

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting May 27, 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

Sean Thompson  
Mike Russo  
Rudy Rodas  
Larry Shifflet  
Jim Mosca

Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County

Gina Burritt  
Nedia Ralston  
Robert Harvie

Chester County

Rich Brahler  
Marian Moskowitz

Delaware County

Brian O'Leary  
Christine Reuther  
Linda Hill

Montgomery County

Val Arkoosh  
Scott France  
Matthew Edmond

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

Tom Stanuikynas  
Andrew Levecchia  
Theresa Ziegler  
Leslie Floyd  
Peter Rykard  
Mark Squilla  
Chris Puchalsky  
Eleanor Sharpe  
June Morton  
Michael Kolber

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

Brian Goodson  
Gene Porochniak  
  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
Jody Holton

New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
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

Lou Millan  
(not represented)  
(not represented)  
Tonyelle Cook-Artis  
Rohan Hepkins  
Donna Rendeiro

Michael Shorr

Andy Bockis  
Tom Coleman

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Katie Nash, Jesse Buerk, Will Stevens, Stacy Bartels, Chris King, Shoshana Akins, 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, Mike Ruane, Sarah Moran, Taghi Ozbeki, Ben Gruswitz, Ian Schwarzenberg and Renee Wise.

Guests

Temple University  
Temple University  
Temple University  
Temple University  
Temple University  
Temple University  
PennDOT District 6  
PennDOT District 6  
Philadelphia City Planning Commission  
Delaware County  
Montgomery County  
Montgomery County  
Mercadien P.C.  
Residents for Regional Traffic Solutions, Inc.

Anne Nygard  
Lucas Ashram  
Adam Schantz  
Joseph McLaughlin  
Jeffrey Doshna  
Kareem Groomes  
Jonathan Korus  
David Alas  
David Kanthor  
Mark Morley  
Matthew Popek  
Rena Pinhas  
Digesh Patel  
Susan Herman

Call to Order - Chair's Comments

Board Chair, Mark Squilla, called the meeting to order at 10:02 a.m. Chair Squilla 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

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of April 22, 2021.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Thompson*, to approve the minutes of April 22, 2021.

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

2. Transportation Improvement Program (TIP) Actions

Rick Murphy, Manager, PA Capital Programs, presented the following TIP actions to the Board:

a. NJ20-080: Bridge Preventive Maintenance (DB #13323), Statewide

NJDOT has requested that DVRPC modify the FY2020 S/TIP for New Jersey by increasing the FY21 Engineering/Construction (EC) phase of the program line item, Bridge Preventive Maintenance (DB #13323), in the Statewide Program by \$24.478 million (M) NHPP from \$94.605 M (\$10 M 20S-STATE/\$42.380 M STATE/\$42.225 M STBGP-FLEX) to \$119.083 M (\$10 M 20S-STATE/\$24.478 M NHPP/\$42.380 M STATE/\$42.225 M STBGP-FLEX). This action has no impact on the DVRPC Regional Highway Program. The Statewide Program is not specific to any particular MPO region and includes projects under specific line items that can benefit all MPOs or provide direct support to NJDOT.

This line item provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program. Painting contracts include painting of steel on various structures, as an anti-corrosion measure. Preventive maintenance contracts include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures. In FY21, \$24.478 M NHPP funds will specifically provide for: Maintenance Bridge Painting Contract 2020-1 (\$6.33 M) for locations in Morris County that are outside the DVRPC region; Maintenance Bridge Painting Contract 2020-2 (\$10.731 M) in Mercer County (DVRPC region) and outside the DVRPC region in Monmouth and Ocean Counties; and Maintenance Bridge Painting Contract 2020-3 (\$7.417 M) in Burlington and Camden Counties.

Financial constraint will be maintained. 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 action:

NJ20-080, NJDOT's request that DVRPC modify the FY2020 S/TIP for New Jersey by increasing the FY21 Engineering/Construction (EC) phase of the program line item, Bridge Preventive Maintenance (DB #13323), in the Statewide Program by \$24.478 million (M) NHPP from \$94.605 M (\$10 M 20S-STATE/\$42.380 M STATE/\$42.225 M STBGP-FLEX) to \$119.083 M (\$10 M 20S-STATE/\$24.478 M NHPP/\$42.380 M STATE/\$42.225 M STBGP-FLEX).

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

b. PA21-35: Paratransit Vehicle Purchase (MPMS #60599), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the FY21 Purchase (PUR) phase of the Paratransit Vehicle Purchase (MPMS #60599) program by \$7,000,000 (\$5,600,000 FTA Section 5307/\$1,355,000 State 1514/\$45,000 Local) to zero.

During the COVID-19 pandemic, Paratransit service usage has declined, and vehicle miles traveled for the fleet of 450 vehicles have decreased. Consequently, SEPTA will defer its next planned procurement of new paratransit vehicles to FY22 and the \$7,000,000 programmed in FY21 will be reallocated for other needs. Paratransit vehicles typically have a five-year useful life, and SEPTA typically replaces half of its fleet every three years at a cost of approximately \$21,000,000. In order to fund this \$21,000,000 cost, SEPTA programs approximately \$7,000,000 per year to cover cash flow requirements of the procurements. The most recent procurement of 225 vehicles has been fully funded and is completed.

Financial constraint will be maintained by adjusting 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. Moskowitz*, seconded by *Ms. Arkoosh* that the Board approve TIP action:

PA21-35, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the FY21 Purchase (PUR) phase of the Paratransit Vehicle Purchase (MPMS #60599) program by \$7,000,000 (\$5,600,000 FTA Section 5307/\$1,355,000 State 1514/\$45,000 Local) to zero.

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

c. PA21-36: JFK Boulevard at 32nd Street over SEPTA (30th Street Station)

(Bridge) (MPMS #78757), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) phase of the JFK Boulevard at 32nd Street over SEPTA (30th Street Station) (Bridge) (MPMS #78757) project by \$11,170,000 (FY21: \$5,912,000 NHPP/\$1,478,000 State 185; FY22: \$3,024,000/\$756,000 State 185) from \$22,267,000 (FY21: \$5,912,000 NHPP/\$1,478,000 State 185/\$97,000 State 581; FY22: \$5,912,000 NHPP/\$1,478,000 State 185; FY23: \$5,912,000 NHPP/\$1,478,000) to \$11,097,000 (FY21: \$97,000 State 581; FY22: \$2,888,000 NHPP/\$722,000 State 185; FY23: \$5,912,000 NHPP/\$1,478,000).

The reduction in the CON phase is due to an updated construction cost estimate that considered the Utility (UTL) phase cost increase from December 2019 (previous TIP Action PA19-96), which increased the UTL phase to \$23,001,000 in order to fund the SEPTA portion of the rehabilitation work inside the tunnel. The CON phase is for the PennDOT portion of the work, and the UTL phase is for the SEPTA portion of the work. This project will rehabilitate the poor condition, load-posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street, at 32nd Street over the SEPTA double track (West Branch). The total cost estimate for all phases of the project is approximately \$44 million. The majority of the funding for the project has already been obligated/encumbered.

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study which was undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station is expected to be completed in the coming months.

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

Deputy Executive Director John Ward noted that at the May RTC there was a question about whether there was coordination with all partners involved with this project. Mr. Ward noted that all partners are coordinating on this.

A public comment was received by Larry Tornetta of Montgomery County asking how much money the Schuylkill Yards is putting in. A response was provided stating that the existing bridge is owned by PennDOT and the significant structural repairs are being funded by PennDOT. Due to the ongoing redevelopment in the area, and differing project schedules, some ancillary work (approach slabs, curbs, sidewalks, driveways) may be completed by developers so that neither party delays the other, and neither public nor private funds are wasted.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Ralston* that the Board approve TIP action:

PA21-36, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) phase of the JFK Boulevard at 32nd Street over SEPTA (30th Street Station) (Bridge) (MPMS #78757) project by \$11,170,000 (FY21: \$5,912,000 NHPP/\$1,478,000 State 185; FY22: \$3,024,000/\$756,000 State 185) from \$22,267,000 (FY21: \$5,912,000 NHPP/\$1,478,000 State 185/\$97,000 State 581; FY22: \$5,912,000 NHPP/\$1,478,000 State 185; FY23: \$5,912,000 NHPP/\$1,478,000) to \$11,097,000 (FY21: \$97,000 State 581; FY22: \$2,888,000 NHPP/\$722,000 State 185; FY23: \$5,912,000 NHPP/\$1,478,000).

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

d. A21-37: PA 663 over Ministers Creek (MPMS #16741), Montgomery County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the construction (CON) phase of PA 663 over Ministers Creek (MPMS #16741) back into the TIP in FY21 for \$2,800,000 NHPP/Toll Credit match.

This project was programmed for CON in the previous FY2019 TIP. It was expected to be obligated/encumbered during the FY2021 TIP update and was subsequently not programmed. However, this project was not obligated/encumbered under the previous TIP due to a delay in the final structure approval. Final structure approval was issued December 30, 2020. The project is proceeding towards letting and is now required to be added back into the TIP for the CON phase to advance.

This project involves culvert replacement and will extend the left turn length to add additional storage, improve lane width and taper lengths on the southwestern approach (across the culvert). Because the existing roadway width across the culvert is inadequate the proposed culvert will be widened to accommodate two travel lanes, turning lane and shoulders. The final structural alternative chosen was a culvert replacement to cross the Tributary to Ministers Creek. The existing lane widths are 10-foot lanes and 3-foot shoulders for a total width of 26 feet. The proposed structure will have two 12-foot lanes with shoulders on each side and a varying center turn lane for a total width of 54 feet. Intersection improvements, including traffic signal replacements and sidewalk and ADA accessibility, will be added across the culvert and extend to the intersection of PA 663 and Swamp Pike.

Financial constraint will be maintained by adjusting 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. Arkoosh*, seconded by *Ms. Reuther* that the Board approve TIP action:

PA21-37, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding the construction (CON) phase of PA 663 over Ministers Creek (MPMS #16741) back into the TIP in FY21 for \$2,800,000 NHPP/Toll Credit match.

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

e. PA21-38: The Circuit Line Item (MPMS #105291), Various Counties

DVRPC staff is requesting that the Board amend the FY2021 TIP for Pennsylvania by updating the project description of The Circuit Line Item (MPMS #105291) by adding three (3) new projects and removing three (3) projects from the description to address new candidates requiring PennDOT Project Managers as well as old projects that no longer need to be carried in the program.

The new projects being added are:

1. Chester Creek Trail Phase 2 in Middletown and Aston Townships, Delaware County
2. Wissahickon Gateway Trail in the City of Philadelphia
3. Parkside Cynwyd Trail in the City of Philadelphia

The following three (3) projects will be removed from the description as they have either already been broken out to their own individual project or Let for construction (CON), or both:

1. Newtown Branch Rail Trail (MPMS #105847) in Newtown Township, Bucks County (previously broken out as an individual project on the TIP and Let for CON in April 2020),
2. Chester Valley Trail Extension Design Supplement (MPMS #16705) in Bridgeport Borough, Norristown Borough, and Upper Merion Township, Montgomery County (previously broken out as an individual project on the TIP and Let for CON in February 2020), and
3. Lindbergh Boulevard Sidepath – 84th St to John Heinz National Wildlife Refuge (NWR) (MPMS #105853) in the City of Philadelphia (previously broken out as an individual project on the TIP).

New projects are being added to the Circuit Line Item in order to create PennDOT Multimodal Project Management System (MPMS) numbers and to assign each project a PennDOT Project Manager. PennDOT Project Managers are needed to guide these projects through the federal design process. This program provides a potential source of funds for advancing projects that are part of The Circuit. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-range Plan.

Regional Trails Program funding from the William Penn Foundation was provided to design these Circuit trail projects according to the PennDOT process in order to prepare them for federal and state construction funding opportunities.

Financial constraint will be maintained as no funding for design will change. All projects listed contribute to fiscal constraint.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia in support of this project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Russo*, seconded by *Mr. Thompson* that the Board approve TIP action:

PA21-38, DVRPC Staff's request that the DVRPC Board amend the FY2021 TIP for Pennsylvania by updating the project description of The Circuit Line Item (MPMS #105291) by adding three (3) new projects and removing three (3) projects from the description.

The new projects being added to receive a PennDOT project manager are:

1. Chester Creek Trail Phase 2 in Delaware County
2. Wissahickon Gateway Trail in the City of Philadelphia
3. Parkside Cynwyd Trail in the City of Philadelphia

The following three (3) projects will be removed from the description:

1. Newtown Branch Rail Trail (MPMS #105847) in Bucks County,
2. Chester Valley Trail Extension Design Supplement (MPMS #16705) in Montgomery County, and
3. Lindbergh Blvd Sidepath – 84th St to John Heinz NWR (MPMS #105853) in the City of Philadelphia.

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

f. PA21-39: Bellevue Ave Grade Crossing (MPMS #116082), Bucks County

PennDOT has requested that DVRPC accept into the FY2021 TIP for Pennsylvania a new Statewide funded Rail Grade Crossing (RRX) project, Bellevue Ave Grade Crossing (MPMS #116082) and to accept \$400,000 RRX/Toll Credit match into the FY2021 TIP for construction (CON) in FY21. These are additional funds to the region. This project will install holdout signals with crossing wrap to replace manual push button signals at the Bellevue Avenue at-grade crossing with the CSXT freight rail line. A



holdout signal is used to “hold” a train back that’s going into a train yard or through a town until railroad traffic ahead is clear. This will keep the train from blocking crossings. The purpose of this system installation is to lessen the wait time to cross the railroad crossing for emergency vehicles and the traveling public.

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TA-SA), Automated Red Light Enforcement (ARLE), PennDOT’s Multimodal Transportation Fund (MTF), Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF) will go through formal review and action by the DVRPC Board. The Board is being asked to “Accept” this project and its additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see Financial Guidance for further details). This process is part of the regional MOU between PennDOT, DVRPC, and SEPTA that the Board approved in July 2020.

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 *Mr. Harvie*, seconded by *Mr. Shifflet* that the Board approve TIP action:

PA21-39, PennDOT’s request that DVRPC accept into the FY2021 TIP for Pennsylvania a new Statewide funded Rail Grade Crossing (RRX) project, Bellevue Ave Grade Crossing (MPMS #116082) and to accept \$400,000 RRX/Toll Credit match into the FY2021 TIP for construction (CON) in FY21.

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

### 3. FY2020 DVRPC Competitive CMAQ Program for New Jersey: Recommended Projects

Kwan Hui, DVRPC Manager, NJ Capital Programs, explained that DVRPC staff is seeking Board approval of the list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding from Federal Fiscal Year (FY) 22 to FY24 through the FY2020 DVRPC Competitive CMAQ Program for New Jersey, and to amend the FY2020 Transportation Improvement Program (TIP) for New Jersey by adding five (5) projects, totaling \$4.974 million (M) to the line item, Local CMAQ Initiatives (DB #X065) (TIP Action NJ20-081). The CMAQ Selection Committee recommends awarding \$4.974 M CMAQ funds out of \$5 M available for the following projects in New Jersey:

1) \$3.163 M for Camden County (applicant/sponsor) to construct the Route 130 Camden County Link Trail Bike/Ped Bridge, that is part of The Circuit in Pennsauken Township. The bridge will provide a safer bicycle and pedestrian crossing over Route 130 as part of the 33-mile Cross Camden County Trail (“The Link”). This project also received DVRPC RTC recommendation and Board approval last month (April 2021) for the Regional Trails Phase 8 award for design;

2) \$836,000 for Lawrence Township (applicant/sponsor) to construct Princeton Pike Traffic Flow Mitigation Improvements at the intersections of Princeton Pike and Fackler Road intersection and Princeton Pike and Province Line Road in Mercer County to reduce congestion and improve safety;

3) \$594,000 for Voorhees Township (applicant/sponsor) to construct pedestrian and bike lane improvements for access to the Ashland PATCO Station in Voorhees Township, Somerdale Borough, Cherry Hill Township, and Lawnside Borough in Camden County;

4) \$300,000 for the NJ Department of Environmental Protection (NJDEP) (applicant/sponsor) eMobility Program, specifically for the City of Trenton’s publicly owned electric vehicle (EV) charging stations that will be on public property (\$200,000) and education and outreach activities of the program in Trenton City (\$100,000). This new program is similar to NJDEP’s It Pays to Plug In program that was awarded in the last FY2018 Competitive CMAQ round to provide incentives for EV charging stations. The difference is that the CMAQ funded EV charging stations will be based within Trenton City in order to provide an incentive and possibility for carless and underserved households to take advantage of zero emission transportation for better air quality. The stations will be opened to the general public in and out of Trenton to use; and

5) \$81,000 for the Greater Mercer Transportation Management Association (GMTMA) (applicant/sponsor) marketing (\$25,000) and marketing administration expenses (\$56,000) for a Dynamic Ridesharing App program. This is a new program in the DVRPC region to provide an affordable, low cost transportation solution for lower income, underserved populations to access the growing warehouse and distribution sector in need of more employees, such as underserved workers from Trenton City, Hightstown Borough, East Windsor Township to warehouses in East Windsor and Cranbury Townships.

CMAQ is a federal program established for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. \$5 M was set aside in the TIP for a regional Competitive CMAQ Program to identify and fund eligible projects to advance starting this FY22. While not all of these projects are expected to immediately authorize funding in FY22, they must authorize their CMAQ award by August 2024. Per FHWA, an authorization (“obligation”) is a legal commitment: the Federal government’s promise to pay for the Federal share of a project’s eligible cost.

All submitted projects were reviewed for CMAQ eligibility and then evaluated by the New Jersey Competitive CMAQ Committee based on the criteria posted in the FY2020 Competitive CMAQ Program Guidance. The following evaluation criteria are as follows:

- 1) Project Readiness (25 maximum points)
- 2) Sponsor Capacity (25 maximum points)
- 3) Cost-Effectiveness (20 maximum points)
- 4) Long-Term Viability of Emissions Benefit (20 maximum points)
- 5) Environmental Justice (5 maximum points)
- 6) Level of Match (5 maximum points)

The maximum points for a project is 100. The higher the total project score, the more the project addresses program goals. DVRPC received 11 applications requesting a total of \$15.4 million. The Competitive CMAQ Committee is composed of representatives from the New Jersey Subcommittee of the RTC. For further program details, please visit [www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq).

There will be no impact on the TIP or Long Range Plan conformity determination. DVRPC has completed a project level analysis for each recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region.

A public comment was received from Joseph Russel of Camden County in support of this program. A public comment was received from John Boycle of the Bicycle Coalition of Greater Philadelphia in support of this program.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

The list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding from Federal Fiscal Year (FY) 22 to FY24 through the FY2020 DVRPC Competitive CMAQ Program for New Jersey, and amend the FY2020 Transportation Improvement Program (TIP) for New Jersey by adding five (5) projects, totaling \$4.974 M to the line item, Local CMAQ Initiatives (DB #X065) (TIP Action NJ20-081):

- 1) \$3.163 M for Camden County to construct the Route 130 Camden County Link Trail Bike/Ped Bridge;

- 2) \$836,000 for Lawrence Township to construct Princeton Pike Traffic Flow Mitigation Improvements;
- 3) \$594,000 for Voorhees Township to construct pedestrian and bike lane improvements for access to the Ashland Patco Station;
- 4) \$300,000 for NJDEP's eMobility Program, specifically for Trenton City's publicly owned electric vehicle (EV) charging stations that will be on public property (\$200,000) and education and outreach activities of the program in the city (\$100,000);
- 5) \$81,000 for GMTMA's Dynamic Ridesharing App program marketing (\$25,000) and marketing administration expenses (\$56,000).

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

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

Stacy Bartels, DVRPC Manager, Office of TDM Strategy and Marketing, explained that DVRPC's new Travel Options Program (TOP) is looking to fund innovative TDM projects to provide better access to more travel options across the region. Applicants went through a two-stage application process and a selection subcommittee made up of representatives of partner agencies from throughout the region that are part of the Regional TDM Advisory Committee, rated, scored and selected the finalists, with input from DVRPC, PennDOT, NJDOT and FHWA. DVRPC staff will present the projects that were recommended for funding by this committee, and request action for the Board approval of the TOP project slate for FY2021 and FY2022 projects.

#### Cost and Source of Funds:

- \$575,000 for FY2021 and FY2022
- CMAQ Funds that were previously allocated for RideECO marketing.
- Breakdown of award amount per project:
  - Philadelphia Safe and Sustainable Return to Work \$128,000
  - Automated Vehicle Shuttle in South Philadelphia (Navy Yard) \$347,000
  - PATCO Station Complete Streets Demonstration Project \$ 50,000
  - Light Rail to Trails - Connecting the RiverLINE to the Circuit \$ 50,000

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia in support of this program.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

The TOP project slate and funding for FY2021 and FY2022 projects.

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

#### INFORMATION ITEM

5. Nominating Committee Report: Proposed Candidates for Fiscal Year 2022  
DVRPC Board Officers

Mr. Seymour noted that the Nominating Committee is not yet prepared to report on their recommended slate of officers to serve on the DVRPC Board for Fiscal Year 2022 (July 1, 2021 through June 30, 2022). Sean Thompson, NJ DCA, commented that the Nominating Committee is prepared to nominate Camden County as the Chair for FY 2022. Mr. Seymour noted that in choosing a local New Jersey representative as the Board Chair, the Vice Chair must be a Pennsylvania state representative. Mr. Seymour also noted that nominations may also be made from the floor. Nedia Ralston, PA Governor's Policy and Planning Office, asked if any Pennsylvania state representatives would like to volunteer for the Vice Chair position. Mr. Seymour noted that the Nominating Committee will report back next month when elections will take place.

#### PRESENTATION ITEM

6. Benefits and Burdens: Case Studies in Transportation Equity in the Greater  
Philadelphia Region

DVRPC Executive Director Barry Seymour explained that in June 2020 after the murder of George Floyd and the Black Lives Matter protests, DVRPC held a series of internal meetings with staff aimed at redirecting the agency's Work Program to address historical inequities in planning. As part of that initiative, DVRPC asked Temple University's Public Policy (MPP) and City and Regional Planning (MCRP) graduate students to examine a sampling of NJ and PA projects that the agency has funded or took part in planning, using an equity lens to evaluate Title VI and environmental justice (EJ) impacts within these projects. The Policy Team and the Planning Team researched background and context, conducted interviews, and gathered best practices to propose a transportation equity analysis for future use in DVRPC planning projects.

Christine Reuther, Delaware County, thanked the students and noted that she has been having conversations with the county's planning department about one of the projects on the TIP, which is expanding the Blue Route to three lanes in each direction for its entire length during rush hour by using the shoulder. Ms. Reuther noted that she lives immediately adjacent to the Blue Route in one of the municipalities that is responsible for the fact that it is only two lanes from exit nine on down. She noted that one of her big concerns is if we don't address the on-ramps, especially at 95 South, all

we are doing is shifting traffic congestion, from what is the more affluent part of the county to what is one of our lowest income parts of the county. While it may help a few people who are getting off of exits like the Media/Swarthmore exit, it could increase and create an air quality problem which is known to be really bad in the southeastern part of Delaware county. This is absolutely an equity issue, and is a very timely presentation. Tom Shaffer from our planning department has been following up on this because there needs to be a study on this and other options other than restriping lanes.

Michael Kolber, City of Trenton, thanked the students for their presentation and noted that construction on Route 29 in the City of Trenton which was mentioned in the presentation, showed the lowest equity score of any projects that were studied. This construction really had no positive benefits for the residents of the city and the ongoing effects of construction have carved up the community and eliminated access for city residents to the waterfront. Ongoing pollution issues are also a concern and this is a matter of environmental and racial equity.

DVRPC Executive Director Barry Seymour thanked the students and Professors McLaughlin and Doshna for leading this effort and noted the impressive amount of work the students did. He noted that we will certainly be looking closely at these recommendations and seeing where we can improve. As noted there has been improvement over the decades, but improvement doesn't yet mean success so it is ongoing work that will continue.

## DISCUSSION ITEM

### 8. One Minute Reports

Andrew Levecchia, Camden County, thanked the Nominating Committee for their support of Camden County for the Board Chair position. Mr. Levecchia noted that he is excited about the CMAQ funding and the bicycle bridge that will be built over Route 130.

Leslie Floyd, Mercer County, is looking forward to learning from Camden County about the bridge project. Ms. Floyd thanked Patty Elkis of DVRPC for her work on the Return on Environment Study which is moving forward nicely. Ms. Floyd thanked DVRPC for the CMAQ award in Mercer County.

Larry Shifflet, PennDOT, reported that the Senate Committee on Environment and Public Works voted on their version of a reauthorization bill which does include some significant growth as part of that. It sets a new baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges. This marks an increase of more than 34 percent from the last reauthorization to pass Congress.

Robert Harvie, Bucks County, thanked the Temple students for their report. Mr. Harvie noted that the county's Planning Commission was asked to do a feasibility study for the

upper part of our county which has been really without a lot of public transportation for a long time now. We are going to see how we can help the growing population up there, and the growing economic activity up there.

Marian Moskowitz, Chester County, reported that the county's town tours and village walks will be starting on June 17. This year's theme is the Journey Toward Freedom and more information on this can be found on Chester County's website.

Christine Reuther, Delaware County, reported that Linda Hill, the county's long time Director of Planning and Housing is leaving the county and the new position will be filled. Tom Shaffer, the county's Transportation Planning Manager is going to be joining her as an alternate on the DVRPC Board. One of the individuals who participated in the Temple presentation earlier, Mark Morley, will be joining the Delaware County Planning Department's transportation team.

Valerie Arkoosh, Montgomery County, thanked and commended the Temple students for their excellent report. Ms. Arkoosh noted that the last segment of the Pennypack Trail is now open and it is a little over a mile and goes up to County Line Road in Bucks County. We are within four to six weeks hopefully of getting the Bucks County side open and we will be able to travel about two or two and a half miles up into Bucks County. Another great trail project that has made some substantial progress is in Norristown. The Community has completed a beautiful Black Lives Matter mural that is on State Street, which is the street that runs between our county courthouse and where all of our offices are. Our county courthouse will be breaking ground officially in the next two weeks or so and our new justice center will be starting construction soon. This is a substantial infrastructure project, it is going to be a little over \$300 million to build and will just about double the size of our existing courthouse and will be a game changer in Norristown for the functioning of our courts and a number of other court related offices in the county. That construction project will last about two and a half to three years, but we are extremely excited to get that underway. The planning Commission is partnering with the Pennsylvania Municipal Planning Education Institute to offer a couple of webinars. One is tonight and is entitled The Limits to Zoning. The second is June 1 and is entitled Managing the Subdivision Review Process.

Mark Squilla, City of Philadelphia, reported that the city of Philadelphia, in partnership with SEPTA and PennDOT, released the Roosevelt Boulevard Route for Change report. This report is based on support from a U.S. DOT TIGER planning grant to develop the Roosevelt Boulevard: Route for Change Program to make the Boulevard more safe, accessible, and reliable for all users.

Jody Holton, SEPTA, reported that SEPTA has a new service in lower Bucks County called the Owl Link. SEPTA Owl Link will provide service between existing stops on bus routes 14, 56 and 66 and a growing number of local businesses that operate with late shifts. SEPTA Owl Link service will operate between 10:30 p.m. and 6 a.m., seven days a week. With some industrial and job opportunity locations throughout lower Bucks County there are a number of manufacturing facilities and hospitals that have overnight

shifts in that area and they don't have access to fixed route transit. SEPTA will be operating two buses from 10:30 p.m. to 6:00 a.m., seven days a week that will cover that area. Through an app on your phone or calling a number, you can be picked up by one of the shuttle buses and taken to one of three bustling locations where you can connect with our late night 24 hour bus route service.

Lou Millan, NJ Transit, thanked DVRPC for the CMAQ grant. Data from early May is showing that ridership on all of our modes is increasing. The commuter lines and interstate bus were the hardest hit, but commuter rail growth in early May was up seven percent alone. We are seeing now the highest levels of rail and interstate bus ridership since the pandemic began. There are higher levels of traffic congestion, higher gas prices and, interestingly we are seeing pretty good ridership on weekends. Our ridership on Saturdays is leading the pack at about 65 percent of our previous peak. We are expecting good news tomorrow regarding the Hudson Tunnel project.

Rohan Hepkins, PATCO, reported that PATCO is seeing increased ridership with the ramping up of the vaccines and getting back to work. We were hovering at between 20 and 25 percent and we are now up to 30 percent of pre-COVID ridership.

## 6. Executive Director's Report

### a. Federal Infrastructure Proposal

Mr. Seymour noted that as Mr. Shifflet mentioned, the Senate Committee on Environment and Public Works bill came out and at the same time there are negotiations going on between the administration and Congress around the American Jobs Plan or the infrastructure plan as it is being called. The Administration's number was \$2.2 trillion in their plan but the Congressional Republican response was a much more narrowly focused proposal just for transportation in the range of \$560 million so there is a pretty wide gap between those two numbers. What we are hearing is probably either there will be an infrastructure bill or a reauthorization done by September. There will probably not be both but hopefully at least one will come out of negotiations.

### b. Pennsylvania Transportation Revenue Options

Mr. Seymour reported that Governor Wolf created the Transportation Revenue Options Commission which was charged to come back with a report by August 1. There needs to be alternatives to address the issue of the Turnpike contribution to the state, and to look for broader alternatives for transportation funding. That committee has met a number of times and they seem on track to come back with a set of recommendations by August 1. In the meantime, Pennsylvania has been moving forward on their Pathways Program, which is also looking at a variety of options for statewide funding. One of those is to put tolls on a series of major bridges around the state.

### c. SEPA Transportation Funding Options Study



Mr. Seymour called the Board's attention to the final report of our Southeastern Pennsylvania Regional Transportation Funding Options Study. This study looked at a variety of different funding mechanisms which potentially could be established within our region to supplement available federal and state funds as well as looking at different administrative structures of how the five counties can work together to administer those funds.

d. Breaking Ground Conference

Mr. Seymour noted that the Breaking Ground Conferences have been moving ahead. Mr. Seymour thanked Sean Thompson who moderated the first and Mike Carroll who moderated the second. We have four more between now and mid-June.

e. New Releases

Mr. Seymour called the Board's attention to some new releases including: Montgomery County Turnpike Interchange report, Spot Check: Strategies for Managing Residential Parking in Philadelphia, Municipal Management of Extreme Heat, Barriers to Building Generational Wealth: Mortgage Lending Disparities Across Greater Philadelphia, Aircraft Counting Operations Reports at Wings Field Airport and Chester County Airports, and the Devon Station Multimodal Access Study: Planning Concepts for Safe Pedestrian and Bicycle Mobility.

f. John Ward's Last Board Meeting

Mr. Seymour noted that today is Deputy Executive Director John Ward's last Board meeting. Mr. Seymour noted that Mr. Ward is retiring on June 17 after 36 years of service and seven years as Deputy Executive Director.

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

- (1) Regional Technical Committee
- (2) Public Participation 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 11:42 a.m. on a

*MOTION by Mr. Thompson, seconded by Ms. Arkoosh.*

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.

---

Renee Wise, Recording Secretary