects.

So we're hopeful that some of these approaches will really increase what we're able to achieve under the infrastructure projects.

COUNCILWOMAN RICHARDSON: That will be great. I know the bell is going to ring soon. I'll probably have to come back on the second round, but I wanted to say specifically around the infrastructure project, and I know there's this big 30-, 40-person roundtable that the Administration has

put together, but I do think it's important that you all sort of work with our federal partners directly on any potential opportunities around aviation, because while we know that some of these dollars will be formula based, a large number of these projects will be competitive, and we'll need to have the opportunity to prepare to put those applications together to see how it makes sense based on our current framework here in Philadelphia and what the department is seeking to accomplish.

So I just wanted to put that out there, and thank you for that response, Kathy.

But, additionally, Chellie, I wanted to circle back to you, because that's a lot of institutional knowledge to lose in Kathy, and just talk about sort of the succession planning for the Airport and for Aviation around ensuring that minority participation continues to be one of the number one goals for your

department, particularly because we know that a lot of the contracts you all may or may not do at different times are very specialized, right? And so the pool of applicants, we're always told, is already on the smaller side, and we want to make sure that our local Philadelphia minority and women-owned businesses have an opportunity to buy not only for a large number of the concession opportunities but for some of the other more specialized projects on the professional services side, knowing that we have qualified individuals here and companies here that can vie for those opportunities.

And so I just wanted to put that on the record as well. And as you stated, Kathy, you had mentioned briefly around the connection with PennDOT, and we recognize the importance of transportation for our region, but I wanted to talk about and mix that in quickly with sustainability and how you

all are sort of looking at and planning and incorporating sustainability in all of the work that will be happening at the Airport, knowing what that area was previously. And I'll be more than happy to come back on the second round, but that's the question, how are you incorporating sustainability in all the projects you all are currently working on?

MS. CAMERON: Okay. Great. Thanks for those questions. So I'll just very quickly address Kathy's department.

She has depth in her department and folks who are well trained and have years of experience in the federal programs. And so we feel confident that either through -- with one of them or through a fill process that we've already started for Kathy's job, that we'll be able to carry on the amazing work.

Second thing I wanted to mention is that our discretionary grant process has already started, and we've

already put in an application for an aviation project. So those were due a number of weeks ago, and we put in for grant money to help fund our restroom project. And we can talk more about that one later if you'd like, but I'm going to turn it to Api for just a brief synopsis of what we're doing to incorporate sustainability into our projects as well.

Api?

MS. APPULINGAM: Thank you, Chellie.

Good afternoon, Councilmembers. My name is Api Appulingam. I'm the Deputy Director of the Capital Development Program.

First, I want to say Happy Earth Week. It's one of our first -- one of my favorite weeks. So in terms of sustainability, a really good week to recognize what we can do to contribute to our planet and our communities.

Some of the highlights for us in terms of sustainability and how we're

embedding that into our capital projects is, last year we mentioned that we were entering the Airport Carbon Accreditation program. It's the global recognition program that says airports are prioritizing their carbon footprint, and I'm happy to say we're the first airport in Pennsylvania to achieve Level 1 accreditation, and there are only 23 airports in this country that have achieved that level. So we're going to build upon that first level with our projects and keep rising in those levels with our commitment to carbon neutrality.

One of the other initiatives that we rolled out last year is, we upgraded our design standards. I know that's something that's very important to you. So we actually have now LEED Gold as our target for construction projects, and we've removed even the 10,000 square foot cap. So any projects that include construction of buildings, no matter what size they are, we're going to be

achieving LEED in those projects. And at PNE, we're moving forward with an administration building, and that will be one of the first ones that falls under our new design standards. So looking forward to achieving more projects that are LEED Gold accredited at PHL.

COUNCILWOMAN RICHARDSON: Okay. Api, I thank you for that response and apologies for cutting you off, but I did hear the bell and I do want to honor the clock as stipulated by the rules of this session. So I will certainly come back on the second round so that we can continue that part of the conversation around sustainability, but I thank you for recognizing the importance of this week and the work that we are continuing to do, and I'll finish on the second round with the balance of my questions. But thank you very, very much.

And thank you, Council President, for the latitude.

COUNCIL PRESIDENT CLARKE:

Absolutely. Thank you, Councilwoman.

The Chair recognizes Councilman Domb.

COUNCILMAN DOMB: Thank you, Council President.

And good afternoon, Chellie. I have a few questions I just wanted to ask you and your team, and I want to also thank you for all the work you've done, especially getting through COVID. You had to have one of the most difficult jobs during COVID, because hospitality was crushed across the board and so were airlines, hotels, everything, restaurants.

So I'd like to understand compared to 2019 the tourism travel at the Airport compared to 2019. Are we at similar levels today or are we still behind 2019 for the tourism and also business travel?

MS. CAMERON: So let me take business travel first. We have been doing WiFi intercept surveys of our

guests throughout COVID, and we've been watching the percent of business travelers rise over the past number of months. And we were at about -- we were at 45 percent pre-COVID during 2020, and a lot of 2021 we were at near zero business travel, and at the -- I'd say the last six months of 2021, we started to get up into the 30 percent range, and we're now currently exceeding 30 percent on a regular basis. We've even had a couple of days where it was 40 percent. So that's really great news.

We also heard from American Airlines, our hub carrier, that a number of their corporate clients have started booking business travel again, and that's really good news for us.

Regarding visitation to the City, it is still down. Leisure travel is up, but not as much to urban centers as it is to places -- beaches and mountains was what we always talked about during COVID, and we haven't had quite

the visitation that we had before. It's also been dampened by us not having as many conventions scheduled in Philadelphia.

Now, that's business, of course, but it also drives a lot of leisure travel as well, and so we've suffered in that regard.

Where I think we've suffered the most, though, is in international travel, and those numbers are down significantly. We're hopeful that with the resumption of transatlantic service that those numbers will start to creep back up, but it's still a bit of a challenge.

COUNCILMAN DOMB: In general then from 2019 to, let's say, 2021, what percentage are we down in total travel?

MS. CAMERON: 2021 we were still down by 40 percent. That doesn't tell the whole story, though, because about the last six months of 2021, we were only down 30 percent. So it's

continuously getting better, and as we look ahead to the summer, we're looking to only be down somewhere in the 15 to 20 percent range in terms of scheduled seats. We hope that that translates into passengers in seats, but as of right now, that's really what we're looking at to try and determine what the rest of the year will look like.

COUNCILMAN DOMB: Okay. I want to bring that up, because I think the Airport is such an important part of our economy that we need to get you back up to those levels of 2019 or higher any way we can.

So in the area -- I know the Council President was talking about the cargo. What can Council do to support you in this effort? Because cargo is the future. It's a big deal, and it's big for our economy. What can we do as Council to help support you?

MS. CAMERON: I'm going to turn that over to Jim Tyrrell to talk more

about the cargo program, but I think there are a number of things that you could do to support us, including joining in on our ask for additional federal infrastructure money for the cargo program to move forward those enabling projects.

So Jim?

MR. TYRRELL: Good afternoon, Councilmember. I'm Jim Tyrrell, the Chief Revenue Officer at the Philadelphia International, and thank you for asking what you could do to help, because we are working on a number of enabling projects right now. One is the relocation of a roadway and the other is the completion of our wetlands mitigation program, which is going really well, by the way, and it's a partnership with the City of Philadelphia down at the Franklin Park.

But the other thing we're working on, quite frankly, is a number of initiatives that will help improve the cargo program that we are actively

working on right now. We've talked to PennDOT about the improved access to and from the Airport. We're talking to a number of the elected officials to, again, provide support for the initiatives that the Airport is putting forth, not only what the plan is but also at the state and federal levels as well.

COUNCILMAN DOMB: Let me ask you a question, Jim. If I worked at the Airport, what is the best way of mass transit for me to get there? Is it the train? Is that the only option?

MR. TYRRELL: So we have a number of ways to get here, the train and bus, but the train is absolutely a phenomenal way to get to and from the Airport if you live in the City. SEPTA is a great partner. It actually drops you off right in front of the terminal complex, and they actually work really well with the Airport.

COUNCILMAN DOMB: So on the federal request, if you can get to our

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office, and I'll try and get all my colleagues on board, whatever we can do to get federal money, we're 100 percent there. That's an easy one. That's an easy ask. So whatever we can do, please let us know. We want to help you get that money.

I have another question I just wanted to ask, because I'm trying to understand what's going on with the masking. I saw some court case in Florida where they're saying that masks are not required on airplanes, but I do think the CDC is still recommending masking on planes; is that correct?

MS. CAMERON: That's a really good question and something that hit really late yesterday, so something we've been dealing with all morning.

So the federal case that came out of the Florida court basically did away with the federal mask mandate, so the CDC rule that underlied the -- was underlying the TSA federal security

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directive.

So TSA came out with a statement this morning that said that they will no longer be enforcing, providing any kind of enforcement activity or civil penalties for folks who are not wearing masks. They as federal employees are still required to wear masks, but they will not be enforcing anything.

There were a number of security directives that -- one applied to airports, one applied to air carriers, one applied to international carriers. All of them were done away with. And the air carriers, the four largest, so American, United, Delta, and Frontier, have all said that they will no longer be enforcing mask requirements on board aircraft now.

So as a City building and as a City-owned and operated airport, we have an emergency regulation in place that went into effect in May of 2020 and it is

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still in effect. So we are still asking people to wear masks within the facility. So it's a requirement in the facility, but it's confusing, and the passengers are saying things like, well, okay, I have to wear a mask in the terminal, but then I take it off when I get on the aircraft.

And so it caught a lot of us by surprise, but both in accordance with where the Health Department thinks things are, we are continuing with our mask mandate until we hear otherwise from them.

COUNCILMAN DOMB: Just a last comment. If I'm taking a plane tomorrow, when I get to the Airport, I put a mask on inside the terminal, but when I get on the plane, I'm allowed if I decide to take off the mask, it's okay, or I can keep it on?

MS. CAMERON: That is correct.

COUNCILMAN DOMB: Okay. All right. Thank you very much.

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Thank you, Council President. Thanks.

COUNCIL PRESIDENT CLARKE: Thank you, Councilman. It sounds kind of goofy to me, but, you know, we're local, so we have no jurisdiction.

The Chair recognizes Councilman Thomas.

COUNCILMAN THOMAS: Thank you, Council President.

Good afternoon, everybody. I want to first echo the sentiments of my colleagues as it relates to some of the concerns that's already communicated around parking. I think that is a significant concern. I'm curious to see how that is going to play itself out. I don't think it's a good idea just to tell people to catch the bus or get dropped off, but I don't want to do a deep dive there.

Let me ask a couple questions related to some concerns that I have around quality of customer experience,

right? So for us on the side that we sit in, we think often about the constituents and different issues that people have within the Airport. I heard Councilmember Domb's line of questioning that talked about how much business traveling we see, but I'll start with tourist traveling. I didn't hear where we are with tourist traveling, so can you give me the numbers as it relates to tourist traveling and what type of uptake we are seeing so far and where do we need to be to get back to pre-COVID traveling conditions?

MS. CAMERON: I don't have those numbers at my fingertips. I'm going to see if Kate does of our team, and if she doesn't, we're going to have to get those specific numbers back to you.

MS. SULLIVAN: Chellie, I do not. We can get back with those numbers, though.

MS. CAMERON: Okay.

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I apologize. I don't have those numbers with me.

COUNCILMAN THOMAS: Yeah. That's going to be really important for us.

And then thinking about how we travel, it sounds simple but just quality of life issues. I had somebody tell me a story that talked about the -- and clearly I'm a Philadelphia resident my entire life, so I've used Philadelphia International Airport as well, and I think there are some things that we can do to be a little better for the constituents.

The parking thing again, I just want to emphasize that, but then also when someone lands late at night, like after 9:00 p.m., how can we guarantee that whatever gate that they land at, that there's an option for them to be able to exit from that gate and they not have to walk to another gate when they exit, especially late at night? Can

there be a guarantee that we can assure that people have the easiest means of traveling once they land in Philadelphia? Because that's a concern that's been communicated to me multiple times.

MS. CAMERON: It's a concern that we hear often as well, and unfortunately the TSA controls when the checkpoints open and close, and they don't have the manpower to monitor the checkpoints, all of the checkpoints, after certain hours.

In Terminals D and E, as you may know if you've flown on Spirit or Frontier or United or Delta --

COUNCILMAN THOMAS: I'm sorry to cut you off, and I promise the only reason I'm doing it is because I'm limited on time.

So I'm wondering if TSA, right, TSA is federal -- national, right? So New York has TSA. New Jersey has TSA. Shoot, right across the bridge over there, they have TSA. So I'm wondering

why is that a Philadelphia-based problem? Like why don't people in other big cities, like Pittsburgh and other places like that, have that type of issue with their TSA, but we have that issue here with our TSA?

MS. CAMERON: Well, it also depends on the layout of the airport. We have a number of entrances and exits, and some of the airports that you just cited have fewer exits, so it's less manpower required to keep them open for more hours. We have so many terminals that all have individual screening and exit points that it's difficult for TSA to provide those levels.

Indeed these --

COUNCILMAN THOMAS: So places that have airports like us, so I think about maybe like Atlanta or Chicago. If I reach out to some of my Council colleagues in those places, they'll tell me that they have the similar problem that we have because they have large

airports as well too?

MS. CAMERON: Well, Atlanta has limited number of exits, but they, like us, have issues with TSA staffing levels, whether it's screening to go into the airport or monitoring exits to come out.

Airports across the country are struggling with TSA staffing levels, and TSA has warned us this summer that they are going to be particularly challenged. They are struggling to hire enough people to do the work that they have in front of them.

COUNCILMAN THOMAS: I'm just going to respectfully say that I'm struggling with that response, because I know for a fact that this was an issue pre-COVID.

I'm going to reach out to other big cities across the country, because that's nothing but a text from me to ask some of my colleagues in Atlanta and Chicago and New York to see if they have similar issues with their TSA and to see

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if their TSA puts them in a position where it impacts when someone lands in their city, them not being able to exit from the gate that they land in.

I would also push to say that if we know we have TSA issues as far as staff, then why would we land an airplane in a gate that we know is closed? I'm not going to necessarily ask for that nuanced response right now, but this is some of the quality of life stuff that lands on our desks as elected officials that puts us between a rock and a hard place, because at the end of the day, now I'm supposed to go back to constituents and essentially communicate to them that it's a TSA issue, and they're going to look at me like I'm crazy, because they understand that TSA is something that is in existence all across the country, and if I am traveling all across the country and I go to other major cities but I only have this issue when I land in Philadelphia, it makes people not want to

fly into Philadelphia, right?

Like these are the quality of life things that I think that we can actually do something about that will help generate more business as it relates to people not just coming to the City but flying into Philly. Far too often people fly into another airport and then drive into Philadelphia because they don't want to deal with the nuanced problems of the Philadelphia International Airport.

So I just wanted to put that out there. You do have my support. I hope you don't take this as a bashing session. I think I can list a lot of other things that we have issues with as a municipality that I can complain about, but I do think that this is one of those things that's more important than what we talk about, and when the average everyday person is making their flight arrangements and their flight plans, they think about these things. They think about the fact I don't want to land in

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Philly after 10 o'clock, because I can land anywhere and end up walking for a significant amount of time.

So please consider some of the recommendations I am making right now as it relates to gates and where people land. I'll also reach out to my colleagues across the country who have bigger -- who represent big cities to see what some of the best practices as it relates to this issue.

Thank you to the entire Aviation team for all you're doing.

And thank you, Council President, for allowing me to ask my line of questioning.

COUNCIL PRESIDENT CLARKE: Absolutely. Thank you, Councilman. I had to do a lot of walking in my travels over the years, particularly late at night, as you reference.

The Chair recognizes Councilwoman Gilmore Richardson for a second round of questioning.

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COUNCILWOMAN PARKER: Mr. President, how are you, sir?

COUNCIL PRESIDENT CLARKE: Oh, Councilwoman Parker?

COUNCILWOMAN PARKER: Yes, Mr. President. Thank you so very much.

COUNCIL PRESIDENT CLARKE: I'm sorry. Somebody is slacking. They didn't put your name up.

COUNCILWOMAN PARKER: No. I was connected, Mr. President, and then got disconnected and had to come back on. So this is not on the staff.

COUNCIL PRESIDENT CLARKE: All right. The Chair recognizes Councilwoman Parker.

COUNCILWOMAN PARKER: Thank you. Thank you, Mr. President.

Let me start by saying when I got on earlier, I heard Council President Clarke addressing the Charter change question, along with parking and the economy lot.

So, Council President, thank

you.

And I'm looking forward to those responses during the hearing about that information that you said you would follow up with his office. So thank you.

I want to go back to Councilmember Gilmore Richardson's line of questioning regarding diversity, equity, and inclusion. We had Procurement in front of us today, and they gave us their transparency and business report for the City of Philadelphia, and you all may be familiar with this. This Council passed legislation to establish a process whereby those firms that were benefiting from doing business with the City of Philadelphia, that that information be publicly filed and available as it relates to the City on its website. So not just the firms themselves but their demographic makeup, how much in terms of value are the contracts they were getting.

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Let me ask you, Chellie, does the Airport have anything similar where -- because I heard you in the exchange with Councilwoman Gilmore Richardson talk about -- she mentioned the very sort of skilled and specialized supports that many of your contractors provide. Is there any kind of process that's publicly available where we can see who those firms are who are benefitting from doing business with the City, particularly those who have had long-term annual contracts renewed on an annual basis just because of their specialized service?

MS. CAMERON: Yes. The answer is yes, and I'm going to ask Deatrice Isaac to talk about what information is available for our contracts and/or Tracy Borda, our CFO.

MS. ISAAC: Good afternoon. My name is Deatrice Isaac and I am the Deputy of Airport Procurement.

Contracting information is made

public after the award. So if there's information that you're looking for regarding how much the contracts -- the spend for a total contract or things like that, that information is available, and we can certainly provide it if it's a specific vendor you're interested in finding out about.

COUNCILWOMAN PARKER: So I want to just very humbly ask specifically while we are sort of considering and working through the Charter change legislation that if the Airport would find a way to sort of annually document.

I mean, Chellie, tell me overall. We got a number today regarding services, regarding professional services, supplies, like all of the different buckets, right, in contracts that are issued on an annual basis with the Airport. What value would you place, what dollar amount would you say in terms of contracts overall with all of your buckets in terms of the business being

done at the Airport? What dollar amount value would you give to it?

MS. ISAAC: I don't have the specific number right now.

Tracy, do you have a guesstimate?

MS. BORDA: Hi. This is Tracy Borda, Chief Financial Officer at the Airport.

Our contractual services budget is usually somewhere around -- I mean, through COVID it was lowered quite a bit, but I would say about 90 million overall, and that's in -- so that's Class 200. That would include things that are in special services; services, supplies, and equipment; and to some extent it would also include construction, depending on whether or not we are using capital dollars or operating dollars, but that also includes capital dollars.

COUNCILWOMAN PARKER: Thank you so much for that response, Tracy. So the buckets we had were construction;

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supplies, services, and equipment; and then professional services, and overall for us as a city it was about 300 million, right? But the idea that we would get an opportunity to, again, on an annual basis see who the firms were, not that we had to look up any special firm but in one document, housed in a public place, empowering the tool of transparency, similar to what we did with the Walter P. Lomax TIBA, it would really help Philadelphia-based and minority businesses overcome a hurdle that I didn't think about until I heard our Procurement Commissioner say it today, and she talked about one of the barriers was forecasting, forecasting what contracts would be available, and that if minority firms had access to what was potentially coming down the line, that would give them the opportunity to prepare.

And so I just want to ask that you all take that into consideration

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considering I've been very pleased while listening, particularly to Kathy's response to Councilmember Gilmore about the FAA and you're waiting for the waivers. I was really happy to hear that. I want to go back to that and ask you how long do we have to wait? When will we know what's happening? What's the timeline like there? And if you can give me a short one for that, how long is it going to take before they give us the okay?

MS. PADILLA: Kathy Padilla, Deputy Director for Diversity and for the business diversity.

Our last communications with the FAA were that they were expecting to make a decision at the end of April, beginning of May, but they have now a regulatory requirement to meet a timeline on this.

COUNCILWOMAN PARKER: Okay. Well, I hope you all shout it from the rooftop if it's in the affirmative.

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And I was also pleased to hear you note the eight Black-owned concessions that you were adding, right?

And, Kathy, you said 29 and I didn't get -- you said 29 additional and I wasn't sure what you said after that when you were --

MS. PADILLA: Those were firms that were acting as prime contractors. Those were M and WBE firms, and I have a further breakdown of that - 15 of those were minority firms, 14 were women-owned firms. Of the minority firms, 13 were Black-owned, one was Hispanic-owned, and one was Subcontinent Asian-owned.

COUNCILWOMAN PARKER: Okay. I'm going to, again, even with that information, when you mention the 29 primes, finding out who they are, right, becomes extremely important to us so that we can not just get the information of your forecasting to share, but we will know who is actually benefitting from doing business with our airport.

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Finally, I want to ask you this: When you think about how much money you budget for initiatives and sort of just letting the MBE/WBE world know that business is available, do you have a dollar amount that you budget like for marketing?

I'll give you a little bit of frustration. We were talking about a challenge with recruitment in the City of Philadelphia with our Police Department, and then we look at a budget and see that only $10,700 was spent on marketing. And I can usually tell what's important to any of you who are here today by looking at how you spend your money in your checking account.

So tell me what does your marketing budget look like or how do you interact with particularly local firms and MBE/WBEs? What's your process?

MS. PADILLA: I'm looking at the amount first. It's hard to say because different departments within the

Airport do a piece of our diversity work. Capital development group helps with that. Procurement helps with that. My office helps with that.

My guesstimate is for all of our diversity services, and it's really an approximation, about 2.2 million.

MS. BORDA: Hi. This is Tracy Borda again.

I would say, Kathy, you are definitely in the ballpark. When we look at specific staff titles and what they do as well as the tremendous amount of outreach that we do, we do different sessions, we do a business opportunity forum, we post all of our upcoming opportunities, all of that, the cost involved in setting up all those sessions for outreach is probably -- yeah, it's definitely over $2 million.

COUNCILWOMAN PARKER: Okay. Well, thank you for having a dollar amount to show.

I'm going to be looking forward

to getting the information regarding the Charter change, its impact and sort of the benefit to the City of Philadelphia when you forward that information to Council President Clarke, and I want to have further conversations with you, Chellie, and members of your team about how we empower the tool of transparency and make that information public about who the firms are doing business with the Airport.

Thank you all so very much, and got to give a shout-out to Shane Doud for all of the great work and, Kathy, thank you for all of your contributions over the years.

Thank you, Mr. President.

COUNCIL PRESIDENT CLARKE: Thank you, Councilwoman.

The Chair recognizes Councilman Green.

And, Councilwoman, the oversight in your name was mine. So I just want to make sure the staff did not

get the brunt of concern raised by anybody. It was all on me.

The Chair recognizes Councilman Green.

COUNCILMAN GREEN: Thank you, Council President. That is the mark of a good employer.

COUNCIL PRESIDENT CLARKE: Absolutely.

COUNCILMAN GREEN: Very briefly, I wanted to touch base with Chellie and all of your staff at the Airport, especially as it pertains to the Investment in Infrastructure and Jobs Act.

What opportunities do you see that the Airport would be able to take advantage with that funding going forward to address some of the capital needs for the Airport?

MS. CAMERON: Thank you for that question. We are so excited about the infrastructure funding.

There are two parts to the

aviation portion of the bill. The first is an entitlement portion that's based on number of passengers, and our share of that will be about 150 million over five years. So approximately $30 million a year. Our current plan is to spend that on cargo development so that we can advance some of the enabling projects for that program.

The second piece, the discretionary piece of the bill, we have to apply for, and there are a series of criteria that the government will be assessing for the projects that we put in for funding for, and I'm going to ask Api -- we've put in an application for our restroom program, and I'm going to ask Api to address that application.

MS. APPULINGAM: Thank you, Chellie.

And good afternoon, Councilmember. As Chellie said, so the FAA has two parts of funding, and the specific competitive part of funding, the

notice of opportunity for that was released earlier this year, and for that part of funding, what the FAA wants to look at is projects that increase capacity and passenger access, projects that replace aging infrastructure, projects that achieve a compliance with ADA and expand accessibility for persons with disabilities, projects that improve access for historically disadvantaged populations, and projects that improve energy efficiency.

So as Chellie said, we have submitted a project that we feel competes really well across airports in this country, and that's our restroom renovation program. Well, the next phase of our restroom renovation program. We're going to be reconstructing 30 restrooms, building two new restrooms, and then also building nursing mothers' rooms, service animal relief areas, gender-neutral restrooms, and adult changing rooms.

So we know that these are all important amenities for our guests. And in addition to that, we are also installing energy efficiency measures in our infrastructure program, like LED lighting and HVAC and plumbing.

And so we know that all of these elements check the box with the FAA in what they are looking for with this grant, and we strongly feel it will be a great project for us and also compete well.

COUNCILMAN GREEN: Thank you for those responses, especially considering the work that the City has been doing regarding the Americans with Disability Act. The investments we are making here in the City, particularly City Hall, but those investments and those opportunities for projects under the Investment Infrastructure and Jobs Act definitely seem aligned with some of the things that we are trying to do to make the City much more -- I'll just say

less ableist and open for people of all backgrounds and perspectives regardless if they have physical or learning differences, and I think it will help provide and continue the work that the Airport has done going back to when they started the Autism and Air program many years ago with Delta to what I think will happen through the ADA accommodations that are being made, plus this new opportunity through the Infrastructure Investment and Jobs Act. So thank you for that information.

Thank you, Council President.

COUNCIL PRESIDENT CLARKE: Thank you. Thank you, Councilman. Thank you.

The Chair recognizes Councilman Jones.

COUNCILMAN JONES: Thank you, Mr. President.

As we relax protocols due to mask mandates and as we move a little closer to the edge when it comes to that,

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I can't help but think about the brave men and women that work for you that had to experience during the height of that pandemic total occupation for people that weren't looking for planes but were looking for shelter. And can you help us to understand how you guys made it through that. I heard some stories, but I'd rather hear it from you guys, how you were able to manage through that rough time.

MS. CAMERON: So you're talking about the unsheltered population that really took up residence in 2020. Yeah. That was rough. We found ourselves, like many other airports in the country, to be truthful, where a number of unsheltered folks came to the Airport to try to be safe, and what we did during that time, we had well over 100 who were here for an extended period of time in baggage claim A-East.

We provided as many services as we could, and then we ultimately put into

place an emergency regulation that said that because of the pandemic and the dangers that it posed to our employees to have to clean and take care of the facility -- we're equipped to run an airport. We were not equipped to run a shelter. We worked very closely with the Office of Homeless Services, MHP, and a number of others, including Delaware County, because, Councilmember Jones, a lot of those folks who came to the Airport were not just Philadelphia residents. They were from all over the region and, quite honestly, all over the country. And we worked with Delco and a number of other providers to ultimately try to place as many as possible at one point in May of 2020.

Since then, our unsheltered numbers look to be around 20-ish a day, but we have some successes that I'd like to point out, and we've continued those partnerships and we also have some security guards who are here roaming to

make sure our passengers feel safe, and our Philadelphia police officers are helping as well.

But the successes I'm speaking to, we have managed to place -- and, by the way, I have one operations officer who pretty much spends his time interacting with the population to make sure that they have access to services that they need, and we've been able to place into services 80 people.

Some of them have come back, but many of them have stayed. And a number of the folks that we have just really need help. Some of the folks have issues and are really disruptive to our operations, and we've worked to 302 a number of those folks as well.

So, you know, it's really taking the entire village of the City and the surrounding counties and the dedication of my employees, the custodial staff that cleans, the police officers who try to help, as well as our

operations officers to ultimately turn something that's a pretty bad story into something that hopefully is getting people services that they need.

COUNCILMAN JONES: And I appreciate that. At the height of the pandemic, we went through that type of trauma, not only in the Airport but down at 69th Street terminal and other places, and we had to be sensitive to the human aspect of this.

And I'm speaking to your employees, how have we done holding the labor standards to your subcontractors by way of wages? Have we -- I remember when we, many of us who are on this call, were out at the Airport at 5:00 in the morning at a shift change fighting for those wage increases. The question was whether or not the subcontractors out there would follow the City's lead. And can you give us a report on how that went?

MS. CAMERON: So there's the prevailing wage ordinance that was

enacted a number of years ago, and all but I think just a handful of our concession employees are being paid the prevailing wage. I know it's just a handful, it's just a few. And the airline subcontract employees are all under the prevailing wage, are compliant with the prevailing wage act -- I'm sorry; the living wage act.

The prevailing wage act was passed last year, and that holds subcontracted employees to the prevailing wage for security guard, and some of our concessions are already compliant. We have a plan to bring the rest of the concession operators into compliance, and the airlines would become -- would need to be compliant with the execution of a new Use and Lease Agreement. Our current agreement expires on June 30th.

COUNCILMAN JONES: Can you send that list of those subcontractors to the President's office as well as the Chair of Commerce and Economic Development

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Committee for City Council so that we can keep track of that.

I know that a lot of those employees that you have there live in our districts or are trying to afford to live in our districts, and that's an important component of it. When I found out -- what is the annual -- what is the rate, hourly rate, of baggage handlers at the Airport?

MS. CAMERON: Right now they are subject to the living wage. I just want to make it clear, it was the living wage that most are compliant with. The prevailing wage is in the process of being implemented. And I think the living wage right now is 14-something an hour. It's whatever is called for in the ordinance. It ultimately steps up to $15 an hour.

COUNCILMAN JONES: At one point before that, I think they were being paid $3, $4 an hour and they survived off of tips. So I'm glad and proud to hear

that, and I want to thank all our members here and Member Johnson in particular, who is not here at the moment, but all of us had to go through that. Maria Sanchez was out there at 5:00 in the morning on those shift changes fighting for those wages, and Wilson Goode Jr., who is no longer a Councilmember, fought for that, and I just retrospectively want to kind of remember those improvements that we gave thousands of families, thousands of families.

So thank you, Mr. President.

COUNCIL PRESIDENT CLARKE: Thank you, Councilman. Thank you for your questions.

The Chair recognizes Councilman Squilla.

(No response.)

COUNCIL PRESIDENT CLARKE: Councilman Squilla, are you with us?

(No response.)

COUNCIL PRESIDENT CLARKE: Okay. Maybe he dropped off.

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Councilwoman Quinones-Sanchez, are you on?

COUNCILWOMAN SANCHEZ: Thank you -- yes. Thank you, Council President. I'll take his turn. You know we're always tag-teaming.

Thank you. Thank you, Chellie, and to the entire team.

Thank you, Kathy, for your service so much. We are incredibly grateful for all the work that you have done over the years. So I hope you have a lot of places to visit as part of your bucket list in retirement.

A real quick question. You know, this airport industry, like 9/11, bless your hearts for surviving this whole COVID challenge. Recently we started seeing some of the regional airports starting to offer transportation, for people to go to them instead of coming to Philadelphia. Can you speak to me a little bit about that and how that helps or hurts us?

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Atlantic City, we're talking about Bethlehem, Allentown. Can you talk to me a little bit about that?

MS. CAMERON: Yes, absolutely. That's a program that we are working on with American Airlines, and I think it will actually be a big benefit for the City.

So the airlines during COVID have significant challenges in hiring pilots and their availability to aircraft, and so their ability to fly to connect some of these smaller regional markets is greatly diminished. And so there's a company called Landline that it started a service for United and Sun Country in Minneapolis and Denver where they said, hey, you know, if we have some smaller airports that we can't afford to fly to, what if we ran a bus? And the idea is that folks actually go to Allentown or Atlantic City Airport, they check in like they're checking in for a flight, they can check baggage, and then

they're escorted instead of onto a plane onto a bus.

The bus when it gets to Philadelphia would be able to go right to air side and connect those passengers onto planes that will take them to their ultimate destination. Baggage is handled by American, you know, really across the board.

So we think it's a great way to connect some of those closer-in markets to Philadelphia and give them access to the transatlantic service that American provides and the really robust domestic service as well.

COUNCILWOMAN SANCHEZ: Well, it's good to hear. I was a little concerned about what that would mean. I know there's about -- it's a lot about the business and the connecting flights that, as you mentioned, are hard to staff, and I'm glad to see some of that creativity as it relates to that, right?

We want to make sure that

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Philadelphia International Airport continues to be a premier airport. And I know that our competition is really Baltimore and New York, right, but to the extent that we're working with these local smaller airports, I think that's a good thing for us, right, in terms of drawing people in, particularly as conventions get up and going. So thank you very much for that response and putting it on the record. I appreciate it.

Thank you, Councilman Jones, for reminding me how hard the work is at the Airport. I know that I can never walk through an airport without saying thank you to as many people as possible. You know, we spend a lot of time there, and we appreciate you in particular as the Director who really worked through us through some very, very trying times, and I'm very happy that we got to a better place and, you know, we're a premier airport, as we should be. So thank you

very much. Look forward to the whole Charter change, you know, the whole conversation about how do we continue to elevate the Airport as a regional hub, not only for Philadelphia.

Thank you so very much. Thank you to everyone.

MS. CAMERON: Thank you.

COUNCILWOMAN SANCHEZ: Thank you, Mr. Chair.

COUNCIL PRESIDENT CLARKE: Thank you, Council Lady.

COUNCILMAN SQUILLA: Council President Clarke, I apologize. I had to jump off for a call.

COUNCIL PRESIDENT CLARKE: No problem, sir.

The Chair recognizes Councilman Squilla.

COUNCILMAN SQUILLA: Thank you, Council President.

And thank you, Chellie, and team for being on here. I heard a lot of the questions that we've had previously,

and I appreciate all your answers and willingness to work through it.

I'm not sure if I heard this question, but as we talk about bringing back travel and how travel has been stunted, especially overseas travel, international travel, what ways -- are we looking to attract international travel back to the Airport, and how are we engaging that?

MS. CAMERON: That's a really good question, Councilmember Squilla. So we are very excited that a program that we put into place during COVID has had some successes. We called it CASRIP, the COVID Air Service Recovery Initiative Program, I think. I think I got that right. I'm reading Tracy's lips as I'm speaking. But we essentially provided incentives to airlines to bring back service that they had pre-COVID, and particularly international service. And this summer we will have service to, I believe, 12 European markets, and the

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Caribbean and Mexico markets are doing very well.

I'd like to turn to Kate Sullivan of our Revenue Department to talk a little bit more about international travel.

MS. SULLIVAN: Thank you, Chellie.

And thank you for that question, Councilmember. I'm Kate Sullivan. I'm the Deputy Director of Strategic Partnerships, and I'm going to expand a little bit on what Chellie just laid out.

So this summer is looking better for us than the previous two summers have. We are well up from 2020 and 2021. However, we are still down a little bit compared to July of 2019.

July of 2022 for international travel we'll be about 17.2 percent down in terms of seats. Destination-wise, that means we're serving about ten fewer destinations, so 37 international

destinations compared to 47 that year. But we are very excited to be having 12 of our transatlantic destinations return, and those are going to be served across four carriers, so American, Lufthansa, British Airways, and Aer Lingus. And that traffic for us is really important, because it doesn't just serve our community, but it also brings connecting traffic through Philadelphia revenue-wise and to experience our region for the first time often.

One bright spot that we really want to highlight from the last couple of years has actually been the growth and recovery of the Caribbean and Mexican markets for us. So that is not only the leisure traffic that has been referred to throughout this hearing, but also it serves our community and the community visiting friends and relatives in both destinations. In particular, we saw the launch of a new flight to Santiago in the Dominican Republic that has been

successful over the course of the pandemic.

So in addition to the CASRIP, COVID Air Service and Recovery Incentive Program that Chellie mentioned, which will continue and will focus on bringing back and bringing new qualifying routes to PHL, we're also consistently meeting with our carriers. We're consistently meeting with destinations, including on-site meetings and going to conferences where we can meet with stakeholders to talk about the ways in which being -- having a more robust presence in Philadelphia could help them.

COUNCILMAN SQUILLA: Thank you. I know you had mentioned this earlier and that do we see bringing those flights back too with long-term parking challenges. Do you see that as a challenge or no?

MS. SULLIVAN: Well, specifically with international, we have a fair amount of connecting traffic that

goes on those transatlantic routes, and that audience specifically doesn't park at the Airport, but obviously we are always looking at the different ways that we can best ensure that passengers use PHL for their international travel.

COUNCILMAN SQUILLA: Okay. Great. Thank you.

As an aside question, and I know you guys have been hailed for the work you've done, I know from the refugees from Afghanistan as they came in and how you managed that. Can you give us a sense of how many refugees came through PHL, what the challenges were? Are we looking to do anything similar with Ukraine?

MS. CAMERON: Thank you for that question. So we were able to help about 30,000 refugees from Afghanistan, which is very significant. Those folks came in Philadelphia on about 330 flights. The bulk of the work happened during the first two weeks. That

operation kicked off at the end of August of last year and it was finally called to a close on the 1st of March. So we were so proud to be able to help those folks settle in the United States. Many of them were actually -- actually came through the Airport twice. We only counted them once, but they actually came through the Airport twice. They came in on a flight from one of the lily pads and then went out on another flight to their ultimate place to live in the United States. Some stayed here, but many went out to other places.

So, again, we were very excited to be able to support that operation. And as a veteran myself, it was a big deal to be able to help people who had helped our troops while they were overseas.

We have received nothing about providing support for Ukrainian refugees at this point. We're always kind of standing by, but from what we understand,

all refugee flights and processing so far is being handled in Washington, DC. And so, you know, we're here if called upon, but we haven't heard anything yet.

COUNCILMAN SQUILLA: Well, I'm sure it will be easier to stand it up to be done. You did it before. And I think it is very appreciative of not only the people who are coming here but I think as a city to be proud of how we participate and how we help folks that are in need. So we really thank you for that.

Thank you for all the hard work that is being done there, and thank you for continuing to open lines of conversation as we go through our processes here and work with not only the challenges at the Airport but with our workers and so forth and so on. So looking forward to having continuing conversations.

MS. CAMERON: Thank you. And you mentioned the other -- there were 70 agencies that supported us on the Afghan

refugee operation, the Office of Emergency Management, Police Department, Fire Department, Department of Health within the City and many more. It truly, truly was a team effort. Thank you for those comments.

COUNCILMAN SQUILLA: Thank you.

COUNCIL PRESIDENT CLARKE: Good, Councilman? Thank you. Thank you, Councilman.

We're going to move into our second round, and the Chair recognizes Councilwoman Gilmore Richardson.

COUNCILWOMAN RICHARDSON: Thank you. Thank you so much, Council President.

I wanted to quickly circle back to the last question I had in the last round for Api relative to sort of how the Airport is incorporating sustainability in the projects that they are seeking to move forward with.

MS. APPULINGAM: Of course. Good afternoon again, Councilmember.

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So I'll talk about climate resiliency, because I talked a little bit about sustainability, and I'll talk about a couple of other initiatives that we have going on.

So in terms of climate resiliency, we conducted a climate vulnerability assessment in 2019, and we're in the process of completing a climate adaptation resiliency plan as well as a sustainability management plan, both of which we're working together with the Office of Sustainability's office, making sure that any initiatives and recommendations that we come to the conclusion -- as we come to the conclusion of these plans, they're in alignment with the City's goals as well, because we want to make sure that we're in alignment with those goals.

We just completed an electrification -- a vehicle and equipment electrification plan, so when we move into electrification, another

important factor in terms of sustainability. We just completed that literally a month ago and --

COUNCILWOMAN RICHARDSON: Api, I apologize for interrupting, but can I ask you, within that plan does that include additional EV infrastructure as you all build out at the Airport, both for internal and external users?

MS. APPULINGAM: Absolutely. So there was a lot of positive revelations in that report that I want to talk about a little bit, is that 22 percent of our current ground support equipment is electric vehicles right now. We have over 200 charging stations at PHL that we've converted over the years for DOA as well as airline ground support equipment, and with this electrification plan that we just wrapped up last month, our plan is to convert additional parking positions and add additional charging stations in a strategic way. So we have short-term, medium, and long-term plans.

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We know that this is something that is of interest to not just us but our travelers and the public, and so we want to make sure that we accommodate their needs in the future.

So I can send you additional information in writing, if you're interested, that kind of lays out our vision and our plan to how we're going to move towards electrification.

COUNCILWOMAN RICHARDSON: Okay. That would be great. And then in addition to that, could you also include all of the sustainability efforts that are currently happening at the Airport.

Quickly, I just wanted to mention for the record, because I heard my colleague Councilmember Domb talk about the need for us to help you all with, I guess you can say, marketing and ensuring that we have more conventions coming to Philadelphia so folks are utilizing the Airport, and I am certainly happy and hopeful that my dear sorority,

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Zeta Phi Beta Sorority, Incorporated, will help with that July 18th through the 24th of this year wherein we will have our international conference here in Philadelphia. We are anticipating members from around the world, not just around the country, to be here in our city. So I'm hopeful that we can help towards those efforts.

I wanted to just quickly ask an additional question relative to your staffing and levels of vacancies, and if you could just for me focus specifically on City employees. And so how many employees are currently in service, meaning how many Class 100 positions do you currently have filled, and how many vacancies do you currently have and where are they within the Airport structure?

MS. CAMERON: Great question. I'm going to ask our CAO, Delicsha Wilds, to address your question.

MS. WILDS: Good afternoon, Councilwoman. My name is Delicsha Wilds,

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Chief Administrative Officer.

Great question. So we are currently at a little bit over 600 employees. We're looking to hire in the upcoming month as quickly as possible somewhere between 100 and 150 positions of civil service positions and then another 20 exempt positions.

COUNCILWOMAN RICHARDSON: I heard the bell, so I'm going to honor the clock and not come back, but the question for the vacant positions, where are they within service in the Airport? And I mention that only because I think Councilmember Jones quickly talked about all of the additional challenges that you all faced relative to the houseless population at the Airport in 2020, and then also I think we were taking in a number of refugees at some point throughout either 2021 or early '22, and so just to ensure that we have enough adequate staff on the ground in the Airport throughout the evening and night

shifts to sort of deal with some of the other unanticipated challenges that we may have.

MS. WILDS: The staffing is throughout our organization. So there are some people that are front-line workers as well as throughout the ranks. So it's really all over. We have a lot of vacancies.

COUNCILWOMAN RICHARDSON: Okay. So if you could, if you could just send me a list of all the vacancies, that would be exceedingly helpful, and then we can go from there.

Thank you, Council President. Thank you very much.

COUNCIL PRESIDENT CLARKE: Thank you, Councilwoman.

The Chair recognizes Councilwoman Parker.

COUNCILWOMAN PARKER: Thank you, Mr. President. And we thought that people outside of government weren't paying attention to our hearing.

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Chellie, I'm going to ask you to go back just for the record, because while you had given your explanation, I got a text message afterwards in regards to these ever-changing and fluid COVID rules, and I explained to someone that you just very clearly laid out that if you are walking in the Airport or in the Airport, you are required to wear your mask. However, as it relates to the court ruling, when you get on your airline carrier, when you get on the plane, you make the choice or the decision about whether or not you wear your mask.

Did I correctly summarize what you stated, Chellie, for the record?

MS. CAMERON: Yes, ma'am, and you can do messaging for us if you'd like.

COUNCILWOMAN PARKER: All right. Now I need you to answer the second question they just asked me. Well, Cherelle, if I am in the

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Philadelphia Airport and some passengers, if people are in there and they are not wearing their mask, whose job is it to enforce the City's mask mandate? And I said, I don't know the answer to that question. Let me ask.

MS. CAMERON: So we have asked our employees and other employees to remind passengers to please mask up. We have announcements and signs throughout the Airport that talk about the mandate. We give out free masks, and ultimately if there's a really bad situation, the Philadelphia Police force that is here at the Airport can help to enforce and take care of disruptions.

COUNCILWOMAN PARKER: So I would be accurate if I said to that person, listen, Airport employees are encouraged to very gently remind folks in our Airport that they should wear their mask. If it's anything sort of extensive or complex, then they call on the Police Department, but as of today, it is the

responsibility of our Philadelphia International Airport employees to communicate with our users that they should be wearing a mask?

MS. CAMERON: Yes. And you heard about how we're down 25 percent in terms of our employees, so we don't have a lot of employees to help with mask enforcement. So, again, we're doing the best we can with information counters and just trying to remind folks, but I'll be honest with you, there are a lot of people who are choosing not to wear masks right now. It's a very difficult situation.

COUNCILWOMAN PARKER: Right, and as is the changing and understanding with the rules are, so I would concur.

Let me also ask you to just quickly go back, if you will. When you talked about leisure travel is up but you talked about to those destination places, right, beaches and mountains, and we get that not the cities. You talked about a

lack of conventions and the lack of international travel.

Is there any industry-wide data available sort of why cities in particular when you talk about the large ones, any data sort of inferring or any correlation to why as it relates to cities, any industry sort of direction there? I'm just interested in knowing if you've seen any reporting on that issue.

MS. CAMERON: I've seen a little bit. I don't know how extensive it is. What we can do is provide to you and your office what information we have after the hearing.

COUNCILWOMAN PARKER: Yeah. I'd be interested in knowing what the explanations were.

In addition to that, I wanted to know about the interagency planning and development. We all love Philadelphia and we get a little protective of our turf, and in the midst of COVID, I was a little frustrated by

seeing other cities and places in our region heavily marketing come visit this place or come visit that place, and I thought, wow, they're dominating our media market and trying to encourage our folks to travel to their cities.

Are we working in an interagency way, Airport, Visit Philly, Convention Center? Like what sort of interagency, intergovernmental planning and development is happening?

MS. CAMERON: We work extensively with both of those organizations. We think that the tie to how we market ourselves as a city is absolutely essential to driving our air travel and that tourism market that you talked about.

I sit on the PHLCVB Board of Directors, and we're involved with them for the international marketing in particular, and in Visit Philadelphia, we do a lot of data sharing and collaborative work on trying to target

their efforts towards specific airlines and destinations that we're trying to promote as well as promoting Philadelphia as a whole.

COUNCILWOMAN PARKER: Any COVID specific sort of direct planning that you all have worked on or are you talking about sort of your just consistent working working together?

MS. CAMERON: It is consistent, but COVID specific, we really had to pivot from some of the international destinations and look a little bit differently at how we promoted that work, and we've really refocused our efforts during COVID a lot tighter on, again, specific markets that we felt were viable. So it's really been more of a pivot and as well as a sustained effort.

COUNCILWOMAN PARKER: Got it.

Thank you so much, Mr. President.

Thank you, Chellie, and your team.

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MS. CAMERON: Thank you.

COUNCIL PRESIDENT CLARKE: Thank you, Councilwoman.

Councilwoman Gilmore Richardson, have you concluded your questions?

COUNCILWOMAN RICHARDSON: Yes, I have, Mr. President, and thank you so much for checking.

COUNCIL PRESIDENT CLARKE: I just wanted -- I know you like to come back on those rounds. I just wanted to make sure.

COUNCILWOMAN RICHARDSON: Yes. Thank you.

COUNCIL PRESIDENT CLARKE: So it appears that we have no additional questions for this particular panel.

Councilman Jones. The Chair recognizes Councilman Jones.

COUNCILMAN JONES: Thank you, Mr. President. I'll be brief.

Where are we at with the leases to the various airlines?

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MS. CAMERON: So it's one standard Use and Lease Agreement that all the airlines sign. Our current agreement expires on the 30th of June of this year. We've exercised all of the available options, so we have been working diligently with the airlines on a new Use and Lease Agreement. It's been going relatively well. We do believe that we're going to be able to agree upon business terms for an agreement, and then it would have to come to Council for approval.

COUNCILMAN JONES: So can you give -- without jeopardizing the deal, are there any heads-up that we need to have, any particulars? I mean, I know the price of fuel has gone up for them. So does that impact the terms of the lease that we will approve?

MS. CAMERON: Not necessarily. It does indirectly, because it increases their costs, and one of the themes that we have heard throughout the negotiations

is that, as has been said in this hearing, the travel industry has been particularly hard hit by COVID and the airlines as well.

So, you know, the price of fuel, not really, but, you know, we are talking about things like term and what capital projects are approved that would come in with the lease.

As you may remember, a lot of times there's a pre-approval given in the lease for capital projects, sometimes in the hundreds of millions of dollar range. So we're trying to negotiate through those things and, again, fingers crossed that we'll be able to come to business terms.

COUNCILMAN JONES: So if our fingers are crossed but it doesn't happen anyway, what does that mean to all of us?

MS. CAMERON: So if we're unable to get it finished and passed by Council in this term, we would have to have a way to continue to charge the

airlines and operate the Airport. And so we would go to rates by regulation, hopefully just for a very short period of time that would allow us to get to where we could get -- ultimately get an agreement, a new lease passed.

COUNCILMAN JONES: So with that in mind and your hope is that we will review and pass that lease, when do you think we are going to see our first blush of that agreement?

MS. CAMERON: Well, I wish I could say, but I'm not 100 percent sure. We've had negotiation sessions over the last couple of weeks. I would hope that that's -- that it's by the middle of May. If we don't have terms negotiated at that point, we're going to need to move forward with the rates by regulation just as a backup just in case. But, again, we would hope that it would be by the middle of May so that we could get it introduced and leave enough time for full passage before your session expires this time.

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COUNCILMAN JONES: What is the revenue differential under its current terms and conditions and going that alternative route of rates?

MS. CAMERON: The rates by regulation, what we would do, especially if negotiations are going well, everybody is kind of engaging and in good faith, we would establish rates to be very similar to what they are -- what they would be under an agreement. So there really wouldn't be a differential.

If over time, a period of months, we were unable to successfully negotiate and pass a lease, then we would have to look at potentially adjusting the rates to better manage the risk, the increased risk, that would come to the City by not having an agreement.

COUNCILMAN JONES: And how many airlines are we talking about?

MS. CAMERON: It's all of the airlines at the Airport.

COUNCILMAN JONES: What is

"all"? How many is that?

MS. CAMERON: Go ahead.

COUNCILMAN JONES: How many is that?

MS. CAMERON: I think it's 26, 27, something along those lines.

COUNCILMAN JONES: Can you get that information to the President, please?

MS. CAMERON: Absolutely.

COUNCILMAN JONES: I'd rather start that review as early as possible. It relates to the viability of our region.

So thank you, Mr. President.

COUNCIL PRESIDENT CLARKE: Thank you, Councilman.

Are there any other questions by members of the Committee for these witnesses?

(No response.)

COUNCIL PRESIDENT CLARKE: There being none, thank you all very much. Thank you for your testimony. I

look forward to continuing to have these fruitful conversations as we move toward enhancing the Airport of the City of Philadelphia.

Thank you all.

MS. CAMERON: Thank you, Council President.

COUNCIL PRESIDENT CLARKE: You're welcome.

Next up we will have Fleet Management, and our next witness is, Mr. McDermott?

THE CLERK: Joseph Rosati, Commissioner of Fleet Services.

COUNCIL PRESIDENT CLARKE: And good afternoon or close to good evening. Please state your name for the record and proceed with your testimony.

COMMISSIONER ROSATI: Good afternoon, Council President Clarke and distinguished members of City Council. I am Joseph Rosati, Commissioner for the Department of Fleet Services. Joining me today are Dr. K Wilson, Deputy

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Commissioner for Administration, and John DeLeo, Deputy Commissioner for Operations. Thank you for the opportunity to present testimony in support of the FY23 Operating Budget request for the Department of Fleet Services.

The Department of Fleet Services' FY23 General Fund budget request is 58.5 million, which is 1.32 million less than FY22 estimated obligations. FY23 Operating Budget request includes 20.51 million in Class 100, 5.4 million in Class 200, and 32.5 million in Class 300 and 400.

In FY23, DFS completed -- in FY23, DFS will complete 30 years of its high school internship and apprentice program. Since the program's inception in 1993, DFS has enrolled 134 high school students into the program. One hundred and nine have graduated, and 66 of these graduates have accepted permanent civil service positions with the City.

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In FY23, DFS plans to hire nine high school students into the internship program. This program has enabled DFS to reduce the racial disparity among our automotive technical staff. Historically 88 percent of the interns were hired from minority groups.

The Department of Fleet Services has 321 dedicated employees who work diligently to provide safe and reliable vehicles and equipment to the operating departments to better service the residents of the City of Philadelphia.

You have my detailed written testimony, and I would be happy to answer any questions.

Thank you.

COUNCIL PRESIDENT CLARKE: Thank you, and thank you very much.

I just got a couple of quick questions. I'm actually not going to ask you about the high school internship, because I know at least one or two of my

colleagues want to get in depth. They've been referencing that for quite some time over a number of years, so I want to leave that one alone, but I am obviously very interested in that program.

But I want to ask you a question about vehicles. I can recall a few years ago we were actually having a conversation about whether or not we would switch our vehicles over to natural gas, and we were having the discussion around PGW and LNG and all the other things, will we convert our vehicles, and now the conversation is pretty much centering around electric vehicles pretty much worldwide.

Where are we at and what's the thought and what's the perspective of your department and the policymakers in terms of us moving ahead, and will we move ahead with the ultimate transition to all electric vehicles in the City of Philadelphia?

COMMISSIONER ROSATI: So short

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term, cars and light truck we want to create a zero emission situation for cars and light trucks, so we want to replace the cars and light trucks with electric vehicles, with EVs, battery electric vehicles.

Long term, you know, we would like to move that to heavier equipment. Right now there's not really too many viable heavy equipment options for electric vehicles. There are some manufacturers that are coming out with electric heavy-duty trucks, but there's nothing that I would make a run at right now.

The EVs that are being built, the cars and light trucks that are being built right now by the manufacturers, they look like they'll work and they look to be reliable, so we're going to move forward with them. And the vehicles are being built faster than probably we can catch up with our infrastructure.

So, you know, there's two types

of charging stations. There's the Type 2, which is the overnight slow charge, which we have them all over the City right now, and we have about -- we have 83 plug-in electric vehicles right now. So we got a running start with doing this, because we've been doing this for quite a few years.

About nine percent of our fleet is alternative fuel. We have 27 CNG trash compactors. We have 474 ATVs, which are the hybrid electric vehicles. So that's a traditional ICE engine vehicle, but it has -- it's also battery powered as well.

COUNCIL PRESIDENT CLARKE: Okay.

COMMISSIONER ROSATI: So the short term is, we want to have a zero emissions situation with all our small vehicles, and long term we have to find a solution for the heavy equipment. If it's electric, we'll do that. If it's something else, we'll do that. Right now

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we do have trash trucks that are in operation and working very well, CNG, compressed natural gas trash compactors.

COUNCIL PRESIDENT CLARKE: All right. So let me ask you about your smaller vehicles. I actually saw one up -- I think you have a couple charging stations up on Glenwood Avenue at the sanitation yard up in North Philly. I saw the cars plugged in.

Is it, in terms of the infrastructure -- and you referenced this, because I think that everybody is thinking about possibly making the transition -- a concern about the infrastructure? Probably the most charging stations in the public is pretty much Tesla. Unfortunately, I understand that there's not capability to have uniform connections or universal connections, that Tesla makes charging stations that can accommodate their cars, can't accommodate other cars. I think that's somewhat selfish, but, you know,

who am I, right?

In the City of Philadelphia, as we convert, would we look at building out our own infrastructure as it relates to charging stations or would we do vehicles that would be able to be accommodated by private charging stations? How will we do that?

COMMISSIONER ROSATI: So as far as charging infrastructure goes, we're working on installing slow-charging capabilities, which we've already been doing, and currently we do not have fast chargers. The fast chargers are the charging stations that you see popping up all over the City, EVgo, ChargePoint, you know, and some others. You see the Tesla charging stations. The Tesla charging stations, we can't use those because it's strictly for a Tesla vehicle. The plug is different.

COUNCIL PRESIDENT CLARKE: Right.

COMMISSIONER ROSATI: So, you

know, the majority of the vehicles being built are being built with an SA plug, which is a J1772 plug. So that plug is prevalent for all the external charging, fast charging. So what I plan to do is, I plan to get contracts for fast charging so that we can keep on moving until we get our fast chargers installed at our fueling sites.

COUNCIL PRESIDENT CLARKE: Okay.

COMMISSIONER ROSATI: Which will take some time.

So it's going to take us some time to get our fast-charging infrastructure in place, but in the meantime, I'm looking to use external charging wherever we can to keep our work vehicles going.

COUNCIL PRESIDENT CLARKE: Do you have a sense of the timeframe? I mean, I know it's hard to speculate. I'm assuming that would be a Capital Budget item?

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COMMISSIONER ROSATI: Yeah. So I had gotten a quote for one fast charger to be installed, and it was about $90,000. That's just for one fast charger. So, you know, we would need them all over the City, and we need our own charging infrastructure for emergency management reasons as well. We need our own secured charging infrastructure for our City vehicles, for our emergency vehicles when they do become electric, you know.

COUNCIL PRESIDENT CLARKE: Wow, $90,000.

COMMISSIONER ROSATI: Yeah. So it's going to take us some time and funding, of course, to get this going, not to mention you can't even get your hands on a charger, whether it's a slow charger or fast charger. Everybody is buying them up.

COUNCIL PRESIDENT CLARKE: Yeah. I mean, the vehicles are transitioning. I mean, I saw an SUV

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Mustang the other day, electric SUV Mustang. I got to tell you, it looked pretty slick. It was moving pretty fast, you know, but it didn't make any sound, so I was like -- you know, I'm a car guy, so I like the sound.

COMMISSIONER ROSATI: Yeah. Mustang has, I think, a range of like 250 miles, and I think you can purchase like an extra -- a larger battery with the vehicle to make it go about 300 miles.

We just purchased a work van for the Free Library, and it has a range of 126 miles, and, you know, the average City work vehicle probably doesn't drive more than 47 miles. So these vehicles with a range over 100 miles, if you have a full charge and you charge your vehicle overnight at your depot, wherever you work at, you shouldn't have any problem using these things, even as far as the general public. I mean, if they're charging them at their houses, you know,

they're charging them overnight, if they don't travel hundreds of miles, the vehicle will be fine.

COUNCIL PRESIDENT CLARKE: Yeah. Our CNG for our larger vehicles, where do we access that, the compressed natural gas for our vehicles?

COMMISSIONER ROSATI: So in Southwest Philly at 63rd Street, the sanitation yard, we built a CNG fueling site there, and currently we have 27 compressed natural gas compactors. I think there's three on order that we're going to be taking delivery of soon, and we're going to order three more for FY23. So that will bring us up to 33, but that fuel site can handle 70 trucks. So I -- so, you know, as time goes on, we're going to want to expand that fuel site and change the entire depot, that sanitation depot, over to compressed natural gas.

COUNCIL PRESIDENT CLARKE: Wow, okay. That's awesome.

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That's actually all the questions I had for you, sir. I'm going to turn it over to Councilwoman Parker.

COUNCILWOMAN PARKER: Thank you, Mr. President.

And good afternoon to you, Joe Rosati. Let me start by saying a special thank you to Matt Duignan. If I chopped up your name, Matt, don't you get upset with me. And Robert Comitalo Jr. Robert and Matt have been extremely helpful to me and my office, and I wanted to just say a special thank you to them for the record.

I want to ask a question that we asked of the Airport, Council President, relative to the Charter change. I was happy to put forward the legislation creating the new Department of Fleet Services for the City. The legislation was passed, and it was adopted as a ballot question.

And along the same lines of what was asked of the Airport, can you

just give us a brief overview of the changes to the Charter and what benefits you see coming to the City as a result of it?

COMMISSIONER ROSATI: So, you know, since -- thank you for the question. Since Fleet was an office, it was created as an office by an executive order by then-Mayor Ed Rendell. So we -- and we operated as a department would for many years, but we just didn't have the title.

But the benefit of it is is that we can never be, you know, cancelled or disbanded or decentralized. Being centralized, having the Fleet centralized into one organization, you know, with automotive professionals running it is cost effective and productive for the City, and it allows us to move forward and implement these changes that need to be made, especially with the electric vehicle and the Clean Fleet initiative.

COUNCILWOMAN PARKER: So the

economic benefit and then from a policy perspective and sort of the charging stations and the electric vehicles that you just described, that's just important, so that members of the viewing public clearly get that, because I'm mindful of what you said, Council President, on the record, that you're no stranger to Charter changes, but we want them to know that we did it for a reason, right? So thank you for sort of getting that explanation on the record for us.

Also relative to the workforce development program, the only comment that I want to make to you about this is that you've been demonstrating that it is possible for us to work directly with our School District of Philadelphia to develop a pipeline into the Department of Fleet Services.

And, Mr. President and Whip Jones -- you are just the two that I see. I think Councilmembers Sanchez and Gilmore Richardson are still here -- if

people are ever questioning how we establish a model that's effective, we don't need to like look outside of us. We know how to do it, because we see a department that's actually getting it done and has grown, started in one place but now is moving. I think you said 109 graduates. Is that the stat that you gave?

COMMISSIONER ROSATI: Yes.

COUNCILWOMAN PARKER: So my hope is that as we think of our workforce retiring and trying to deal with the attrition and more workers feeling empowered and having different kinds of opportunities, that we would think of this route as the route to sort of fill the pipeline.

So with that, Mr. President, thank you so very much.

And, Joseph, thank you so very much for your responses today.

COUNCIL PRESIDENT CLARKE: Thank you so much, Councilwoman.

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The Chair recognizes Councilman Jones.

COUNCILMAN JONES: Thank you, Mr. President.

I've been around long enough now that I've been through one or two budget sessions. What I appreciate about Fleet is they actually hear and respond.

The last time I checked, one-third of your workforce came through CTE programs in Philly. What is that stat today?

COMMISSIONER ROSATI: I don't have that information in front of me.

Dr. K, do you have that number?

MR. WILSON: Yes.

My name is K Wilson, Deputy Commissioner.

As Commissioner mentioned earlier, we have 134 high school students that came through the program, and 109 graduated and 66 of them are enrolled into the City's permanent civil service position, and out of that, 33 employees

are still with the Fleet in various capacities, starting from the apprentice technicians, team leaders, supervisors and all of them who came through the program is now promoted to the district manager. So this is a successful program which we're carrying for the last 30 years.

COUNCILMAN JONES: So when we started bringing this up, President Clarke, a while back, they really listened. And so when I go through Randolph Technical School up on Henry Avenue and I see these young men and women working under the hood, working in body shops, working on catalytic converters, working on transmissions, they do so with a sense of purpose knowing that they got a career at the end of that rainbow, somewhat in part because of the City's motor vehicles and Fleet Department.

I cannot tell you how satisfying that is to see young people

that -- you got to kick them out of school. They don't want to leave. They want to work on their project. They work on people's cars that bring them in. They work on their own vehicles. And there is a sense of pride and purpose that you guys give them, and they know their stuff.

So I just want to thank you. I want to thank you for always -- I've been in one or two City cars. I'll never forget, I was on the Roosevelt Boulevard Expressway, Pres, and I started feeling that power loss in the pedal. I pulled over, thank God, and it didn't take long for Fleet to come swap it out and deal with it.

I would dare to say you're better than AAA. I'd rather have you than AAA, and that's a fact.

So I want you to know I appreciate you. I see what your department does, and I appreciate it totally.

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COMMISSIONER ROSATI: Just to add a little bit on to that, we have a recruitment team, and they visit the schools. One of the recruiters is one of my district managers, who was a high school intern.

So, I mean, you know, we can show that if you want to come and work for us and stay the course, you know, there's opportunity to climb our career ladder. You know, the high school interns are holding every position in my organization, in our organization right now, you know, except for Deputy and Commissioner position. You know, we have a district manager, we have a shop supervisor, we have five team leaders, you know, and a bunch of technicians that all came from the program.

So if anybody wants to come and come work for Fleet, you know, we'll welcome you and there's -- we have examples. There's opportunity here.

COUNCILMAN JONES:

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Mr. President, there's been talk about a school-to-prison pipeline. Fleet has created a school-to-paycheck pipeline.

COUNCIL PRESIDENT CLARKE: There you go. That's what we're talking about.

COUNCILMAN JONES: Thank you, Mr. President.

COUNCIL PRESIDENT CLARKE: Thank you.

Mr. Rosati, real quick. I think it was on Walnut. I visited a school a few years back where they were working on vehicles out in West Philadelphia. They were doing other things and they were actually making vehicles.

Does that have any relationship with the City or was it just -- do you know what I'm talking about? I think it was out around 40-something and Walnut or 50-something and Walnut.

COMMISSIONER ROSATI: So the schools that have participated in the

program and still do, some of these schools -- one of these schools I know is closed, but you have The Workshop School, West Philadelphia High School, Swenson, Simon Gratz, Randolph, Mastbaum, Ping, Edison, Buck, and Audenried. I would probably think it would be West Philadelphia.

COUNCIL PRESIDENT CLARKE: It was West Philly, yeah. They had the young folks in there. As Councilman was saying, they were so excited, and one of the projects, that they built a vehicle themselves, and they were really excited about that. You could just see it in their eyes, like they couldn't wait to get engaged.

COMMISSIONER ROSATI: Turning wrenches, this type of career, you got to want to do it. You got to love it. And, you know, listen, some of the kids that come through, you know, they use us as a stepping stone to move on to other careers. Some of them left us and became

firefighters, you know, but, you know, it's all good. You know, they learn something from us. They got some life experience. Maybe they found out that they didn't like working on vehicles for, you know, the rest of their life.

But West Philly, they had 25 kids we had come through there. Randolph had 32 kids came through, and Edison 32. They were the biggest numbers, those three schools.

MR. WILSON: Just to add to that, there are kids who came through the program, entered through the program, even went to the colleges for automobile engineering programs, and we accommodated them, their schedules, and we arranged for their bus schedule to accommodate their college courses and, you know, we are very glad that they're moving into the automobile engineering courses by taking motivation through this program.

COUNCIL PRESIDENT CLARKE: Right. Awesome.

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Okay. The Chair recognizes Councilwoman Quinones-Sanchez.

COUNCILWOMAN SANCHEZ: Thank you, Council President Clarke and my colleagues, and thank you to the full Fleet Management team for always being incredibly responsive throughout the years and just your team -- you know, you guys are available 24 hours a day, and we appreciate you every single day.

I want to go back to the line of questioning Council President Clarke had around the EVs, and I know that Councilmembers Squilla and Oh and others, you know, I've talked to Councilmember Gilmore Richardson.

How involved are you in conversations with our Public Property Department about building out some of these charging stations in publicly owned land?

COMMISSIONER ROSATI: So right now we're in the process of -- the MDO is in the process of creating a Clean Fleet

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Committee, and the big departments would be involved would be Public Property, you know, Water. All the liaisons from the big departments would be involved in that Clean Fleet Committee, and there would be a manager, like an infrastructure manager, that would handle, you know, hiring vendors and capturing funding for the infrastructure.

So, yeah, the answer to your question is Public Property will be involved in all that.

COUNCILWOMAN SANCHEZ: It's really important. I think that, you know, whether you listen to Secretary Buttigieg or others, you know, this is the time, and we have to be as proactive as possible as we build out this infrastructure in whatever publicly held land we have, right? Obviously the ones that are in use, but even vacant land, right?

I think if we're going to have equity in building out a structure, I

think it's important that the sooner we start looking at what neighborhoods are traditionally overlooked, right?

I know that we did some research in preparation -- we were looking to ask the Administration to come up with an EV infrastructure plan. A lot of cities ended up in parking lots and other places because they were built out. We are not, so we really have an opportunity in every neighborhood to create this infrastructure. And so I'm glad to hear that you guys are being proactive around some of this work.

What is the cost related to like building out some of these independent structures and how would you see if anything, as you talk to your counterparts in other cities -- you know, because we're such a dense city. How do you see some of this stuff rolling out? Because it's not only for our fleet trucks, right? Because we want to be able to make sure that as we build out

our fleet, but just for general public utilization.

COMMISSIONER ROSATI: So as far as building it out for public consumption, I wouldn't be involved in that. The charging stations that I would be involved in would be the stuff that would be secured behind locked gates, you know, things like that, but that is -- there's a lot of external opportunities for charging right now.

I believe that EVgo and ChargePoint, you're starting to see them pop up all over the City. So I believe residents that want to take advantage of that, you know, are. Like two of my neighbors have Teslas and I never see the things plugged in. Never. So I asked them. So I asked them. I said, I never see you plug these cars in. And they said that they don't, they just take it over to the fast-charging place, sit there for 15 minutes and charge it, and it lasts them for -- the vehicle charge

lasts them for a few days, then they do it again. So they don't even plug it into their house.

COUNCILWOMAN SANCHEZ: Wow, that's interesting. Again --

COMMISSIONER ROSATI: I think for the general public, there's going to be plenty of opportunities to use fast charging. They're going to be popping up all over the places.

COUNCILWOMAN SANCHEZ: Well, again, I think that this is something that we have to plan out as a city, right, and to the extent that we're having these conversations about public spaces and ensuring, again, equity, you, know. We can't afford Teslas right now, but, you know, if some of this infrastructure stuff that the President wants to do comes through and there are these $20,000, $25,000 credit that they're estimating people are going to get for these cars, I want to make sure that there's equity in that

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infrastructure.

And so I'm glad that you're part of the conversation. I think you should be part of the broader conversation. How vehicles -- how we manage that public process is going to be important.

I don't know if you've heard some of the hearings we've had around charging stations in South Philly in Squilla's district. People are -- it's going to become ugly unless we figure out the public utilization piece, because it could become quite challenging. At the same time, we want to encourage it and make it readily available.

So thank you very much, Council President.

Thank you all again to the Fleet Management team. Thank you all.

COUNCIL PRESIDENT CLARKE: Thank you, Councilwoman.

I actually got a text from Councilwoman Parker. The school I

referenced was The Workshop School located at 221 South Hanson Street in West Philly. It's at 48th and Locust, where the kids actually, they built vehicles. It's like I was just so impressed with what they had, but this is great. This is great.

COMMISSIONER ROSATI: They're one of the schools we had. We had ten students come through our program from The Workshop School.

COUNCIL PRESIDENT CLARKE: Great. Great. Awesome.

Okay. Are there any other questions from members of the Committee for these witnesses?

(No response.)

COUNCIL PRESIDENT CLARKE: Seeing none, I want to thank you. Thank you and your team very much for your work. Thank you for what you're doing for these young folks. We need to replicate that in every department in the City of Philadelphia, as was said

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earlier. It would make a difference. So as we encourage people to hire young Philadelphians, you are setting a real example for what everybody should be doing, both in public and private sector. So we appreciate you. Thank you so much.

That concludes our questions for today. This Committee will stand in recess until 10:00 a.m. April 20th, 2022, at which time we will reconvene on Microsoft Teams.

Thank you all very much. We appreciate it.

COMMISSIONER ROSATI: Thank you.

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(Committee of the Whole adjourned at 4:29 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the proceedings, evidence and objections are contained fully and accurately in the stenographic notes taken by me upon the foregoing matter, and that this is a true and correct transcript of same.

MICHELE L. MURPHY
RPR-Notary Public

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