



Citizens Advisory Committee Minutes

Wednesday, August 11, 2021

Location: via: Zoom

Attendance:

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

Pennsylvania: Larry Davis, Dan McArdle, Bob Melikian

Emeritus Member(s): Judy Bouldurian

Potential Member(s):

DRPA/PATCO: Jim White, CFO; John Rink, GM; Mike Venuto, CE; Brigette Kordzian, Engineering, Barbara Wagner, Executive Assistant

Public Member(s):

Call to Order

A motion was made to approve the June 9, 2021 minutes. The minutes were approved.

PATCO General Manager, John Rink

Is SEPTA's impact on PATCO due to the update on the open fare collection system?

GM Rink reported that there has been no impact on PATCO.

Are the operating procedure changes because of the NTSB Report on the Lindenwold Rail Yard Incident?

Gm Rink reported that there is a link that will show the Bulletins issued and the six changes made related to the new walkway as part of the Yard Rehab Program. The six-point Bulletin is as follows: 1) There is one designated walkway that is the only permissible route; 2) We modified a rule to include the storage capacities on the storage tracks and where they line up east and west of that walkway; 3) We added a walkway where the train operators are required to sound the horn as they cross the walkway; 4) Train operators must come to a complete stop

before going across the walkway to ensure there is no one crossing while trains are approaching; 5) We added another bulletin that includes an exception to the rules when wheel grinding is done on two of the tracks in the yard; and 6) We modified Safety Rule 203 to be alert for trains. The six changes were implemented relative to the creation of the new walkway installed across the Lindenwold Yard. Ben Saracco asked if any training took place. GM Rink reported that there was no training; however, when the new bulletins were issued, each operator had to physically sign for every new bulletin. We also had every employee re-read Rule 203 about wearing high-visibility safety vests when they are out in the yard and the main line, even though it is standard practice to do that. Dan Norfleet asked GM Rink if testing was done on the operator's stopping and giving the proper whistle. John Rink reported that we did and there's also a camera that views the yard. To date, we've had no issues since the new Bulletins have been issued.

Why are maintenance trucks working at the City Hall Station with diesel engines running where it's not properly ventilated?

GM Rink reported that the vehicles do not belong to PATCO. He stated that we send a truck there to bring a power washer in but was turned off. The only vehicles out there must belong to the contractors working on the capital projects. We are making sure the CM is addressing that issue to make sure the proper ventilation for each project is being followed. Trucks are not supposed to be idling, specifically, in a closed station. GM Rink asked if someone had a particular date and time, and what they saw, and to please provide that information to him so he can investigate the situation. Reggie Haynes asked Straso Jovanovski to provide that information to GM Rink. Don Norfleet indicated that it was late in the evening, about 10:30 p.m. GM Rink reported that that is typically when contractors move their equipment to and from the work locations. There are fans on the platform that are running. This is the first time we've had a complaint such as this. Dan Norfleet asked if a supervisor is on the job when they're moving equipment because contractors want to get in and out as soon as possible and usually don't adhere to the proper safety rules. GM Rink reported that there is a construction monitor that has inspectors out there to verify they are following protocol. PATCO employees oversee moving vehicles in and out and the vehicles don't move without PATCO employees.

What is the status/update on elevator maintenance at 8th, 9th-10th, and 15th-16th that are out of service and what is the status on City Hall?

GM Rink reported that all three of those elevators have been in service and are working in the city. Our metrics for all our elevators this year has been at 98.91%. Joe Russell indicated that he had three random occasions where these elevators didn't work, where you hit the button and the light would go on and off. There was also one occasion where there was caution tape across an elevator at 15th-16th and it seemed like the elevators weren't working, in general. GM Rink reported that all malfunctions are recorded, and the metrics are good. The City's elevator at 15th-16th, at the street level was out in October 2020 until just last week. Joe Russell indicated that was one of the elevators he was referring to. GM Rink reported that the City had budget issues, they had to put money into their Capital Budget because the cost to repair exceeded what they had in their budgets. GM Rink further reported that elevators at City Hall are scheduled to be complete in April of next year and in August. The station will be complete in September of

2022. Elevator 1 is from the street to the concourse and Elevator 2 is from the concourse to the platform. GM Rink further reported that the elevator at 12th-13th, from the platform to the concourse should be done in February, and from the concourse to the street will be done in May, with the hope to complete all work in June 2022.

Why is there an increased number of “Special Schedules” during “Off Peak” hours causing longer than 30-minute headways? When will maintenance be complete?

GM Rink reported that we only had one time since May where we exceeded a thirty-minute headway. It was on a Sunday with a 36-minute headway. Regarding the special traffic and track work, we have two major capital projects going on and PATCO maintenance is doing their work. That is the reason for the track work schedule at night and on the weekends. The work includes the Ben Franklin Bridge, the Camden Tunnel Rehab, the Broadway interlocking replacement, and PATCO maintenance. These projects are going to continue into next year.

Why is the TV running ads for the safety app, but doesn’t display the name of the app.?

GM Rink reported that “Look up Speak Up” is the name of the app. Joe Russell stated that’s the problem – it looks like a sentence. John Rink added that Mike Williams has a new campaign to enter a new phase in the coming weeks to refresh the ads. There will be a whole new campaign for ads for safety apps.

Please provide a report on the interview between KYW, John Hanson, and John Rink regarding bridge revenue being up, PATCO still low, and potential discounts. What is the logic around discounts when employers are not yet expecting employees to work in the office?

GM Rink reported that the question on how CEO Hanson came across on KYW was completely different than the entire conversation. GM Rink reported that, right now, there are no discounts that are planned. PATCO ridership remains low even though we’re up to 36%. CFO White will report that revenues and finances remain tight. KYW did ask if we would consider discounts and we stated that we would consider doing it if it made a difference. Right now, to move the needle on ridership, people need a place to go, with a need to get back and forth to the office, and no one is doing that. So, it doesn’t make sense. GM Rink added that KYW was doing a story on PATCO ridership as they read the Board Reports and look at all the data that is put out in the Board Agenda. KYW asked about ridership, when we thought it would return, then asked if we would consider discounts only for PATCO.

CFO White added, for everyone’s knowledge, the DRPA has a “frequent traveler” commuter discount if you go over the bridges 18 times within a month.

Larry Davis asked if the DRPA could possibly follow SEPTA’s lead on having kids under 12 ride free?

GM Rink reported that, at this time, there have been no change since the topic was brought up before and we are still at 36% of ridership. We are in our second CARES Act Grant, the second

of three we received from the Federal Government. The grants will carry us into next year and we are hoping that we do have a return to ridership.

GM Rink also reported that he is a member of a group called “Ready Set Philly.” Businesses and big law firms are all looking to bring people back to work after Labor Day, but that might change due to the current Delta variant pandemic. So, we’re projecting that we could be back at 50%, which is our hope. With students going back to college and people getting back to work, hopefully we will reach 50% ridership and maybe more. However, that might be delayed as the city just announced they are requiring masks at midnight for everything inside.

Dan Norfleet asked if there were any special provisions on ridership for tomorrow’s game? GM Rink reported that we run six car trains, so that should be sufficient. The first large concert came back over the weekend in Camden at the BB&T Pavilion for Luke Bryant where we had high ridership. Preparations and plans were made like in the past for concerts. There is a Jason Aldean concert coming up this Saturday.

What is the status of the Transit App connecting with PATCO to discuss tighter integration between the two agencies?

GM Rink reported that PATCO coordinates its schedules with the River Line and the AC Line. PATCO deals with a NJ Operations Planner who works out our schedules. We connect when they are changing their schedules to make sure the times work. GM Rink reported that he and Mike Williams met with Beth and her partner. They provided a lot of detail on the dashboard, and we are exploring more with her on that. However, they will not be able to handle our GTFS data, but we did have a good meeting with Beth and her partner. GM Rink further reported that they gave him access to a dashboard with a lot of data. Beth was a rider of PATCO, so she was very enthusiastic about connecting with us. GM Rink will provide future updates.

Why is the Google Maps pin location for the Broadway station incorrect? The station is showing where the River Line’s Walter Rand Transportation Center stop is located.

GM Rink reported that it is a Google Maps error, and we have staff working to get it fixed. He reported that Bill Shanahan was able to fix an issue on Google Maps regarding the Ben Franklin Bridge ramps, so he will get that corrected. GM Rink further reported that the GTFS’ little red pin lines up with the Walter Rand Center.

Please provide updates on bids for the Walter Rand Transportation redesign.

GM Rink reported that the Walter Rand is a New Jersey Transit facility. It is their project, so they are handling the design, the bids, and the construction. We are aware that proposals from design consultants were recently received during the end of June. The design does include the areas we own inside the Walter Rand which includes one side of the station, the Police Headquarters, and where we do our revenue collection. That’s included in the spec, but the entire project is fully funded by New Jersey Transit.

CE Venuto added that the DRPA has talked to engineering at New Jersey Transit, and we will be included in the design process as it relates to coordinating with PATCO and the infrastructure of the Broadway Station and the Headhouse.

Please provide a GTFS update.

GM Rink reported that, in general, we are still looking at our options. Everything has been updated and, to date, we've had no problems with the updates. The issue is more about our track work schedule because we cannot turn it around quick enough with our vendor. Unfortunately, we don't have the staff in-house to do this work and our current finances and budget does not permit it currently. For PATCO, to add in-house staff, we would have to consider adding funds to future budgets, so it would be covered under future fare increases. GM Rink reported that Jeff Kessler also asked about training PATCO staff, but the people who work on our schedules do not do programming. He reported that everything is done through Excel, so unless we can find a cheap and easy way to train our employees, who also do other jobs, it would be very difficult without bringing on additional staff and resources.

GM Rink further reported that the problems we've had in the past have been addressed, but the real issue is pushing out our track work schedules, and with limited time we cannot get our GTFS data updated. However, when we prepare these schedules, we move the train arrival time back, so if the train was scheduled to come in at noon while the track work is being done, the train might come in at 12:05. We make sure we don't move the train time up, and we hold the trains for 2-4 minutes, especially at night when there is a 30-minute headway, so you might have to wait a few minutes for the train to get there.

Larry Davis asked if there is anyway to have a fixed time for ongoing trackwork, so the trackwork schedules are built into the schedule and they don't change whether it is during any day of the week or time of the day? GM Rink reported that we try to do that the best we can, but it's where the trains meet and where we are doing maintenance, and that can vary up and down the line. It all depends on where we remove sections of track and where the trains cross over the single track. We have not found a way to create a schedule that can accommodate multiple outages. It's unfortunate, we try to make it as best as we can so people can rely on us, but it all depends on where the work is and where the trains will cross.

What is the status of the countdown clock, showing both scheduled and real-time data? Do we have a timeline?

GM Rink reported that the countdown clocks on the platform LEDs are still scheduled to be completed by Thanksgiving. Right now, it will only be on the red platform LEDs. We have been asked if we were going to put them at other locations. We will explore that when we are sure that everything works on the LEDs, as we believe we can send out a data link, which we have to explore. As mentioned in previous meetings, this system is going to be using the data from our signaling SCADA system, which is on a closed loop system and is not open to the public or our network. We are going to explore our options to see if we can securely push out information that we can display on the LED panels. For right now, we are moving the original

project to get the countdown clocks on the red LEDs and hoping that is finished by Thanksgiving.

Larry Davis asked about using the Solar Panels at the stations for charging electric vehicles. Is that possible?

GM reported that when we performed our survey, there wasn't much interest in charging stations. It's something that could be explored later, but the bigger thing is how people will pay for it. If we install charging stations, we don't want to give power away for free, so how would we charge for it. The infrastructure bill has money to install charging stations, so it will be something we explore after we complete the work that is already being performed.

Larry Davis asked when the DRPA looks for new vehicles, will you look for electric vehicles to update or replace the fleet?

GM Rink reported that the Director of the Fleet Department for PATCO and the DRPA will do an evaluation to see if electric vehicles would meet our needs. He reported that some of our maintenance vehicles that do our maintenance and snow plowing haven't been found yet. GM Rink stated that technology is changing and getting better, especially for pick-up trucks, but our Fleet Director does evaluate those options. We do have hybrid cars that stop when you're idling, but it is a consideration.

Larry Davis asked what is being considered to further reduce your climate impact?

CE Venuto reported that we are upgrading the lighting on the bridges to the LEDs as well as our buildings. We have included in our Engineering specifications the materials we prefer not to have on our job sites to help the environment and encourage minimizing construction waste. When we are specifying, purchasing, and installing equipment, we do look at the energy efficiency, as an example HVAC or generators. We also look at the environmental impact as we upgrade our equipment. The same with the GCL, we are looking at the best ways to utilize the newest technologies.

GM Rink added that the projects going on at the three stations all include lighting being replaced with LED lighting. We also did our smaller lots with LED lights. With the Solar Panels in the four major lots, the remaining light poles still have the old lighting technology, so we will replace those lights with new LED lighting. All the canopies have LED lighting and once the lighting on the four poles is replaced, all parking lots will have LED lighting.

CE Venuto added that the DRPA received an award from the Roads & Bridges Magazine for our innovative thinking in repaving the administration parking lot at the Betsy Ross Bridge using re-claimed asphalt. We milled up and re-claimed the asphalt, so you get the environmental benefits by not having new material and not having any waste. You also don't have the trucks that are trucking the asphalt back and forth to haul it off and bring in the new asphalt. So, we do look at the newest technologies and techniques available as they come to us. CE Venuto further reported that the antiquated decorative lighting system at the Ben Franklin Bridge will also be replaced with LED lighting. As we continue to do projects, we are integrating new technology.

Alan Becker asked John Rink if he got his message regarding NJ Transit trains running the tracks at 80 mph while wiring was being run to the solar panels across the tracks at Ashland Station? The track supervisor informed Mr. Becker that if the work is being done 20 feet away from the tracks, trains can run at 80 mph. Mr. Becker said that after his inquiry, the trains slowed down, and they toot the horn.

John Rink reported that he did not receive the message as he was out of the office a few days last week. He added that the work at Ashland Station includes pulling cables over top of the tracks to connect the transformers to the solar panels. The process was scheduled to be performed at night and coordinated with New Jersey Transit. They were supposed to have their flag men on the job. Alan Becker indicated there were no flag men, only the track supervisor who told him that he stops construction when trains are passing by. Mr. Becker stated that the track supervisor did not stop construction when he was there while walking his dog, but they were working 20 feet away.

Bob Melikian asked about the article that he saw a few months ago regarding the outcome of the NTSB investigation regarding the employee who died on the job. I gather it was an accident. Is that what happened?

GM Rink reported that the outcome of the investigation was an unfortunate accident, and we took steps to strengthen our rules, processes, and procedures. We also put in place rules so the pathway will not be blocked by trains. The gentleman who died worked for PATCO for 51 years and it was a very unfortunate accident.

CFO, James White

CFO White provided a short summary stating that on the PATCO side, ridership has leveled out around 35-36% over the last month or so, which is good growth from where we were three months ago when we were at 25% pre-pandemic. He reported that we are still behind plan, roughly at \$700,000, but will continue to see a widening of the gap between the budget and the revenues as we were looking for a faster recovery, particularly when we came into the August-September-October timeframe. Again, depending upon what is happening with the Delta variant, it may have a major impact on what's going to happen when people return to work and school and people commuting into the city or into New Jersey for college classes, etc. So, what's really helping us currently, is the CARES Act, which is essentially offsetting the lost revenues and a portion of the expenses related to PATCO.

With regards to our 2021 Operating Budget, our projected operating loss was going to be around \$49.2 million after you look at the significant reduction in revenues vs. our expenses. Right now, we are tracking at least \$3 million or so below plan (expense-wise) and I believe it will continue. By the end of the year, we might be somewhere around \$5-7 million under budget. Obviously, this puts the subsidy in a better position, but not sure if we will necessarily achieve our projected income of \$11.8 million, as I think we might be around \$1 million short. So, the total subsidy will still be in the \$42-45 million range. The CARES Act really helped us out. We've drawn in \$40.7 million since last year under the first CARES Act. We have started to draw down on the second, the CRRSASA Grant, where we've pulled in roughly \$3 million out

of \$15.7 million. We are waiting for finalization of around \$27 million under the American Rescue Plan or the Recovery Plan. So, fortunately, we got the FTA grants that are helping us, because I don't see our revenues getting back to where we were pre-covid, for some time, even though I have seen some steady growth in the numbers.

At the DRPA, we are continuing to inch up to the 90% range level vs. 2019. We've seen some nice growth and are ahead of plan. In late November 2020, we were forecasting that we would be down around \$50 million in revenues; however, now I believe it will be closer to around \$30 million. I believe that we will be better than planned by at least \$20 million if things continue. There have been some positives on both the PATCO and DRPA side.

As Mike Venuto mentioned, we have pulled back on some of the capital projects, but there are some projects that are too large where you can't pull back in terms of the total spending. For the 2022 budget, the expectation was that we would spend about \$200 million, but as we go through the budget process, Mike may shave off a little as he has accelerated some of the spending that would have been in 2022. Therefore, we may not approach that \$200 million, but our resources right now for funding the capital program of \$800 million is about \$350 million. The more traffic and revenue we recover, the better off we will be. Certainly, as we come into 2022 and 2023 and if we are not back to 100%, that will mean we will have to make some tough decisions related to the ongoing capital program (on non-priority projects).

GM Rink added that in the last few weeks, ridership has been at 36% and last week we had some days that exceeded 14K riders. Typically, our ridership is at 38K, so we have a long way to go, but we have seen a slow uptick. What's interesting is that our weekend ridership is about 45-50% of normal. So, people are using the line to travel into the city.

CFO White stated that having exceeded 14K a couple of weeks ago was good to mention as we were just barely getting over 11-12K a few months ago, so we certainly have seen in the past two months an uptick in PATCO ridership. Both for traffic and revenue, I think it would be interesting to see what happens after Labor Day. As John Rink mentioned, there are plans from numerous organizations who have pushed back return to work dates from September to October, and some who have pushed back their plans to January 2022. So, there is a fair amount of uncertainty as to what we are going to see as we approach the budget process for the rest of 2021 and 2022.

Ben Saracco asked how big of an impact will the infrastructure bill have on DRPA's budget and capital spending, including overall operations?

CFO White reported that he hasn't followed the bill, but one of things we were trying to lobby for was funding for the bridges to offset the toll revenue losses. For example, we lost \$64 million last year and approximately \$30 million this year.

CE Venuto added that we do have a Grants Department who is aggressively following and pursuing the different ear marks and grant opportunities, to date. We received some money at the end of 2020 for projects that were ready to go. For instance, we received \$3 million for paving the Ben Franklin Bridge. GM Rink also added that there were grant applications

submitted for the DRPA and PATCO. The Grants Department continues to monitor toll technologies for the bridges and fare collection upgrades for open payments in replacing all our devices, so they're hands free as some of the grants refer to Covid and limited exposure.

Bob Melikian asked about an article in the Inquirer that was related to budgetary numbers and capital projects reported. Is that the standard way of notifying the public what has been expended, because it seemed to be for 2021?

CFO White reported that he did not see the Inquirer article. Dan McArdle said he read the article in the TIP, and it was a public notice, not an article. GM Rink reported that the DRPA is required to do a public notice when we are assigning the capital grant money to particular projects, current and future. Sometimes we go through multiple years to obtain money. Each year we will submit additional funds and will bank it, which we did for the yard rehab where we banked a certain amount of money each year to build a pot to be able to fund the project.

Chief Engineer, Michael Venuto

Please provide an explanation on the DRPA FY2021 published proposed program of projects and budget.

CE Venuto reported that when we passed the budget in 2020, we were at \$196M for 2021 and \$846M for our five-year plan. He reported that we are still on pace for 2021 to accomplish that plan of work. Given some of the challenges we incurred with revenues, we are currently focusing on priority projects, so there are some projects in that 2021 plan that were not high priority that we did not start yet, and will look to put them in future year projects. However, we did have a few projects that, given the circumstances through 2021, we were able to move faster. For instance, the Ben Franklin Bridge project is trending ahead of schedule. The Walt Whitman Bridge Corridor Project is ahead of schedule. So, some of the spending we had planned further out past 2021 have been consolidated down to this year. Although we have started some projects, we will still be around the same spending that we budgeted for 2021. We have started the 2022 Capital Budget process where we are receiving requests based on the biennial inspection, and based on our own inspections, we will have an idea of what must be done throughout the four bridges and PATCO. In 2022, there will be a strict focus on priority projects moving forward into the five-year plan.

CFO White added that any new capital budget requests would be highly scrutinized as to whether they are high priority items.

Please provide an update on the Sinking Pearl Pier and the environmental impact.

CE Venuto reported that we are in the process of repairing the pier. We started the construction about two weeks ago and will be done within the next two weeks or so. So far, they've excavated and poured the foundations. He reported that there are no environmental concerns. We worked with ST Hudson Engineers for the design and are working with one of our on-call contractors to do the repairs to the base of the pier.

Steve Benigno asked if we know the cause of the failure for the pier to sink.

CE Venuto reported that, most likely, it was the age of the pier and the continual tide that caused erosion under the wall in the front of the pier that is being repaired. We cleaned it out, redid the concrete blocks, and poured the wall.

Steve Benigno asked how frequently the pier is inspected?

CE Venuto reported that he believes the pier was inspected two to three years ago, inshore and outshore.

_____ asked if there was a plan on doing something with the pier, i.e., selling it, demolishing it, or developing it, as it seems like more of a liability than an asset to the DRPA?

CE Venuto reported that we haven't had any conversations about doing any developing on it for any other future use. He reported that we don't have anything in our capital budget to do anything with the pier at this time.

Bruce Schwartz asked where the pier was located and how it became the DRPA's.

CE Venuto reported that the pier is in Camden along the Camden Waterfront. The pier is adjacent to Ben Franklin Bridge on Pearl Street that runs down the south side of the Ben Franklin Bridge to the waterfront. At the end of the waterfront, go left and the pier extends out adjacent to the Ben Franklin Bridge. It is not in use now but has been used in the past for staging when we've done big painting and projects many years ago. It was used as a staging area for construction equipment. The DRPA has owned the pier for many, many years, but does not know how the DRPA acquired it. CE Venuto reported that the pier is not available for boat docking and is not open to the public. There is a locked gate across it so it cannot be accessed. CE Venuto further reported that there are some plans with Coopers Ferry to extend a walkway along the waterfront underneath the Ben Franklin Bridge into the north side of Camden.

Engineer, Brigitte Kordzian

Brigitte Kordzian presented to the CAC Committee a slide presentation on Inspection Technology using Drones on the Bridges. The Presentation is attached.



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Brigitte Kordzian reported that, as part of the 2020 biennial inspection, we added a drone inspection and started with the Betsy Ross Bridge in January of this year. A 7' drone was used for the 3D survey using LiDar (Light Detection and Ranging) and close up photographs were taken of high mast lights, bearings, bottom chord repairs, and the north fascia beam spans W6-W9 constructed with a sag. The presentation video shows the drone going up to take the photographs. The drone costs \$400K, uses electric motors and rechargeable batteries, and can fly for an hour and a half up to two and a half hours. The drone requires a pilot and an observer to operate. The pilot uses the flight display to monitor the flight and the visual observer

maintains the visual contact of the drone at all times. The engineer and technician are also involved to direct on what to inspect. Photographs taken by the drone can be cropped and enlarged. High Resolution photography is used so you can zoom in on the detail. The drone inspection does not eliminate the hands-on inspection of fractured critical elements required by the FHWA.

Brigitte Kordzian also reported that a smaller drone was used at the Walt Whitman bridge. It was approximately 18 inches, and the cost was \$10K. We are going to compare the photographs to see if it is worth having high resolution vs. the lower resolution. Again, it does not replace the hands-on inspections.

Brigitte Kordzian added that the Commodore Barry Bridge and the Ben Franklin Bridge are next for inspections by drones.

CE Venuto added that we made this presentation to the Operations and Maintenance Committee last week. He reported that the DRPA did not buy, nor do we own the drones. It was through a consultant that performed the biennial inspections who hired the third parties and recommended this technology. It is the first time for the DRPA to use this process. CE Venuto reported that we want to take advantage and utilize the newest technologies provided to us as part of our inspections of the bridges. We are getting a baseline this time and will continue to improve as the tools and technologies get better. He added that the consultants are recommending different equipment and different views of each of the bridges, so we are going to compare and contrast those. CE Venuto reiterated Brigitte Kordzian's comments that this is not to replace hands on inspections with the consultants. It is only to supplement continual hands-on inspections and to take advantage of the technologies offered to us.

Steve Benigno asked about welding and does the drone have x-ray capability?

CE Venuto reported that all weld inspections will be done by traditional methods because the drones do not have x-ray capabilities. The drones do have high resolution, so we can zoom in. Typically, you look at an x-ray for a weld.

Dan McArdle asked once the images are created and rendered, how will they be stored?

Brigitte Kordzian reported that, so far, the consultants have all the photos. Some of the data is vague, so we must discuss how the data will be transferred and how much information needs to be transferred. Our computers are not that huge, but I will sit down with them to go through the photos. Currently, they are sending files a little at a time. I go through them and store them in different categories.

Bruce Schwartz asked, looking into the future, do you see a time when the drone technology will be sufficiently advanced so that you will be able to send one up to run a pattern doing an inspection using artificial intelligence without having to have a human operator?

Brigitte Kordzian reported that whenever FHWA tells us that it's okay, but we still have a long time for that. CE Venuto added that he thinks the technology will be there to do the same pattern

and get the same pictures for comparative purposes. Right now, the rules say an operator and spotter are required.

Old Business:

Upcoming Advance Notice on Public Events:

GM Rink reported that the only PATCO events are the Mask-Up events; however, there was not an event scheduled this month. We were at the Ashland Station last month. The events are pushed out through social media. We tie-in with SEPTA, NJ Transit, and other agencies and make sure we go to every station.

We also partnered with the Borough of Collingswood, the DVRPC, and Cross County Connection for a pop-up project for biking and walking on Atlantic Avenue. Hopefully, they will bike and walk to the Collingswood Station.

New Business:

Bob Melikian reported that there have been no new applications submitted for membership to the Citizen Advisory Committee.

Reggie Haynes and Dan McArdle will get together to update the committee's membership list.

Reggie Haynes reported to the group that ongoing meetings will remain virtual through Zoom. Currently, he doesn't have a date when the committee will return to DRPA Headquarters. Alan Becker added that Governor Murphy has all Boards meeting virtually, so until that changes, we will have to meet virtually. He added that we were supposed to return in September, but when the Delta variant came into play, it changed. Reggie Haynes added that most offices don't necessarily have a definite return to work date, at this time.

Next CAC Meeting: Will be held via Zoom on September 8, 2021, at 6:00 p.m.

Next DRPA Board Meeting: Will be held virtually on September 15, 2021, at 9:00 a.m.