

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting April 22, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

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

Sean Thompson  
Mike Russo  
Janice Venables  
Jim Mosca  
Gina Burritt  
Nedia Ralston  
Robert Harvie

Chester County  
Delaware County

Rich Brahler  
Brian O'Leary  
Christine Reuther  
Linda Hill

Montgomery County

Val Arkoosh  
Scott France  
Matthew Edmond

Burlington County

Tom Stanuikynas  
Carol Thomas

Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Andrew Levecchia  
Theresa Ziegler  
Leslie Floyd  
Peter Rykard  
Mark Squilla  
Chris Puchalsky  
Eleanor Sharpe  
June Morton  
Jeffrey Wilkerson

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

Brian Goodson  
Gene Porochniak

(not represented)  
(not represented)  
(not represented)  
(not represented)  
Jody Holton  
Lou Millan

New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Tonyelle Cook-Artis
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	Donna Rendeiro
Pennsylvania Department of Community and Economic Development	(not represented)
DVRPC Co-Counsel	
Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Katie Nash, Jesse Buerk, Will Stevens, Brad Lane, Daniel Snyder, Chris Linn, Matt Gates, Beth Wichser, Paul Smith, Brett Fusco, Maridarlyn Gonzalez, Alison Hastings, Rick Murphy, Kwan Hui, Shawn Megill Legendre, Sonia Lee, Linda McNeffer, Elise Turner, Najah Jackson, John Coscia, Jr., Mel Musie, Stacy Bartels, Meijun Liu, Tom Edinger, and Renee Wise.

Guests

PennDOT District 6	Jonathan Korus
Philadelphia City Planning Commission	Martine Decamp
Montgomery County	Matthew Popek
NJ Transit	Lori Thompson
Residents for Regional Traffic Solutions, Inc.	Susan Herman
Bicycle Coalition of Greater Philadelphia	John Boyle
Chester County Resident	John O'Brien
Bucks County Resident	Adam Spector
Bucks County Resident	Joe Johnston
Office of Senator Casey	Lara Flynn
Delaware County Resident	Edward Chang

Call to Order - Chair's Comments

Board Chair, Mark Squilla, called the meeting to order at 10:03 a.m. Chair Squilla asked if there was any press in the meeting and noted that DVRPC would be recording the meeting. DVRPC Executive Director Barry Seymour noted that today is Earth Day and that the first Earth Day took place in 1970.

Public Comments on Agenda and Non-Agenda Items

Public Comments were submitted by John Boyle of the Bicycle Coalition of Greater Philadelphia in support of DVRPC's trails program and the upcoming vote on the trail projects. These comments were also submitted electronically. Joanne Klempner commented that she is in support of the trail projects and specifically the project that would extend the trail around the Fox Chase area to Northampton.

ACTION ITEMS

1. Minutes of Meeting of March 25, 2021.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Harvie*, to approve the minutes of March 25, 2021.

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

2. Transportation Improvement Program (TIP) Actions

Kwan Hui, Manager, NJ Capital Programs, presented the following TIP actions to the Board:

a. NJ20-067: Route 76/676 Bridges and Pavement (DB #11326),  
Camden County

NJDOT has requested that DVRPC amend the FY2020 TIP for New Jersey by removing the \$117 million (M) NHPP funded construction (CON) project, Route 76/676 Bridges and Pavement (DB #11326), from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP, which will be replaced/broken out into three new projects (DB #s 11326B, 11326C, and 11326D). The programming of the three new projects (DB #11326B, 11326C, and 11326D) will be detailed in subsequent TIP Action NJ20-068. The project's updated total cost will be reflected by the new breakout projects.

The Route 76/676 Bridges and Pavement project is located at milepost (MP) 0.7 to 1.7 Route 76 and MP 0.0 to 1.0 Route 676 in the cities of Gloucester and Camden, Camden County. Route 76/676 functions as an Urban Principal Arterial, generally traversing the cities of Gloucester and Camden in the north-south direction. The purpose is to improve safety, correct roadway deficiencies and maintain connectivity and mobility for all users of Route 76 and Route 676. Crash data from 2009 to 2012 indicates this section of Route 76 has crash rates that exceed the statewide average for similar roadways by three times; and NJDOT's Congestion Management System Priority Ranking have identified these sections of Route 76 and Route 676 within the project limits as "severely congested."

Project elements include the resurfacing of Route 76 between MP 1.15 and MP 2.1; resurfacing of Route 676 between MP 0.0 and MP1.0; improvement of shoulder widths within the resurfaced limits; correction of substandard cross slopes, and bridge superstructure replacements on four bridges:

1. Route 76 Bridge over South Branch Newton Creek, Klemm Avenue and Conrail,
2. Route 76 over Nicholson Road,
3. Route 76 and Route 676 NB over Main Branch Newton Creek, and
4. Route 676 SB over Main Branch Newton Creek.

The interchange ramps at Route 76 SB to Route 130 SB, Route 76C, Collings Avenue, and Morgan Boulevard will also be improved, as well as drainage improvements and miscellaneous noise barrier replacement. The rapidly deteriorating Route 76 Bridge over South Branch Newton Creek, Klemm Avenue and Conrail bridge deck has necessitated dividing the project into three breakout projects to accelerate delivery of this particular bridge deck.

Financial constraint will be maintained. The NJDOT has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

b. N20-068: Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1 (DB #11326D), Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2 (DB #11326B), Route 76/676 Bridges and Pavement, Contract 3 (DB #11326C), Camden County

NJDOT has requested that DVRPC amend the FY2020 TIP for New Jersey by adding three new breakout projects from the Route 76/676 Bridges and Pavement (DB #11326) project, totaling \$175.1 million (M) (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX), to the TIP: Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1 (DB #11326D) for an \$89.9 M NHPP funded construction (CON) phase in FY21, Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2 (DB #11326B) for a \$3.5 M NHPP funded Utility (UTL) phase in FY22, and Route 76/676 Bridges and Pavement, Contract 3 (DB #11326C) for an \$81.7 M CRRSAA-FLEX funded CON phase in FY23. The rapidly deteriorating deck of Route 76 bridge over South Branch Newton Creek, Klemm Avenue and Conrail (“Klemm Avenue Bridge”) has necessitated dividing the original project into three breakout projects in order to accelerate the delivery of this particular bridge deck. Per the previous TIP Action NJ20-067, these projects are broken out of the original \$117 M NHPP funded CON project, Route 76/676 Bridges and Pavement (DB #11326). The new breakout projects reflect the latest cost estimates, which is a \$58.1 M cost increase to the original project’s programmed amount. The cost increase is mainly due to updated NJDOT unit price cost estimates for bridges.

In August 2019, NJDOT authorized the Notice to Proceed to complete the Final Design phase and work is currently ongoing. During the design effort, it was noted that the Klemm Avenue Bridge is in the most critical need of rehabilitation. Emergency repairs were performed in May 2019. By April 2020, the structure was shielded on the underside to prevent additional structural deterioration from falling onto the local roadway below. Therefore, construction contract 1 (DB #11326D) will construct improvements that are directly related to the superstructure replacement and overhead sign structure replacement of Klemm Avenue Bridge and the relocation of utilities underneath the bridge. Incidental work will include infiltration basin construction, drainage, lighting, ITS Conduit, pavement rehabilitation, replacement of impacted noise walls and ramp reconstruction for the Route 76 Southbound (SB) to Route 130 SB exit ramp.

Contract 2 (DB #11326B) will focus on advancing utility relocation of overhead PSE&G power lines at the Nicholson Avenue overpass to expedite Contract 3 construction. Work will include the relocation of the existing aerial electric lines to be placed underground, including PSE&G 26kV aerial transmission line, Verizon cable TV communication cables.

Contract 3 (DB #11326C) will occur after the first two contracts are completed and include activities that are not covered by Contracts 1 and 2: roadway work on Route 76 and Route 676 including the mainline and ramps; widening and rehabilitation of the Route 76/676 Northbound (NB) bridge over Main Branch Newton Creek; rehabilitation of the Route 676 SB over Main Branch Newtown Creek and Route 76 over Nicholson Avenue bridges; shifting the center barrier into its final configuration; updating the drainage system; and connecting the ITS system throughout project limits.

Financial constraint will be maintained. The NJDOT has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Russo*, seconded by *Mr. Levecchia* that the Board approve TIP actions:

NJ20-067, NJDOT's request that DVRPC amend the FY2020 TIP for New Jersey by removing a \$117 M NHPP funded CON project, Route 76/676 Bridges and Pavement (DB #11326), from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP, which will be replaced/broken out into three new projects (DB #s 11326B, 11326C, and 11326D).

NJ20-068, NJDOT's request that DVRPC amend the FY2020 TIP for New Jersey by adding three new breakout projects from the Route 76/676 Bridges and Pavement (DB #11326) project, totaling \$175.1 M (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX), to the TIP: Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1 (DB #11326D) for an \$89.9 M NHPP funded CON phase in FY21, Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2 (DB #11326B) for a \$3.5 M NHPP funded UTL phase in FY22, and Route 76/676 Bridges and Pavement, Contract 3 (DB #11326C) for an \$81.7 M CRRSAA-FLEX funded CON phase in FY23.

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

c. NJ20-072: Preventive Maintenance-Bus (DB #T135), NJ TRANSIT

NJ TRANSIT has requested that DVRPC modify the FY2020 TIP for New Jersey by decreasing the FY21 Capital Acquisition (CAP) phase of the Preventive Maintenance-Bus (DB #T135) program line item by \$57.013 M SECT 5307 from \$108.655 M SECT

5307 to \$51.642 M SECT 5307 funds. This program line item provides funding for the overhaul of buses including preventive maintenance costs. NJ TRANSIT anticipates that the \$51.6 M SECT 5307 funds in FY21 will satisfy the level of bus preventive maintenance services needed, so funding can decrease from this line item to support Northeast Corridor (NEC) Improvements (DB #T44) and Rail Rolling Stock Procurement (DB #T112) as detailed in subsequent TIP Actions NJ20-073 and NJ20-074.

Financial constraint will be maintained. DVRPC has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

d. NJ20-073: NEC Improvements (DB #T44), NJ TRANSIT

NJ TRANSIT has requested that DVRPC modify the FY2020 TIP for New Jersey by increasing the FY21 Engineering, Right-of-Way, or Construction (ERC) phase of the Northeast Corridor (NEC) Improvements (DB #T44) program line item by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307. The \$22.744 M SECT 5307 funds being added in FY21 come from converting this line item's \$4.896 M SECT 5337 funds to SECT 5307 and the SECT 5307 funds from Preventive Maintenance-Rail (DB #T39) and Preventive Maintenance-Bus (DB #T135). This program line item provides for improvements to the Northeast Corridor line to maintain state of good repair, increase capacity, and improve efficiency. \$26.385 M SECT 5307 funds in FY21 will support Capital Lease payments for capital portions of rail trackage rights within the agreement for the NEC.

The NEC is the nation's busiest passenger railroad that is utilized by over 2,000 daily commuter, intercity, and freight trains. Not surprisingly, the NEC is the state's busiest and most-used rail line. On a typical weekday, 417 NJ TRANSIT trains operate on at least a portion of the NEC. These trains utilizing the NEC carry 78 percent of the NJ TRANSIT rail system's boardings.

Financial constraint will be maintained. DVRPC has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

e. NJ20-074: Rail Rolling Stock Procurement (DB #T112), NJ Transit

NJ TRANSIT has requested that DVRPC modify the FY2020 TIP for New Jersey by increasing the FY21 CAP phase of the Rail Rolling Stock Procurement (DB #T112) program line item by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds. The \$49.081 M SECT 5307 increase comes from the Preventive Maintenance-Bus (DB #T135) program line item, per earlier TIP Action NJ20-072. FY21 funds will support final debt service payments for 35 existing ALP45 Dual Power Locomotives that run throughout NJ TRANSIT's rail systems and entered revenue service between 2012 and

2014. This program line item provides funding for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and the expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) that will accommodate ridership growth and other system enhancements over the next 10 years.

Financial constraint will be maintained. DVRPC has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

Lou Millan, NJ Transit, thanked Kwan Hui and DVRPC for their work on these projects.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Thompson*, seconded by *Mr. Stanuikynas* that the Board approve TIP actions:

NJ20-072, NJ TRANSIT's request that DVRPC modify the FY2020 TIP for New Jersey by decreasing FY21 CAP phase of the Preventive Maintenance-Bus (DB #T135) program line item by \$57.013 M SECT 5307 from \$108.655 M SECT 5307 to \$51.642 M SECT 5307 funds.

NJ20-073, NJ TRANSIT's request that DVRPC modify the FY2020 TIP for New Jersey by increasing the FY21 ERC phase of the NEC Improvements (DB #T44) program line item by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307.

NJ20-074, NJ TRANSIT's request that DVRPC modify the FY2020 TIP for New Jersey by increasing the FY21 CAP phase of the Rail Rolling Stock Procurement (DB #T112) program line item by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds.

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

### 3. Federal Functional Classification Change, Chester County

Brad Lane, Principal Transportation Engineer, Office of Travel Trends and Forecasts, explained that Gay Street between Matlack Street and New Street in West Chester Borough is currently part of the federal aid system, and is classified as an Urban Principal Arterial. The Borough has requested the removal of this stretch of Gay Street from the federal aid system, and reclassifying it as a Local Road.

DVRPC Executive Director Barry Seymour noted that a public comment was received from John O'Brien of Chester County in support of this project. These comments were submitted electronically prior to the meeting.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. O'Leary, seconded by Mr. Mosca* that the Board approve:

The requested Federal Functional Classification change in West Chester Borough, Chester County.

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

#### 4. DVRPC's new Travel Options Program (TOP)

DVRPC Executive Director Barry Seymour reported that this action will be deferred until next month's Board meeting.

#### 5. NJ 20-069 Transportation Alternative Set-Aside Program selected projects

Daniel Snyder, Project Implementation Engineer, Office of Project Implementation, explained that the New Jersey Transportation Alternative Set-Aside Program (TA-SA) is a competitive federal program established to provide funds for community based "non-traditional" surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system. 28 TA-SA applications requesting approximately \$23.0 million were received from the DVRPC NJ region. Three (3) projects, totaling \$1.959 million are recommended from the DVRPC NJ region for TA-SA, which are as follows:

1. \$440,000 for Edgewater Park Township's Heritage Trail Shared-Use Path and On-Road Improvements in Burlington County
2. \$1 million for the Cooper River Bike/Ped Bridge Project in the area of Admiral Wilson Blvd. and Flanders Blvd. in Camden County
3. \$519,000 for the City of Trenton's Greenwood Avenues Streetscape Project in Mercer County

The three (3) recommended TA-SA projects will be added to the line item, Transportation Alternatives Program (DB #X107), in the FY2020 S/TIP for New Jersey.

Mike Russo, NJDOT, thanked DVRPC for their work on this. Mr. Russo noted that this year the selection of projects involved the component of equity. The rating criteria for TASA selection now also includes demographics for these projects so that we can keep in mind the areas for these projects and the needs in those communities.

John Boyle of the Bicycle Coalition of Greater Philadelphia commented in support of this action. Mr. Boyle's comments were also submitted electronically prior to the meeting.

Favorable recommendation was received from the Regional Technical Committee.



The Board adopted the following motion:

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

The list of selected Transportation Alternatives Set-Aside (TA-SA) projects and amend them into the FY 2020 S/TIP for New Jersey in the amount of \$1.969 million TA (TIP Action NJ20-069, DB #X107).

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

#### 6. DVRPC Regional Trails Program Phase 8 Grant Awards

Shawn Megill Legendre, DVRPC Manager, Regional Trails Program, explained that the following multi-use trail projects are recommended for Regional Trails Program funding by a selection committee composed of representatives of the region's counties and major cities, state natural resource agencies, and the Circuit Trails Coalition. The committee selected from among proposals submitted in response to a funding opportunity announcement released in September 2020. Applications were due in November and were subsequently assessed and prioritized based on project readiness, current funding and additional funds leveraged, catalytic potential, provision of new transportation and/or recreational opportunities to underserved populations and communities of color, and overall project quality.

Pending approval, grants will be issued for the following projects:

1. Rancocas Creek Greenway - Laurel Run (design), Sponsor: Burlington County – \$225,000
2. Camden County Link Bike/Ped Bridge over NJ 130 (design), Sponsor: Camden County – \$300,000
3. Cramer Hill Waterfront Park Trail Connector (acquisition and construction), Sponsor: Cooper's Ferry Partnership – \$128,334
4. Union Transportation Trail Extension (design), Sponsor: East Windsor Township - \$227,888
5. Schuylkill River Trail - Birdsboro and Robeson Township (feasibility study), Sponsor: Schuylkill River Greenway National Heritage Area - \$18,000
6. Bristol Greenway (feasibility study), Sponsor: Bristol Township - \$50,000
7. Neshaminy Creek Greenway Trail (design and construction), Sponsor: New Britain Township - \$140,000
8. Newtown Rail Trail - Bristol Road to the Churchville Nature Center (design), Sponsor: Bucks County - \$238,800
9. Chester Valley Trail - Enola Low Grade Segment (design), Sponsor: Chester County - \$240,000
10. Darby Creek Trail - Southern Extension 1 (construction), Sponsor: Haverford Township - \$300,000
11. West 2nd Street - Chester Waterfront Trail (design), Sponsor: Riverfront Alliance of Delaware County - \$255,645

12. Cross County Trail (feasibility study), Sponsor: Montgomery County - \$120,000
13. Lower Schuylkill River Trail - Bartram's to Passyunk Phase II (feasibility study), Sponsor: Schuylkill River Development Corporation - \$100,000
14. Wissahickon Gateway Trail (design), Sponsor: City of Philadelphia - \$300,000

The 14 projects above total \$2,643,667.

DVRPC Executive Director Barry Seymour noted that several comments were received regarding this action. Those comments were submitted electronically prior to the meeting and previously shared with all Board members, and can be accessed on DVRPC's website.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Levecchia* that the Board approve:

The 14 Regional Trails Program grant awards at a total cost of \$2,643,667.

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

#### 7. FY22 PA TMA Assistance and Mobility Alternatives Program (MAP) Work Programs and Budgets

Stacy Bartels, DVRPC Manager, Office of TDM and Marketing, explained that the *TMA Assistance grant* program has been in operation since 1990 and is largely but not exclusively employer- and commuter-centric, aimed at reducing congestion and improving air quality by promoting alternatives to single-occupant vehicle travel, largely during peak hours. The *Mobility Alternatives Program (MAP)* was initiated in 1995 as an educational and outreach program targeted to specific employers, business parks or corridors selected each year within each TMA's service area. Both programs are funded with regional CMAQ dollars and support TMA or contractor tasks and projects that focus on Transportation Demand Management (TDM) techniques and options.

FY22 is the second year of a two-year contract period; FY21 work programs and budgets were approved last April. It's important to note the negative impact the shutdowns related to COVID-19 had on business, employment and commuting. These contractors have continued to perform relevant TDM work during this period and will do the same in FY22, focusing on back to work initiatives and projects.

The TMAs and Contractors have worked with their respective county planning departments/commissions in developing these work programs and the PA TMA Policy Committee was provided copies of all FY22 TMA Assistance submissions; requested revisions were made to each of these groups prior to today's presentation.

These programs are funded through the federal CMAQ program, through PennDOT.

PA TMA Assistance Grant – \$1,185,000 (\$956,000 CMAQ)

MAP Grant – \$668,375 (\$534,700 CMAQ)

TOTAL – \$1,853,375 (\$1,482,700 CMAQ)

The following shows the total amount of proposed funding for each TMA or contractor, for each program, in FY22:

TMA Assistance:

TMA Bucks	\$224,500 (\$179,600 federal/\$44,900 match)
TMA of Chester Co.	\$224,500 (\$179,600 federal/\$44,900 match)
Delaware Co. TMA	\$224,500 (\$179,600 federal/\$44,900 match)
Greater Valley Forge TMA	\$224,500 (\$179,600 federal/\$44,900 match)
Partnership TMA of Montgomery Co.	\$224,500 (\$179,600 federal/\$44,900 match)
Central Philadelphia TMA	<u>\$ 62,500 (\$58,000 federal/\$14,500 match)</u>
TOTAL	\$1,185,000 (\$948,000 federal/\$237,000 match)

MAP:

TMA Bucks	\$ 67,500 (\$54,000 federal/\$13,500 match)
TMA of Chester Co.	\$ 67,500 (\$54,000 federal/\$13,500 match)
Delaware Co. TMA	\$ 67,500 (\$54,000 federal/\$13,500 match)
Greater Valley Forge TMA	\$ 67,500 (\$54,000 federal/\$13,500 match)
Partnership TMA of Montgomery Co.	\$ 67,500 (\$54,000 federal/\$13,500 match)
UCD TMA	\$ 67,500 (\$54,000 federal/\$13,500 match)
Clean Air Council	\$ 98,375 (\$78,700 federal/\$19,675 match)
SEPTA	<u>\$165,000 (\$132,000 federal/\$33,000 match)</u>
TOTAL	\$668,375 (\$534,700 federal/\$133,675 match)

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. O'Leary*, seconded by *Mr. Thompson* that the Board amend:

The FY 2021 TIP for Pennsylvania (PA21-33) to decrease the FY21 PRA phase of the Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR) (MPMS #110429) by \$67,625 (\$53,300 CMAQ/\$14,325 Local) and to decrease the FY21 PRA phase of the Transportation Management Associations (TMA) (MPMS #111424) by \$144,000 (\$116,000 CMAQ/\$28,000 Local).

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

#### 8. Appointment of Nominating Committee for Fiscal Year 2022 DVRPC Board Officers

DVRPC Executive Director Barry Seymour explained that a Nominating Committee will be selected to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2022 (July 1, 2021 through June 30, 2022). The Chair for FY 2022 must be from New Jersey. The committee will report these candidates at the May Board Meeting and elections will take place at the June Board Meeting.

The recommended Committee is as follows:

Sean Thompson, NJ Department of Community Affairs  
Mike Russo, NJDOT  
Leslie Floyd, Mercer County  
Gina Burritt, Pennsylvania Governor's Appointee  
Nedia Ralston, Pennsylvania Governor's Policy and Planning Office  
Mark Squilla, City of Philadelphia

The Board adopted the following motion:

MOTION by Mr. Levecchia, seconded by Ms. Arkoosh that the Board:

Approve the Nominating Committee for fiscal year 2022 Board Officers.

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

#### DISCUSSION ITEM

##### 8. One Minute Reports

Sean Thompson, NJ DCA, reported that the NJ DCA is waiting for more information on the regulations for the ARP.

Andrew Levecchia, Camden County, thanked DVRPC for all the support with the trail projects.

Leslie Floyd, Mercer County, thanked DVRPC for their support with the trail projects and noted that the county is getting a Plug-In grant for installing EV charging stations in the county.

Jim Mosca, PennDOT, reported that PennDOT made selections for its multimodal program last week and 43 projects totaling about \$45.9 million were selected. In the DVRPC portion of the region 16 projects were selected.

Robert Harvie, Bucks County, thanked DVRPC for their support of the trail projects and noted that the county is enlarging its electric vehicle fleet.

Brian O'Leary, Chester County, reported that the county has been involved in a lot of planning over the year and he showed a short video documenting some of that planning.

Valerie Arkoosh, Montgomery County, thanked DVRPC for their support for trail funding. There are four events planned beginning on April 29 at 4 p.m. on Zoom and the first one is Happy Trails; planning and designing trails for all users. This builds on a study that the county did to look at how to make our trails more accessible.

Mark Squilla, City of Philadelphia, reported that as the President rolls out the large scale infrastructure projects, the city is working with various agencies so that we can send a unified message to the White House and the PA Congressional delegation and federal agencies that investing in the region is a good bet and we have large scale regionally-significant infrastructure projects that will drive the economy, recovery and also our local economies. We want to make sure that Philadelphia priorities are advanced and that the projects are highly competitive and funded and we are excited about the possibilities of the infrastructure bill, and we want to use it to advance racial justice and equity. Additionally, we want to look at climate change, becoming more resilient as a city, building workforce pipelines and good paying jobs and making sure that we're aligning our projects with existing local and regional plans in order to meet the federal guidance. Some of the projects we hope to get prioritized include the modernization of the trolley system, our regional trails, on road bike network, Roosevelt Boulevard improvements, repair of school buildings, and removal of lead from our water systems and older buildings.

Jody Holton, SEPTA, reported that SEPTA will be releasing the Draft Capital and Operating Budgets by the end of next week and they will be available for public comment. There are two public hearings, one on May 24 and the other one on May 25 for these budget documents. In February SEPTA opened the first of two off-site solar farms and the first solar farm is generating 27,000 megawatt hours of power, which is about 10% of our electrical needs.

Lou Millan, NJ Transit, reported that NJ Transit has kicked off the Princeton Transit study and this runs from downtown Princeton to the junction with the northeast corridor. We had our first stakeholder meeting yesterday and what we are intending to

do is take a broad look at travel modes and improving the access to transit and the reach of transit and looking at what is possible. The study will run for about a year.

Eugene Porochniak, FHWA PA, reported that there is a funding opportunity for the RAISE program which is the Rebuilding American Infrastructure with Sustainability and Equity program. Applications for this discretionary grant program are being accepted through July 12.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the office presented our first endorsement to the State Planning Commission and we have our first endorsement of all of our 95 expiring centers. In honor of Earth Day, the New Jersey Department of Environmental Protection is issuing today the draft for public comment of the New Jersey Climate Change strategy. This will be open for public comment for about three weeks and during that time there will be two webinars to go through some of those details. If anybody is interested the link is on their website.

## 6. Executive Director's Report

### a. Federal Earmarks

Mr. Seymour reported that DVRPC has received and submitted support letters for over 50 earmarks across the region. This is the first year in a while that Congress has opened up requests for earmarks and we submitted letters on nine in New Jersey and 42 in Pennsylvania. Most were for modest roadway improvements, but we also had 10 transit projects and some of those roadway projects had transit elements to them. We had eight for trails or bike lanes, two port projects, one for electric vehicle stations, one for historic preservation and three studies. Not all will be funded but it highlights the need. Mr. Seymour thanked Rick Murphy, Kwan Hui, Shawn Megill-Legendre and Mike Ruane for their help getting the letters together for that. Mr. Seymour noted that yesterday he had a conversation regarding the potential for senate earmarks and as more information becomes available about that he will share it with the Board.

### b. Federal Infrastructure Bill

Mr. Seymour called the Board's attention to the federal infrastructure plan formally known as the American Jobs Plan which is still somewhat in flux. The administration seems more open to negotiation and compromise with Congress than the rescue bill that came through. In the last week or so the Republican caucus has discussed floating a smaller infrastructure bill, more narrowly focused, perhaps in the \$600 to \$800 billion range. There was also an introduction by the Republican caucus of the BUILDER Bill which looks at ways to speed up the process by which projects move through and get to construction. The ranking Republican member of the House T&I Committee, Sam Graves issued a statement in favor of a national VMT program paid by vehicle miles traveled as opposed to a gas tax. Some Democrats have been talking about it so it is interesting to see the ranking Republican member put out a statement in favor.

### c. State Infrastructure Report Cards

Mr. Seymour reported that as part of the advocacy for the White House around the infrastructure bill they issued state by state report cards on infrastructure. Pennsylvania gets bragging rights because they were rated a C minus and New Jersey was rated a D plus.

d. Air Quality Awareness Week

Mr. Seymour noted that Air Quality Awareness week is coming up and as part of that we are working with our partners on a variety of social media and outreach around that with messaging on how avoiding car trips can improve air quality and to encourage individuals to try other modes of transportation. We are recommending telecommuting when you can, especially on poor air quality days and to maintain your car regularly.

e. Breaking Ground (virtual) Conference

Mr. Seymour called the Board's attention to the fact that DVRPC is holding the Breaking Ground conference, which typically brings several hundred people together, as a series of virtual events. We will have six programs scheduled between May 17 and June 14. Mr. Seymour thanked Board members Sean Thompson, Mike Carroll, Commissioner Moskowitz, Commissioner Arkoosh and Councilman Squilla for helping us to moderate and facilitate those sessions. All Board members should receive registration information on that soon.

f. DVRPC Annual Report

Mr. Seymour asked Allison Hastings, DVRPC's Manager of the Office of Communications and Engagement, to show DVRPC's annual report, which was done as a story map this year. Ms. Hastings showed the annual report, which is named A Year of Challenges and Change, and noted that the report can be found on DVRPC's website.

g. US EDA Support Letters

Mr. Seymour reported that DVRPC had applied to the US Economic Development Administration back in 2018 to be an economic development district for the region. The EDA did not act on it at that time, so they asked us to reapply in 2020 which we did. They finally came back to us and they need a few more pieces of information to complete the application and we have most of that, but they want updated letters of support. Karen Cilurso may be reaching out to some of you to update support letters that you submitted a few years back so that we can finalize that application and hopefully get that approved.

h. FY 2022 Work Program Modifications

Mr. Seymour noted that the Board took action to approve the FY 2022 Work Program in January, but not every item was funded at that point in time and some things were still pending. Since then, we submitted a number of projects for PennDOT Connects

funding and we just heard back from them that they were able to approve most of them but one they deem not eligible and did not support. Additionally, they were oversubscribed and have financial constraints to consider. The project that was not deemed eligible is work on the Delaware County bike plan. DVRPC staff has been in touch with Linda Hill and Tom Shaffer and we are going to try to figure out how to at least do some of that work. Also, in Philadelphia a corridor study was not funded at the full level but we will be able to supplement some of the funding we received from PennDOT Connects with some general fund funding to be able to keep that project moving as well.

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force
- (3) Regional Safety Task Force
- (4) Delaware Valley Goods Movement 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 11:20 a.m. on a

*MOTION by Mr. Mosca, seconded by Ms. Reuther.*

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](http://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](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary