

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting June 25, 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
Delaware River Port Authority

Representative

(not represented)

Mike Russo
Andrew Swords
Rudy Rodas
Jim Mosca
Gina Burritt
Nedia Ralston
Bob Harvie
Rich Brahler
Brian O'Leary
Linda Hill
Valerie Arkoosh
Matthew Edmond
Tom Stanuikynas
Carol Thomas
Andrew Levecchia
Theresa Ziegler
Leslie Floyd
Peter Rykard
Mark Squilla
Chris Puchalsky
Eleanor Sharpe
June Morton
Jeffrey Wilkerson

Brian Goodson
(not represented)

(not represented)

(not represented)

(not represented)

(not represented)

Elizabeth Smith

Lou Millan

Elizabeth Semple

(not represented)

William Shanahan

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

Rohan Hepkins
Donna Rendeiro

Michael Shorr

Andy Bockis
Tom Coleman

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

Guests

PennDOT District 6
DRPA
Philadelphia City Planning Commission
Montgomery County
Delaware County
Delaware County
City of Philadelphia
Bucks County
Citizen of Chester City
PPTF
Bicycle Coalition of Greater Philadelphia
Residents for Regional Traffic Solutions, Inc.

Jonathan Korus
Tonyelle Cook-Artis
David Kanthor
Matthew Popek
Corey Brown
Thomas Hastings
Martine DeCamp
Evan Stone
Reverend Glen Benson
Michael Clemmons
John Boyle
Susan Herman

Call to Order - Chair's Comments

DVRPC Executive Director Barry Seymour called the meeting to order at 10:02 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

Mr. Seymour noted that one public commenter would like to speak. Reverend Glen Benson of Delaware County commented that he has lived at his residence at 1210 Kerlin Street in the City of Chester since 1982. The home is right next to I-95 and due to noise issues and movements there is structural damage to the home. Additional comments from Reverend Benson are attached here.

ACTION ITEMS

1. Minutes of Meeting of May 28, 2020

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Ms. Floyd*, to approve the minutes of May 28, 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. PA19-126: Act 13 Bridges Philadelphia (Various MPMS#s), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding two new projects, Noble Street Bridge over 13th Street (CB #1468) (MPMS #115610) and Pine Road over Pennypack Creek (CB #205) (MPMS #115619) to the TIP for a total of \$5,300,000, using the City's Act 13 allocation from 2017, 2018, and 2019 and programmed as follows: Noble Street Bridge over 13th Street – FY22: \$2,000,000 Act 13 for the Construction phase; Pine Road over Pennypack Creek – FY20: \$300,000 Act 13 for the Preliminary Engineering phase; FY22: \$250,000 Act 13 for the Final Design phase; FY23: \$2,750,000 Act 13 for the Construction phase. These funds are additional to the region.

Noble Street Bridge over 13th Street (CB #1468) (MPMS #115610):

This project will rehabilitate the existing superstructure of the bridge, prolonging its useful life. This work is necessary to remove the current 3-ton weight restriction posting, remove the current "Poor Condition" designation, and prevent continued deterioration that could lead to bridge closure. Recommended rehabilitation includes the demolition and removal of the existing superstructure, the construction of a proposed single-span superstructure with a reinforced concrete composite deck, the construction of sidewalks, edge-mounted barriers, and parapets, abutment beam seat repairs, minor substructure crack sealing and repainting, approach slabs, as well as other related miscellaneous construction.

Pine Road over Pennypack Creek (CB# 205) (MPMS #115619):

This bridge was built in 1977 and is considered to be in "Poor" condition due to its low substructure rating. This project will rehabilitate the bridge to prolong its useful life and remove its current "Poor Condition" status, and prevent continued deterioration that could lead to weight restriction or bridge closure. Recommended rehabilitation includes deck repairs and installation of a protective overlay within the cartway; replacement of the deck, sidewalk, and parapet in the exterior bays; steel girder end repairs; superstructure steel painting; bearing replacement; pedestal and beam seat repairs;

approach slab and backwall reconstruction; and substructure concrete repairs. This project will be coordinated with a related rehabilitation of the Pine Road Bridge over SEPTA project (CB #194) (MPMS# 17521) to minimize travel disruptions, as the two projects are close in proximity.

Financial constraint will be maintained as these are additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Ms. Arkoosh* that the Board adopt the following TIP action:

PA19-126, the City of Philadelphia's request to amend the FY2019 TIP for Pennsylvania by adding two new projects, Noble Street Bridge over 13th Street (CB #1468) (MPMS #115610) and Pine Road over Pennypack Creek (CB #205) (MPMS #115619) to the TIP for a total of \$5,300,000, using the City's Act 13 allocation from 2017, 2018, and 2019 and programmed as follows: Noble Street Bridge over 13th Street – FY22: \$2,000,000 Act 13 for the Construction phase; Pine Road over Pennypack Creek – FY20: \$300,000 Act 13 for the Preliminary Engineering phase; FY22: \$250,000 Act 13 for the Final Design phase; FY23: \$2,750,000 Act 13 for the Construction phase. Motion passed. All votes were cast in favor of the motion.

b. PA19-127: US 422 Modeling and Corridor Analysis (MPMS #114492), Various Counties

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the US 422 Modeling and Corridor Analysis (MPMS #114492), to the TIP in the amount of \$1,000,000 NHPP/Toll Credit for the Study phase in FY20.

DVRPC is currently developing an operations model of the US 422 Corridor in Chester and Montgomery Counties. The model will be used to assess the current and projected operating conditions of the highway and its interchanges. Work completed by DVRPC to date includes development of the base year and 2040 no-build operations models.

A PennDOT procured consultant is needed to assist with tasks which are outside of the scope of work and beyond the limits of DVRPC's resources. This entails conducting a thorough and comprehensive examination of the US 422 corridor including exploring a transit option for the corridor. For the transit component, consultant tasks may include developing preliminary BRT routes, schedules, station location, vehicle operations, system right-of-way, and potential ridership forecasts. Work may include the impacts of additional impervious surfaces, stormwater management, socioeconomic impacts, and detailed cost estimates.

A consultant would assist with the detailed Vissim analysis and modeling efforts. DVRPC could oversee work that involves defining where Flex Lanes would begin and end by direction. Tasks could also focus on looking at opportunities where Flex Lanes may reduce the need for implementing the full programmed widening between PA 363 Trooper Road and US 202. A consultant would assist in sensitivity testing for the operational impacts of this improvement strategy. It is likely that the Flex Lanes would operate with the use of ITS technology. This may include how the Flex Lanes are opened and closed, hours of operation, and inner/outer lane configurations testing. Other ITS technologies, such as ramp metering, speed harmonization, dynamic lane assignment, and queue warning systems may also be explored.

A consultant would prepare a comprehensive final report detailing findings and recommendations for all aspects of their work. DVRPC's modeling work and deliverables would serve as an appendix to the larger report.

This approach would satisfy PennDOT's request to look at the US 422 holistically and would set the foundation for implementation of the recommended improvements.

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 this is a really important study, and that even though we can't widen our way out of congestion everywhere we can be really smart about operational improvements like this.

Elizabeth Smith, SEPTA, commented that SEPTA supports this and has been working closely with greater Valley Forge TMA to examine this corridor and SEPTA is very happy to see some modeling of transit options added in to this project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Ms. Arkoosh* that the Board approve TIP action:

PA19-127, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the US 422 Modeling and Corridor Analysis (MPMS #114492), to the TIP in the amount of \$1,000,000 NHPP/Toll Credit for the Study phase in FY20.

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

3. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process

DVRPC Deputy Executive Director John Ward explained that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed TIP to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable requirements.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.
4. The TIP is financially constrained and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques.
5. Congestion Management Process requirements for non-attainment Transportation Management Areas have been met.
6. A performance-based planning approach to transportation decision making is being integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets.
7. A Coordinated Public Transit-Human Services Transportation Plan has been jointly developed by DVRPC and its state, county, and transit agency partners who periodically convene to maintain and update the plan.
8. The FAST Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: improving resiliency and reliability of the transportation system and reducing stormwater impacts of surface transportation as well as enhancing travel and tourism. DVRPC is working with its partners to include these new factors in the planning process.
9. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.
10. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
11. Environmental justice analysis for low income and minority populations is being included in the regional transportation planning process.
12. DVRPC's programs are conducted consistent with regulations regarding

- disadvantaged business enterprise programs.
13. The Americans with Disabilities Act of 1990 and US DOT regulations entitled Transportation for Individuals with Disabilities, and Section 504 of the Rehabilitation Act of 1973 have been met.
 14. DVRPC's 4-year Federal Certification Review was conducted by FTA and FHWA in October 2018 and resulted in several Commendations, several Recommendations, and one Corrective Action which was related to the need to update the Title VI Assurances that are contained in all contracts that DVRPC lets. DVRPC updated the necessary Assurances effective January 14, 2019 and the Certification Review Final Report, dated February 20, 2019, indicates that the Federal Review Team considers this Corrective Action addressed.
 15. Regarding transit agency representation on MPO policy boards, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d)(4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item.
 16. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Stanuikynas*, seconded by *Mr. Levecchia* that the Board certify:

That the DVRPC Board certify that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation.

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

4. Election of Fiscal Year 2021 Board Officers

Barry Seymour, DVRPC Executive Director, first thanked the FY2020 Board Officers for their service, and especially Board Chair Sean Thompson.

Mr. Seymour presented the nominating committee recommendations for Fiscal Year 2021 (July 1, 2020 through June 30, 2021) DVRPC Board Officers. Mr. Seymour asked if there were any nominations from the floor. Hearing no nominations from the floor, the Board considered the recommended slate of candidates from the nominating committee.

The recommended candidates are as follows:

Chair – Councilman Mark Squilla, City of Philadelphia.
Vice Chair – Michael Russo, New Jersey Department of Transportation
Secretary – Gina Burritt, PA Governor’s Appointee
Treasurer – Leslie Floyd, Mercer County

Valerie Arkoosh from Montgomery County, with Matthew Edmond as alternate, was selected to represent the Pennsylvania counties on the Executive Committee. Leslie Floyd from Mercer County, with Matthew Lawson as alternate, was recommended to serve as the New Jersey counties representative on the Executive Committee.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

The slate of nominees for FY2021 DVRPC Board Officers as recommended by the Nomination Committee.

PRESENTATION ITEMS

5. Post-Pandemic Reopening and Recovery: Retail District and Street Adaptation Strategies

Spencer Gober, DVRPC Planner, Office of Community and Economic Development, and Greg Krykewycz, DVRPC Associate Director, Multimodal Planning, explained that as it became clear that the COVID-19 public health crisis would become an economic crisis as well, DVRPC developed and shared ‘5 Ps that are not pandemic’--strategies to help our region’s downtown retail districts survive the crisis and plan for recovery. As Southeastern PA and South Jersey communities move into guarded reopening with more outdoor activities especially, towns are getting creative by adapting street space for outdoor restaurant and retail use. The 5th ‘P’--planning for recovery--and street changes that are being tried nationally and locally for this purpose were reviewed.

Andrew Levecchia, Camden County, commented that in Camden County for a number of years Collingswood has built their own parklet. This is basically a platform that sits in in a parking space. Several municipalities have reached out to Collingswood to find out how to go about building these and how colleagues would build it on their own. Other examples are in Media, Pennsylvania and some of the other examples that Greg has shown are things like converting the sidewalk or taking parking spaces and making them into public dining areas. Mark Squilla, City of Philadelphia, commented that Philadelphia, is doing this starting Friday. Mr. Squilla asked if there were any ideas of how interior dining would look and how that space would be used compared to the

outdoor dining. Mr. Krykewycz responded that he has seen some examples on the news of plastic partitions between tables and things like that. It seems like there are more acute health needs and health concerns with regard to interior dining and during the webinars that we have been holding there are two kinds of things matter; actual safety and actual risk and perceived safety and perceived risk. It is really a value to these businesses to have as many of these outdoor dining options and outdoor retail options as possible. Mr. Gober commented that indoor dining will be reduced capacity and the offset of that for these restaurants is the ability to increase their outdoor dining capacities to offset the fact that they can't have as many people sitting inside anymore. DVRPC Executive Director Barry Seymour noted that it is interesting to see both how businesses have tried to be creative around this, but also how the public sector is responding very quickly in terms of enabling it to happen.

Matthew Edmond, Montgomery County, commented that his office has been doing research on some similar issues on outdoor dining and adapting our streets for bringing commerce into them. One of the resources that we came across was an article recently in a local newspaper where they were doing this and they served as a cautionary tale. There is a small rebellion of a couple dozen businesses who were very, very upset that parking was being taken away and they felt that as business owners their philosophy is that, we're drawing people in so they need a place to park and if you get rid of parking, then you get rid of our livelihood. Mr. Edmond asked if DVRPC has seen any evidence of that sort of thing in our community where businesses are more worried about losing the parking than they are the perceived or actual benefits of being able to put commerce into the street where the parking spaces were. Mr. Gober responded that this really is not a one size fits all and each community may have a different street pattern. Some communities have many one-way streets, some don't have as many one-way streets, and some may have a trolley that goes down the middle of the road. The concept can be applied everywhere, but each community needs to understand the nuances within the community. Employees may now be going back to work but if they previously got to work via transit they may no longer feel comfortable taking transit. With employees driving more than they were before there will be a need to increase parking capacity in downtowns or centers, just to allow for the employees to get to work. Mr. Seymour commented that not only is there a difference between the perception and the reality regarding the risk of COVID there's also a difference between the perception and the reality about parking capacity. Many business owners think if you don't have the space directly in front of the store, then there's no parking, whereas there may be plenty of parking half a block away.

6. Tracking Progress: Regional Indicator Dashboard

Benjamin Gruswitz, DVRPC Manager, Socioeconomic and Land Use Analysis, explained that Tracking Progress is a set of regional indicators that show how well the region is performing relative to the goals and vision of the Connections 2045 Plan. Staff has undertaken a major update to the Tracking Progress website to make it more interactive, offer more features, and easier to update.

DISCUSSION ITEM

7. One Minute Reports

Mike Russo, NJDOT, thanked the nominating committee and the Board for the appointment to the DVRPC Board. Mr. Russo noted that he has been with NJDOT for about 37 years and has always had some form of working relationship with the DVRPC and it has always been a pleasure to work with your staff and it is a privilege to be able to serve on your Board. Mr. Russo also noted an accomplishment for the city of Trenton, because they have now been certified to receive LLC federal funding. They are now eligible to receive federal funding and will open up many additional funding opportunities for the city itself will also have an impact on investments in the region as well.

Andrew Levecchia, Camden County, reported that freeholder director Cappelli has been busy talking about the Camden County metro police division. If anyone wanted to reach out he is happy to facilitate a conversation with the freeholder director and anybody on the Board.

Leslie Floyd, Mercer County, reported that the county continues working remotely and that in office work has been pushed back to July 6.

Jeffrey Wilkerson, City of Trenton, thanked NJDOT for the certification and their support.

Valerie Arkoosh, Montgomery County, reported that things are finally starting to settle down a bit and the state is going into the green phase tomorrow. Ms. Arkoosh noted that sometimes it is easy to take for granted the collaborative efforts that we share together and that this work has been such an inspirational role model of how we can work together as a region. One of the first things that the county did when the COVID pandemic hit us in the southeast was start to convene a daily call of the elected leaders of our five counties. We have been talking to each other, seven days a week until this week when we went to Monday, Wednesday, and Friday. Ms. Arkoosh noted that she hopes that DVRPC will be a leader in determining how we rebuild better. There has been a lot of discussion about resiliency and we talked about the interface with public health and the really significant income disparities and other representations of systemic racism in our region. Ms. Arkoosh noted that she hopes that this is an opportunity to do better as we go forward.

Mark Squilla, City of Philadelphia, reported that Philadelphia has done some extensions on our streets and sidewalks and is even looking at where the street level platforms for dining could be utilized. The city is looking at some temporary pilots and looking at other counties and municipalities and how they're doing things. The city is working within CDC guidelines to make sure safety is always at the forefront and is coordinating with PennDOT and SEPTA to do this. Since opening the applications on June 11, the city has approved 167 new sidewalk cafes.

Peter Rykard, City of Chester, reported that the city is resuming regular business hours on Monday, June 29.

Elizabeth Smith, SEPTA, reported that after this weekend SEPTA will be returning to at least hourly service on most of our regional rail lines. SEPTA is also in the process of putting out a detailed recovery plan and the beginnings of that were just released this week. It includes a 10-point action plan for safe return to travel and that's available on our website and we are working on pulling together an employer toolkit. One of the biggest things we have heard from major employers in the region is that if they can't bring their employees back they can't operate.

Lou Millan, NJ Transit, reported that Governor Murphy announced that on July 6 our full rail and light rail service levels will be restored. We will continue our enhanced cleaning, wearing face coverings, and all of things that will be required. In terms of our ridership levels our Philadelphia interstate bus lines are operating at about 50% ridership and about the same for our South Jersey local bus lines. The system-wide bus ridership number right now is around 40% and on the commuter rail system-wide it is about 10% in the peak hours. The Riverline ridership is at about 30% so it is better than it was but not were used to be.

Rohan Hepkins, PATCO, reported that PATCO ridership is up to about 7,000 riders per day and traffic is up to about 80% on the bridges. PATCO is actively working on a reopening plan. PATCO is working on getting funding from the third stimulus package is working with our legislators to ensure that this time they include bridges and tolling agencies like DRPA.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that her office is working on three programs where we are assisting municipalities in developing resiliency planning. We are providing technical assistance in this program to eight municipalities in two counties to help them identify a land use solution to their hazard issues. A workshop took place which was broken into two half day virtual workshops for each county. There was some great conversation and some great ideas that went back and forth. The second half of the workshop will be in mid-July and the goal is for each of those municipalities to develop one new land use solution.

8. Executive Director's Report

a. NJDOT Funding for the TAP Program

Mr. Seymour called the Board's attention to the fact that NDOT is about to release funding for their TAP program, the federal transportation alternatives program. The three MPOs have been working with the DOT to revise the selection criteria, and there will be a focus for those investments to go to distressed communities and those most in need of assistance. Those applications will come back through our Board for approval.

b. House Transportation Bill

Mr. Seymour noted that the house transportation bill which proposes \$500 billion over five years has \$319 billion for highway and \$105 billion for transit. On the highway side the first year of funding will be one hundred percent funded and will not require a state match. It gives an emphasis on a state of good repair and fix it first before building new capacity as a matter of policy. It would require or establish a new greenhouse gas emissions performance measure for MPOs and states and include some dedicated funding for carbon pollution reduction. It would create a new apportionment program to fund resilience and emergency evacuation needs and require that MPOs and states develop an infrastructure vulnerability assessment to guide investments around that. Additionally, it would increase funding for safety by and require that the Federal Highway Administration adopt context sensitive design to provide for complete streets. It establishes a number of new discretionary grant programs including \$9 billion for projects of national and regional significance and we think that part of that could be towards the Gateway project in New York. It also creates something called a metro performance program, which would provide funds directly to MPOs to help us direct the allocation of Federal funds directly on a competitive basis. On the transit side, it would change the formula back to 80/20. It will provide grants for cities to tackle street congestion and to create bus lanes or priority signalization. It would provide increased funding for new buses that have been cut under the previous legislation and would double the set aside of the low-income neighborhoods and those in greatest need. It creates a national program for VMT as a way to start to perhaps pivot towards moving away from the gas tax and provide significantly more funding for Amtrak; almost \$30 billion over five years. Mr. Seymour noted that more details on the bill are in the Board folders.

c. Long Range Plan Outreach

Mr. Seymour reported that DVRPC launched the public outreach process for our long-range plan. This includes five virtual workshops and we have done four so far. We have reached out to Board members to join us at those events to offer some words of welcome and we 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. Mr. Seymour introduced Alison Hastings, DVRPC Associate Director, Communications and Engagement, who played a rough cut of DVRPC's *Connections 2050 Long-Range Plan* video.

d. Work Program Development

Mr. Seymour reported that DVRPC will soon be reaching out to partners about work program development. We have been talking to staff about what activities we might want to undertake in consideration of equity and racial justice and COVID and the pandemic.

e. 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 were online events held June 17 during the day and one during the evening.

f. Return to Office Schedule

Mr. Seymour noted that DVRPC is taking a gradual and flexible and voluntary approach for our turn to the office. We have been continuing to work remotely and though some people are starting to come back into the office, we are not having public meetings. A lot of our shared space in terms of conference rooms and kitchens and meeting rooms will still be closed. There are a lot of limits in our building and our landlord is the American College of Physicians so they know a lot and are taking very cautious provisions around anyone returning to the office. I would expect our Board meeting next month in July will also be virtual and we will see where things stand in September.

9. 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 11:54 a.m. on a

MOTION by Mr. Harvie, seconded by Mr. Squilla.

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