

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 28, 2020

Location: *This meeting was held via remote webinar*

Membership Present

New Jersey Department of Community Affairs

New Jersey Department of Transportation

New Jersey Governor's Appointee

Pennsylvania Department of Transportation

Pennsylvania Governor's Appointee

Pennsylvania Governor's Policy & Planning Office

Bucks County

Chester County

Delaware County

Montgomery County

Burlington County

Camden County

Gloucester County

Mercer County

City of Chester

City of Philadelphia

City of Camden

City of Trenton

Non-Voting Members

Federal Highway Administration

New Jersey Division

Pennsylvania Division

U.S. Department of Housing and Urban Development,
Region III

U.S. Environmental Protection Agency, Region II

U.S. Environmental Protection Agency, Region III

Federal Transit Administration, Region III

Southeastern Pennsylvania Transportation Authority

New Jersey Transit Corporation

New Jersey Department of Environmental Protection

Pennsylvania Department of Environmental Protection

Representative

Sean Thompson

Mike Russo

Andrew Swords

Rudy Rodas

Larry Shifflet

Jim Mosca

Gina Burritt

Nedia Ralston

Bob Harvie

Rich Brahler

Marian Moskowitz

Brian O'Leary

Kevin Madden

Linda Hill

Matthew Edmond

Tom Stanuikynas

Lou Cappelli

Andrew Levecchia

Theresa Ziegler

Leslie Floyd

Peter Rykard

Mark Squilla

Chris Puchalsky

June Morton

Jeffrey Wilkerson

Brian Goodson
(not represented)

(not represented)

(not represented)

(not represented)

(not represented)

Elizabeth Smith

Lou Millan

(not represented)

(not represented)

Delaware River Port Authority
Port Authority Transit Corporation
New Jersey Office of Planning Advocacy
Pennsylvania Department of Community and
Economic Development
DVRPC Co-Counsel
Pennsylvania Co-Counsel
New Jersey Co-Counsel
DVRPC Staff

William Shanahan
Rohan Hepkins
Donna Rendeiro

Aliyah Stanger

Andy Bockis
Tom Coleman

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Stacy Bartels, Katie Nash, Jesse Buerk, Sonia Lee, Paul Smith, Van Doan, Tom Edinger, Jackie Davis, Will Stevens, Maridarlyn Gonzalez, Rob Graff, Alison Hastings, Shoshana Akins, Elise Turner, Najah Jackson, Karen Cilurso, Rick Murphy, Kwan Hui, Brett Fusco, Adam Beam, and Renee Wise.

Guests

PennDOT District 6
DRPA
Philadelphia City Planning Commission
Montgomery County
Delaware County
Delaware County
City of Philadelphia
City of Philadelphia
Bucks County
Philadelphia County

Jonathan Korus
Tonyelle Cook-Artis
David Kanthor
Matthew Popek
Corey Brown
Thomas Hastings
Martine DeCamp
John Haak
Evan Stone
Guy Sheets

Call to Order - Chair's Comments

DVRPC Executive Director Barry Seymour called the meeting to order at 10:01 a.m. Mr. Seymour noted that he would be leading the meeting for Chair Sean Thompson. Mr. Seymour thanked Board members and alternates for participating and noted some of the functions available to participants through Zoom. Mr. Seymour asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. Minutes of Meeting of April 23, 2020

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Morton*, to approve the minutes of April 23, 2020.

Motion passed. All votes were cast in favor of the motion.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Programs presented the following TIP actions to the Board:

a. PA19-124: Wynnewood Road HSIP (MPMS #114270), Montgomery County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Wynnewood Road HSIP (MPMS #114270), to the TIP in the amount of \$200,000 HSIP for Preliminary Engineering in FY20. This project draws down from the Regional Safety Initiatives line item (MPMS #57927).

The purpose of this project is to improve the safety of the project area by converting an undivided four-lane road into a three-lane road with a two-way left turn lane, which will eliminate one conflicting through movement for left turns. The project will also increase the offset to fixed objects along the roadway, add dedicated left turn lanes to existing signalized and unsignalized intersections, install retroreflective signing and pavement markings, and add improvements to signal coordination.

This project was selected as part of a new group of Highway Safety Improvement Program (HSIP) funded projects to be added to the Draft FY2021 TIP for Pennsylvania. Final Design and Construction are programmed in FY21 of the Draft TIP. The Preliminary Engineering phase is being advanced in order to keep the project on schedule.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

DVRPC Executive Director Barry Seymour noted that two public comments were received about this action. A comment from William Cowan of Philadelphia was in support of this action. A public comment was also received from Brandon Savran of Montgomery County asking DVRPC and PennDOT to consider a design for this portion of Wynnewood Road that includes bike lanes in the shoulders of the roadway. Wynnewood Road provides access to South Ardmore Park, a heavily-used recreational asset, from several neighborhoods of surrounding Lower Merion and Haverford Townships. Further, this portion of Wynnewood Road may be indicated as a priority corridor for installation of bike lanes in DVRPC's US 30 Corridor Study and/or the Montgomery County Bike Plan. A response followed indicating that as part of the PennDOT Connects process, the project will include consideration of whether bike lanes can be safely accommodated at this location, in consultation with the Montgomery County Planning Commission, Lower Merion Township, DVRPC, and PennDOT.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Edmond*, seconded by *Mr. Russo* that the Board adopt the following TIP action:

PA19-121, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Wynnewood Road HSIP (MPMS #114270), to the TIP in the amount of \$200,000 HSIP for Preliminary Engineering in FY20.

Motion passed. All votes were cast in favor of the motion.

b. NJ20-023: Reopening of Franklin Square (DB #DR1801), DRPA/PATCO

The DRPA/PATCO has requested that DVRPC modify the FY2020 TIP for New Jersey by increasing the Engineering/Right-of-Way/Construction (ERC) phase of the project, Reopening of Franklin Square (DB #DR1801), by \$374,000 from \$30 million (M) (\$24 M SECT 5337/\$6 M DRPA) to \$30.374 M (\$4.171 M SECT 5337/\$13.623 M DRPA/\$12.580 M DEMO) over the first four years (FY20-23). The U.S. Department of Transportation (USDOT) awarded the DRPA/PATCO a \$12.580 M FY2019 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant for this project, which is being added to the project as \$12.580 M DEMO in the TIP. This award makes current federal and DRPA funding available for other projects. The project description will also be updated as part of this action.

A series of funding adjustments will occur to obligate this project's funding by the FY2019 BUILD deadline. Specifically, in FY20 ERC, FY20 will increase by a total of \$25.374 M from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$30.374 M (\$12.580 M DEMO/\$13.623 M DRPA/\$4.171 M SECT 5337), which is made possible by the following adjustments:

- Decrease FY20 by \$2 M (\$1.6 M SECT 5337/\$400,00 DRPA) from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$3 M (\$2.4 M SECT 5337/\$600,000 DRPA);
- Move a total of \$2.214 M (\$1.771 M SECT 5337/\$443,000 DRPA) prior year unobligated funds from previous FY18 (\$1.371 M SECT 5337/\$343,000 DRPA) and FY19 (\$100,000 DRPA/\$400,000 SECT 5337) to FY20, totaling \$5.214 M (\$4.171 M SECT 5337/\$1.043 M DRPA) (per FTA's request, funds must be shown in the federal fiscal year that will be submitted as part of a grant application for FTA approval in order to obligate the funds); and
- Add \$12.580 M DEMO (BUILD award) and \$12.580 M DRPA match to FY20 ERC. (Note that the total updated amount of \$13.623 M DRPA in FY20 includes: \$12.580 M DRPA match for the BUILD award (DEMO); \$600,000 DRPA match for the updated SECT 5337 amount; and \$443,000 DRPA match from the unobligated prior year funds.)

Further, remove a total of \$25 M (\$20 M SECT 5337/\$5 M DRPA) from FY21, FY22, and FY23, accordingly:

- Reduce FY21 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY22 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY23 by \$9 M (\$1.8M DRPA/\$7.2 M SECT 5337).

These funds will be removed from the project and used to advance other projects.

The FY2019 BUILD Transportation Grant targeted projects that will repair, rebuild, and revitalize significant infrastructure projects. The DRPA/PATCO was one of 55 nationwide awarded recipients out of the \$900 million awarded. The estimated date to reopen Franklin Square Station will not change as a result of this action. Projects awarded in the FY2019 BUILD round must obligate all funds by September 30, 2021 (the date by which the award recipient must have a signed and executed grant agreement in place with the Department of Transportation (DOT)). September 30, 2026 is the date by which all BUILD Transportation award funding must be expended. Like other federal transportation funds in the TIP, BUILD Transportation Grants are reimbursement grants. The recipient of the grant (DRPA/PATCO) will not receive a lump-sum cash disbursement at the time of award announcement or obligation of funds. Instead, the recipient must pay project costs as they are incurred and submit to DOT requests for reimbursement.

Reopening the Franklin Square Station, located at the northern end of the Independence Mall historic district, has been identified as a priority in numerous plans and studies, including the Philadelphia City Planning Commission's Central District Plan, adopted in 2013. It is also listed in the DVRPC Long Range Plan, Connections 2045. The Franklin Square Station last served passengers in 1979, and has since been visible as a "ghost station" from PATCO trains passing through in both directions. A reopened Franklin Square Station will enhance both local and regional access to these areas, and enable a new direct connection with southwestern Center City, Philadelphia via PATCO service to 15th/16th and Locust Streets. It will also enhance access to employment and recreation in the Franklin Square area by residents in Southern New Jersey.

Financial constraint will be maintained. All projects listed contribute to fiscal constraint

Bill Shanahan, PATCO, thanked DVRPC for their support and noted that there has been a concerted effort for this project to have a small footprint in the park so as not to take up too much green space. This area is really a job center and the numbers from the cost benefit analysis were conservative for the station. Mr. Shanahan noted that having the input of the community is very important and that PATCO will be doing more open houses soon. Councilman Mark Squilla thanked everyone for their work on this project and noted that this would be a great project for the city. DVRPC Executive Director Barry Seymour noted that DVRPC hosted an open house for DRPA/PATCO a few months back. A comment was received from Guy Sheets asking if any work has been awarded for design and engineering on this project. Mr. Shanahan responded that the design is 90 percent complete and in final review.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Ms. Morton* that the Board adopt the following TIP action:

NJ20-023, DRPA/PATCO's request that DVRPC modify the FY2020 TIP for New Jersey by increasing the Engineering/Right-of-Way/Construction (ERC) phase of the project, Reopening of Franklin Square (DB #DR1801), by \$374,000 from \$30 million (M) (\$24 M SECT 5337/\$6 M DRPA) to \$30.374 M (\$4.171 M SECT 5337/\$13.623 M DRPA/\$12.580 M DEMO) over the first four years (FY20-23). The project description will also be updated as part of this action.

Also, increase FY20 ERC by a total of \$25.374 M from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$30.374 M (\$12.580 M DEMO/\$13.623 M DRPA/\$4.171 M SECT 5337), which is made possible by the following adjustments:

- Decrease FY20 by \$2 M (\$1.6 M SECT 5337/\$400,00 DRPA) from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$3 M (\$2.4 M SECT 5337/\$600,000 DRPA);
- Move a total of \$2.214 M (\$1.771 M SECT 5337/\$443,000 DRPA) prior year unobligated funds from previous FY18 (\$1.371 M SECT 5337/\$343,000 DRPA) and FY19 (\$100,000 DRPA/\$400,000 SECT 5337) to FY20, totaling \$5.214 M (\$4.171 M SECT 5337/\$1.043 M DRPA) (per FTA's request, funds must be shown in the federal fiscal year that will be submitted as part of a grant application for FTA approval in order to obligate the funds); and
- Add \$12.580 M DEMO (BUILD award) and \$12.580 M DRPA match to FY20 ERC.

Further, remove a total of \$25 M (\$20 M SECT 5337/\$5 M DRPA) from FY21, FY22, and FY23, accordingly:

- Reduce FY21 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY22 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY23 by \$9 M (\$1.8M DRPA/\$7.2 M SECT 5337).

Motion passed. All votes were cast in favor of the motion.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Ms. Morton* that the Board adopt the following TIP action:

TIP Action NJ20-023, DRPA/PATCO's request that DVRPC modify the FY2020 TIP for New Jersey by increasing the Engineering/Right-of-Way/Construction (ERC) phase of the project, Reopening of Franklin Square (DB #DR1801), by \$374,000 from \$30 million (M) (\$24 M SECT 5337/\$6 M DRPA) to \$30.374 M (\$4.171 M SECT 5337/\$13.623 M DRPA/\$12.580 M DEMO) over the first four years (FY20-23). The project description will also be updated as part of this action.

Also, increase FY20 ERC by a total of \$25.374 M from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$30.374 M (\$12.580 M DEMO/\$13.623 M DRPA/\$4.171 M SECT 5337), which is made possible by the following adjustments:

- Decrease FY20 by \$2 M (\$1.6 M SECT 5337/\$400,00 DRPA) from \$5 M (\$4 M SECT 5337/\$1 M DRPA) to \$3 M (\$2.4 M SECT 5337/\$600,000 DRPA);
- Move a total of \$2.214 M (\$1.771 M SECT 5337/\$443,000 DRPA) prior year unobligated funds from previous FY18 (\$1.371 M SECT 5337/\$343,000 DRPA) and FY19 (\$100,000 DRPA/\$400,000 SECT 5337) to FY20, totaling \$5.214 M (\$4.171 M SECT 5337/\$1.043 M DRPA) (per FTA's request, funds must be shown in the federal fiscal year that will be submitted as part of a grant application for FTA approval in order to obligate the funds); and
- Add \$12.580 M DEMO (BUILD award) and \$12.580 M DRPA match to FY20 ERC.

Further, remove a total of \$25 M (\$20 M SECT 5337/\$5 M DRPA) from FY21, FY22, and FY23, accordingly:

- Reduce FY21 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY22 by \$8 M (\$1.6 M DRPA/\$6.4 M SECT 5337),
- Reduce FY23 by \$9 M (\$1.8M DRPA/\$7.2 M SECT 5337).

c. NJ20-024: PATCO Stations Modernizations (DB #D2006), DRPA/PATCO

The DRPA/PATCO has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$9.5 million (M) project, PATCO Stations Modernizations (DB #D2006), to the TIP for FY22 (\$400,000 SECT 5337/\$100,000 DRPA) and FY23 (\$7.2 M SECT 5337/\$1.8 M DRPA) Engineering/Construction (EC).

The project will modernize all commuter stations along the PATCO high speed line and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

d. NJ20-025: PATCO Viaduct Preservation Project (DB #D2007), DRPA/PATCO

The DRPA/PATCO has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$2.5 million (M) project, PATCO Viaduct Preservation Project (DB #D2007), to the TIP for FY20 (\$400,000 SECT 5337/\$100,000 DRPA), FY21 (\$800,000 SECT 5337/\$200,000 DRPA), and FY22 (\$800,000 SECT 5337/\$200,000 DRPA) for Engineering/Construction (EC). The project will improve and protect the Collingswood and Westmont viaducts and will extend the useful life of this portion of the PATCO infrastructure.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

e. NJ20-026: PATCO Rail Replacement - Ferry Avenue to Broadway (DB #D2008), DRPA/PATCO

The DRPA/PATCO has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$7.5 million (M) project, PATCO Rail Replacement – Ferry Avenue to Broadway (DB #D2008), to the TIP for FY20 (\$400,000 SECT 5337/ \$100,000 DRPA), FY21 (\$3.2 M SECT 5337/\$800,000 DRPA), and FY22 (\$2.4 M SECT 5337/\$600,000 DRPA) Engineering/Construction (EC).

This project's construction activities will include the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations. The project will replace original running rail between Ferry Avenue and Broadway in the City of Camden that is at the end of its useful life.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Morton*, seconded by *Mr. Cappelli* that the Board adopt the following TIP actions:

NJ20-024, DRPA/PATCO's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$9.5 million (M) project, PATCO Stations Modernizations (DB #D2006), to the TIP for FY22 (\$400,000 SECT 5337/\$100,000 DRPA) and FY23 (\$7.2 M SECT 5337/\$1.8 M DRPA) Engineering/Construction (EC).

NJ20-025, DRPA/PATCO's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$2.5 million (M) project, PATCO Viaduct Preservation Project (DB #D2007), to the TIP for FY20 (\$400,000 SECT 5337/\$100,000 DRPA), FY21 (\$800,000 SECT 5337/\$200,000 DRPA), and FY22 (\$800,000 SECT 5337/\$200,000 DRPA) for Engineering/Construction (EC).

NJ20-026, DRPA/PATCO's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$7.5 million (M) project, PATCO Rail Replacement – Ferry Avenue to Broadway (DB #D2008), to the TIP for FY20 (\$400,000 SECT 5337/ \$100,000 DRPA), FY21 (\$3.2 M SECT 5337/\$800,000 DRPA), and FY22 (\$2.4 M SECT 5337/\$600,000 DRPA) Engineering/Construction (EC).

3. FY 2021 Work Program Amendment: Commuter Assistance After COVID-19

DVRPC Executive Director Barry Seymour explained that last month DVRPC finished the long-term administration of the RideECO program, but we have always included money in our program budget to assist with marketing of that program. With our involvement ending we had some money left over and we thought of how could that better be used going forward, in a post COVID commuting world which is going to be different than a pre-COVID commuting world.

Mr. Seymour introduced Stacy Bartels, DVRPC Manager, Office of Marketing and Commuter Services, who explained that the sale of the RideECO program to Edenred Commuter Benefits finalized on March 31, 2020, and there are funds remaining in the RideECO Marketing project for FY20. Normally, these funds would expire on June 30, 2020. However, given our inability to implement a spring RideECO marketing and advertising campaign after the sale was complete - in addition to the unique and unprecedented circumstances related to the COVID-19 pandemic - we propose to use these funds during FY21, in a similar and eligible way.

The Stay at Home or Shelter at Home orders for addressing the COVID-19 virus predictably resulted in a huge reduction in automobile travel and caused service reductions and cuts on public transit. Transit that was still in service was accommodating fewer riders per vehicle to ensure proper “social distancing” among those who still had to use our transit systems. TDM efforts virtually came to a halt, but, as back to work schedules are released and implemented, there is still much that can and should be done to stay in touch with commuters and employers.

It is likely businesses will slowly be reopened over the 2020 summer, so this Work Program focuses on tasks and outreach to underscore the importance of returning to alternative ways of commuting (back) to work sites, while also trying to encourage others to try alternative commutes.

Cost and Source of Funds is \$153,321*(Note: 80/20 PA/NJ split with 20% match from DVRPC local funds).

*PA TIP MPMS: # TBD \$98,126 CAQ/\$24,531 DVRPC Local Match

NJ: \$24,531 FTA PL/\$6,133 DVRPC Local Match

DVRPC Executive Director Barry Seymour noted that we think this is a really timely and hopefully really useful project and that there's no new funding. This is just using the available funding and shifting it into FYI 21.

Elizabeth Smith, SEPTA, noted that she thinks this sounds great. On the transit side SEPTA is actually working on a lot of the same things in terms of making sure customers know the system is safe and trying to get them back. She noted that she sees a lot of really great opportunity for our communications team to work directly with

DVRPC. Ms. Bartels responded that communication and collaboration is key in this whole issue and we really like to do that with our TMAs. Bill Shanahan, DRPA, noted that getting the messaging out is important.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Harvie*, seconded by *Mr. Madden* that the Board amend:

The FY 2021 Work Program to include *Commuter Assistance After COVID-19 (21-52-130)*.

Motion passed. All votes were cast in favor of the motion.

4. FY 2021 Project Selection for the Transportation and Community Development Initiative (TCDI) Program

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that the Transportation and Community Development Initiative (TCDI) provides grants to undertake early stage planning, analysis, or design initiatives that implement the region's long-range plan, *Connections 2045*, and enhance or improve the efficiency of the regional transportation system. This initiative focuses on linking land use and transportation planning by providing and maintaining essential infrastructure and supporting local and regional economic development. TCDI seeks to support and leverage local and county comprehensive plans by providing funding to municipalities, counties, and transit agencies. Applicants can receive up to \$100,000 for single municipal projects and \$175,000 for multi-municipal projects. To ensure projects are right-sized, there is also a soft award floor of \$50,000.

For FY 2021, there was \$1.2 million available for Pennsylvania projects and \$600,000 available for New Jersey projects. DVRPC received 36 new project applications; 25 in Pennsylvania and 11 in New Jersey. The funding requests totaled \$2.086 million in Pennsylvania and \$966,668 in New Jersey. The TCDI Review Committee(s) representing the DVRPC counties, state agencies, transit agencies, public participation task force, departments of transportation, and academic institutions reviewed the projects based on a set of quantitative criteria and selected funding priorities for the FY 2021 round. The final list of recommended projects is attached.

Round 16/17(FY 2021) of the TCDI program was provided by FY20 funds from the FY2019 PA TIP and FY20 funds from the FY2020 NJ TIP, which are as follows: \$1,500,000 (\$1,200,000 STU funds/\$300,000 Services in Lieu of Cash (local)) for PA TCDI projects; \$120,000 federal STU/Toll Credit match for PA TCDI program administration; \$750,000 (\$600,000 STBGP-STU funds/\$150,000 Local) for NJ TCDI projects; and \$80,000 STBGP-STU funds for NJ TCDI program administration.

Peter Rykard, City of Chester, asked if letters or communication will be sent out to the applicants who did not get selected. Ms. Cilurso responded that award emails as well as rejection emails will go out today or tomorrow to the applicants. DVRPC Executive Director Barry Seymour thanked everyone who was involved in the review. He noted that it is always tough to choose projects from among a lot of good applicants, but that they got the job done.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Stanuikynas,*, seconded by *Ms. Floyd* that the Board approve:

The list of recommended FY 2021 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

Motion passed. All votes were cast in favor of the motion.

5. Economic Development District (EDD) Designation Application Request

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that Economic Development Districts (EDDs) are multi-jurisdictional entities, made up of multiple counties and in certain cases, even cross-state borders. They lead the locally-based, regionally-driven economic development planning process that leverages the collaboration of the public, private, and non-profit sectors to establish a strategic blueprint, known as the Comprehensive Economic Development Strategy (CEDS). The CEDS serves as the guide toward the economic prosperity and resiliency of a region and provides a coordinating mechanism for individuals, organizations, local governments, and private industry to engage in a meaningful conversation and debate about the economic direction of the region.

Since 2009, DVRPC has prepared, updated, and maintained the regional 9-county CEDS for Greater Philadelphia, working in partnership with our member jurisdictions and area economic development organizations. A regional CEDS is a requirement for funding through the U.S. Economic Development Administration (EDA), and projects submitted for EDA funding must be included within and consistent with the regional CEDS.

In February 2018, DVRPC staff presented preliminary information about the EDD designation at the county planning director meetings. The feedback was positive and DVRPC has reached out to the regional US EDA office to inquire about the process and benefits. This designation could provide annual grants from EDA for regional economic development planning and facilitate coordination between federal transportation and economic development funding.

To formally request designation as an Economic Development District (EDD), an applicant must have an EDA-approved CEDS and at least one geographical area within the designated service boundaries that meets EDA's regional distress criteria. US EDA classifies jurisdictions as distressed if the most recently available per capita personal income is 80 percent or less than the national average; the average unemployment rate over the most recent 24-month period for which data is available is at least one percentage point greater than the national average; or the area has a "special need." Given these criteria, the DVRPC region currently meets the requirements to serve as an Economic Development District.

In May 2018, DVRPC formally submitted an application to the regional EDA office. Due to circumstances beyond our control, the application lapsed and EDA is now requesting an updated application. This requires new documentation regarding population and employment figures, staff education, support letters and resolution of the DVRPC Board.

Matthew Edmond, Montgomery County, asked if this would be an application for all nine counties in our region and if the letters that DVRPC needs back from the member governments in the counties have to come from elected officials or staff. Ms. Cilurso responded that this would be for all nine counties and that the letters would need to come from whoever they were originally addressed. Ms. Cilurso noted that she will resend the original letters sent so that everyone can see who it was addressed to and who it came from.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Morton*, seconded by *Mr. Harvie* that the Board enable:

The DVRPC Executive Director and staff to prepare an updated formal application to US EDA to become the federally-designated Economic Development District for the 9-county, bi-state DVRPC region. In addition to the EDA-approved CEDS and maps illustrating the geographic service area, application requirements include letters of support from member counties and information about the composition of DVRPC.

6. Nominating Committee Report: Proposed Candidates for Fiscal Year 2021 DVRPC Board Officers

DVRPC Executive Director Barry Seymour explained that because the Board deferred voting to confirm the nominating committee in April, the Board needs to vote to confirm the nominating committee before the recommended list of Board officers can be presented. The proposed nominating committee is:

Mike Russo, NJDOT
Daniel Kelly, NJ Governor's Office
Larry Shifflet, PennDOT

Mark Squilla, City of Philadelphia
Leslie Floyd, Mercer County
Gina Burritt, PA Governor's Appointee.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Ms. Ziegler* that the Board :

Approve the Nominating Committee for fiscal year 2021 Board Officers.

Mr. Seymour announced that the nominating committee has nominated candidates for Fiscal Year 2021 (July 1, 2020 through June 30, 2021) DVRPC Board Officers. Nominations were also available to be taken from the floor. Elections will take place at the regular June Board Meeting. The recommended candidates are as follows:

Chair: Mark Squilla, City of Philadelphia
Vice Chair: Mike Russo, NJDOT
Secretary: Gina Burritt, Pennsylvania Governor's Appointee
Treasurer: Leslie Floyd, Mercer County

PRESENTATION ITEM

7. Impacts of the COVID-19 pandemic on travel in the DVRPC region using real-time location data

Tom Edinger, DVRPC Manager, Congestion Management Programs, explained that connected Vehicles and GPS-enabled mobile devices and associated applications provide for real-time location data that can be used to provide insights into mobility trends throughout a region. This anonymized and aggregated location-based archived big data has been made available through various organizations, and DVRPC has analyzed it to help better understand the results of the COVID-19 pandemic on traffic patterns throughout the DVRPC region. Daily vehicle miles traveled, mobility, and social distancing data are analyzed by County over the last several months.

Kevin Madden, Delaware County, asked in terms of traffic have we gotten fairly close to where we were pre-shut down, or are we still far from that.

Mr. Edinger responded that we are not at those levels but the trend is definitely going up and we are excited to look at this trend information and see if it does get up to that. We are talking about more people working from home with employment being the same as it was before so it is important to track for some of those reasons. Mr. Seymour noted that what is expected is that we will find that as opposed to the beginning where there was a clear start date of the shutdown, both in Pennsylvania and New Jersey, there will not be a clear end date. It will be a gradual and stepped return in different sectors and different kinds of work will return in different ways so I expect it will not be a sharp, but a more gradual return.

Mr. Madden asked how the social distancing index is calculated. Mr. Edinger responded that there is a formula for it and that it looks at all six indexes. There are different weights and percentages for each one of those measures and it also looks at percent reduction, rather than just at average miles traveled per person. There is also a percent reduction in looking at a baseline as part of that too. Those measures are interesting but the question is how good is the baseline and if it is going to be consistent.

DISCUSSION ITEM

8. One Minute Reports

Mike Russo, NJDOT, thanked DVRPC for arranging today's meeting. Mr. Russo reported that NJDOT continues to focus on delivery of our FY20 capital program. Through April 2020 NJDOT has dispersed \$924 million in ETF funds for capital construction and delivery expenditures. Breaking this out it includes \$653 million on state project expenditures and roughly \$270 million on local project expenditures. With respect to number of actual construction contracts through April, 19 bridge contracts were awarded, 14 pavement contracts, and 15 various other contracts for a total of \$680 million dollars were awarded in construction. Additionally, NJDOT has completed 68 professional service contracts that have been let by the Department for about \$119 million. The expectation is that by the end of the state fiscal year total payment awards will total 32 contracts valued at \$314 million and total professional service contracts awarded with a total of 94 contracts at \$143 million. On the local aid front NJDOT recently began accepting applications on April 13 for a municipal transit village bike way and Safe Streets. Mr. Russo noted that on the construction side NJDOT is taking advantage of the lane closures that are taking place right now and there is an emphasis on moving contracts forward.

Jeffrey Wilkerson, City of Trenton, thanked DVRPC and the TCDI review committee for their allocation for the City of Trenton.

Larry Shifflet, PennDOT, reported that PennDOT is back up and running on construction projects. As of May 1 PennDOT was back working and had all the contractors back working on our construction jobs. The discussion earlier about the decline in travel has a direct impact on our future revenues and less travel means less people at the pump which means less money into the state motor license fund. PennDOT's capital program is probably in the \$1.8 to \$1.9 billion range for 2020 which is a little less than where we've been in past years, but is still very significant.

Marian Moskowitz, Chester County, reported that the county closed last year with over 142,000 acres of open space which puts the county at a little over 29 percent of the county acreage for open space.

Matt Edmond, Montgomery County, reported that in May Montgomery County had a second round of its Montco Strong small business program. The county got about 1,500 applications for grants up to \$25,000 and there is \$5 million total to give out; so

far \$2.9 million has been awarded. This represents a little more than half of the 253 grants. Four fifths of those grants are going to some combination of women and minority owned or veteran owned businesses and there is more to come in round two.

Mark Squilla, City of Philadelphia, reported that the city is trying to move forward with some repaving projects and has been working with the council offices, neighborhood groups, and local business organizations to engage communities to do some design options for some upcoming paving on Washington Avenue. Last week the city held a small online meeting with RCOs and businesses and OTIS released a public online survey as well as videos and people could either login by phone or by email. Normally we have about three to 400 participants from meetings like this but from this meeting we had over 2,000 people respond to the online survey in the first 48 hours and over 6,000 views. Over 5,000 postcards will be mailed out the residents to engage and videos will be translated in Spanish, Chinese and Vietnamese. The city is going to try to continue the process of engagement and keep streets safe and keep business moving.

Elizabeth Smith, SEPTA, reported that of today a total of 284 employees have tested positive for COVID-19 and seven employees were lost. The good news is that we now are up to over 150 employees that have fully recovered and returned back to work. That number is increasing pretty significantly day by day and that has allowed SEPTA to come back to a normal schedule and to have moved past the lifeline service. SEPTA is trying to stay two steps ahead of the governor's spacing plan because we can't increase service without at least about a month's notice. SEPTA just wrapped up our first ever series of virtual budget hearings, which were extremely successful. We saw a very good level of participation and we are planning to keep them around even once we are all allowed to be back together again as another engagement tool that we have in our toolbox. SEPTA has formed an internal recovery process team and more about that will be coming over the next couple of weeks. The focus is really to try and get set to back to what we're calling a new normal. We are looking at this as an opportunity to make things better than ever and take this opportunity to make some changes that should help position us to recover as strongly as possible.

Lou Millan, NJ Transit, reported that there is a tremendous effort focused on the restart and the many things that have to be done to bring back the level of service that is needed once people start traveling and volume is up again. Mr. Millan noted that he rode the train for the first time in two months today and a train that normally has 600 people on it had about 19. New Jersey Transit was very fortunate to receive \$1.4 billion in Cares Act funding which is going to be used entirely to support operations through this period.

Bill Shanahan, DRPA, thanked everybody for their support for the TIP projects and all-around support from DVRPC. Mr. Shanahan noted that DRPA has a recovery process going on and that work continues as planned.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that her office is actively working with 37 municipalities and we would not be able to do that without the help of our state agency partners.

Aliyah Stanger, PA DCED, reported that the CFA (Commonwealth Financing Authority) met this month and the Greenway Trails program application deadline has been moved from the end of this month to July 31 and we should expect decisions to be made at the January meeting. The application deadline for the multimodal program has been moved from July 31 to December 30 and decisions are expected on those grants in March.

9. Executive Director's Report

a. PA TIP and Draft Connections 2045 Long-Range Plan Amendment Public Comment Period Open

Mr. Seymour called the Board's attention to the fact that we have opened our public comment period for the PA TIP and Draft Connections 2045 Long-Range Plan Amendments. There are online events scheduled for June 17 during the day and one during the evening and hopefully these will solicit more comments.

b. Technical Assistance Webinars

Mr. Seymour reported that staff has been putting together and running a whole series of technical assistance webinars. This effort grew out of a survey of municipalities across the region and asked how folks are managing and what they would like some assistance on or where they could use more information. As a result, we put together a whole series of webinars initially targeted to local governments, but really, we have had a variety of individuals that have participated in them. Many of these have had over 100 people participating. One session was on adapting streets for safe outdoor social distancing, one was on best practices for facilitating remote meetings, one was on bike sharing, bike libraries and bike matching, and one was on tips for successful telework. Those have all been completed over the past few weeks and we have two more coming up. Additionally, we have created the Five Tips That are Not P for Pandemic and one on best practices for emergency responders during COVID-19.

c. Bike Match Program

Mr. Seymour noted that DVRPC has developed a bike match program and that we are joining a number of cities around the country, including San Francisco, Denver, New Orleans, and Boston. This program has a platform where individuals that want to or have a bicycle that they can make available to donate can be used by first responders or health workers or those who need to get to work. Individuals that are signing up either need a bicycle or have a bicycle that they want to donate. Mr. Seymour asked Board members to share the word in

their communities and noted that the city of Philadelphia has done something similar through Neighborhood Bike Works, but nothing like that is taking place suburban counties.

d. Air Quality Awareness

Mr. Seymour called the Board's attention to our annual air quality awareness week earlier this month. Unlike in previous years where our primary message of air quality awareness has really been to take transit, our focus now has really been on clean air, or if you if you're going out to pick up food at a curbside pickup turn your car off to reduce emissions.

e. Long Range Plan Outreach

Mr. Seymour reported that DVRPC launched the public outreach process for our long-range plan. This will include five virtual workshops in the month of June. Mr. Seymour noted that he would love it if Board members can join in and maybe say a few words. We will be reaching out to Board members following this meeting and if you're available to join us at any of those events to offer some words of welcome we'd really appreciate it. We have also launched an online survey as part of the long-range plan and as part of the incentive to get folks to fill out that survey we will be offering 20 gift cards of \$50 each to local restaurants. This will be a random drawing and Board members are not eligible to win but this is an incentive for individuals to fill out the survey and this helps support local restaurants.

f. New Releases

Mr. Seymour noted that DVPRC has some new releases including: A Resilient Greater Philadelphia: An Assessment of Planning Tools for Climate Change Resiliency in the Delaware Valley, Land Use in the Delaware Valley, 2015: Enhanced Land Use Data, and a web map: Planning for Electric Vehicles — Mapping Vehicle Distribution and Workplace Charging Demand.

g. Re-opening and Regional Coordination

Mr. Seymour commented that some of the economic development agencies, particularly on the Pennsylvania side, have been having weekly meetings, talking about coordinating economic development programs. DVRPC is trying to pull the county planners together just to talk about our coordinated efforts. Mr. Seymour asked Board members for their thoughts about reopening and next steps. Mark Squilla, City of Philadelphia, commented that the Philadelphia City Council has done some outreach and is using social media to get messaging out. They are working with people who have great contacts within their realm and engaging them to put the message out. This has seemed to help in reaching underserved areas. Mr. Seymour commented that it's likely though not official yet that our region would shift to code yellow at the end of next week.

Brian O’Leary, Chester County, commented that the county has created a business task force of key participants in all the chambers and that the county just started a website that went live yesterday called Restore Chester County to give guidance to businesses and how they can reopen and guidance for about 20 different types of industries. Leslie Floyd, Mercer County, commented that no dates have been put out about reopening but we will be submitting plans about what it would look like for us to come back and what physical modifications we might need to make to our offices.

10. Committee Reports

The following committee reports were provided for the Board’s review:

- (1) Regional Technical Committee
- (2) Public Participation Task Force
- (3) Regional Safety Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:43 a.m. on a

MOTION by Mr. Squilla, seconded by Ms. Floyd.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC’s website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC’s Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC’s Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary