

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting February 24, 2022

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
Sudhir Joshi
Noreen Giblin
Larry Shifflet
Jim Mosca

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

Gina Burritt
(not represented)
Robert Harvie
Evan Stone

Chester County

Rich Brahler
Josh Maxwell
Brian O'Leary

Delaware County

Christine Reuther
Thomas Shaffer

Montgomery County

Val Arkoosh
Scott France
Tom Stanuikynas
Lou Cappelli

Burlington County
Camden County

Andrew Levecchia
Vince Voltaggio
Leslie Floyd
Peter Rykard

Gloucester County
Mercer County
City of Chester
City of Philadelphia

Mark Squilla
Chris Puchalsky
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

Brian Goodson
Eugene 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
(not represented)

Aliyah Stanger

Jonathan Bloom
Tom Coleman

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Karen Cilurso, Maridarlyn Gonzalez, Alison Hastings, Kwan Hui, Najah Jackson, Elise Turner, Betsy Mastaglio, Van Doan, Andrew Svekla, Tammy DiMeo, Kevin Murphy, Jackie Davis, Tom Edinger, Linda McNeffer Derek Lombardi, Betsy Mastaglio, Spencer Gober, Ben Gruswitz, and Renee Wise.

Guests

PennDOT District 6
Montgomery County
City of Philadelphia Planning Commission
Public Participation Task Force
Public Participation Task Force
City of Philadelphia
Gloucester County

Jonathan Korus
Matthew Popek
David Kanthor
Lucas Oshman
Mary Sandone
Martine DeCamp
Jackie Huston

Call to Order - Chair's Comments

Board Chair, Lou Cappelli, called the meeting to order at 10:00 a.m. Chair Cappelli 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 January 27, 2022

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Rykard*, to approve the minutes of January 27, 2022.

Motion passed with an abstention from Mr. Maxwell (Chester County).

2. Transportation Improvement Program (TIP) Actions

Kwan Hui, DVRPC Manager, New Jersey Capital Programs, presented the following TIP actions to the Board:

a. NJ20-015: Pavement Preservation (DB #X51), Various Counties

NJDOT has requested that DVRPC modify the FY2022 TIP for New Jersey by increasing the FY22 Engineering/Right-of-Way/Construction (ERC) phase by \$17.24 million (M) HWYINF from \$10.5 M (\$8.5 M NHPP/\$2.0 M STBGP-FLEX) to \$27.74 M (\$17.24 M HWYINF/\$8.5 M NHPP/\$2.0 M STBGP-FLEX). The action will also update the TIP project description by listing FY22 Pavement Preservation projects in the DVRPC region that will be funded by the full \$27.74 M. Federal Highway Infrastructure Program (HWYINF) funds are additional to the region.

Timely pavement preservation activities can enhance pavement performance, extend pavement life, improve safety, and meet road user expectations. Applying the appropriate pavement preservation treatment at the right time on the right project with quality materials and construction is a critical investment strategy to optimize infrastructure performance. Preservation treatments may include slurry seals, microsurfacing, High Performance Thin Overlay (HPTO), and Ultrathin Frictional Course (UTFC).

Following is the list of locations identified for improvements in the DVRPC region:

- Route 68, Cavell Street to Route 206 and Route 206, White Pine Road to the NJ Turnpike (Burlington County): The segments are located on a critical principal arterial roadway on the National Highway System (NHS) that carries high volumes of traffic and freight.
- Route 42, Route 168 (Black Horse Pike/Atlantic City Expressway) to Route 55 (Gloucester County)
- Route 322, Boro Commons Drive to CR 536/CR 654 (Main St.) (Gloucester County)
- Route 29, State House Complex to Route 295 (MP 3.90 – 8.82(B) in the City of Trenton and Ewing Township in Mercer County: The NJDOT Pavement Management System has identified this segment to be severely deteriorated and has reached the critical stage at which it needs to be preserved to avoid more severe deterioration and avoid or reduce future major rehabilitation costs.

Financial Constraint:

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Thompson, seconded by Mr. Stanuikynas* , to approve TIP action

NJ22-015, NJDOT's request that DVRPC modify the FY2022 TIP for New Jersey by increasing the FY22 Engineering/Rightof- Way/Construction (ERC) phase by \$17.24 million (M) HWYINF from \$10.5 M (\$8.5 M NHPP/\$2.0 M STBGP-FLEX) to \$27.74 M (\$17.24 M HWYINF/\$8.5 M NHPP/\$2.0 M STBGP-FLEX). The action will also update the TIP project description by listing FY22 Pavement Preservation projects in the DVRPC region that will be funded by the full \$27.74 M.

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

b. PA21-67: Projects of Significance Program (MPMS #115472), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, 19th & 37th Street Trolley Station Improvements Accessibility, Rehabilitation, and Modernization, to the Projects of Significance Program, MPMS #115472, in the amount of \$41,347,000 (\$15,000,000 RAISE/\$25,497,000 State 1514/\$850,000 LOC) for the Engineering, Right-of-Way, and Construction (ERC) phase in FY22. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds are additional funds to the region.

On November 19, 2021, the United States Department of Transportation announced that SEPTA's 19th & 37th Street Trolley Station Improvements Accessibility, Rehabilitation, and Modernization project had been selected for a capital grant award under the FY2021 RAISE program. This project will include improvements to the 19th and 37th Street stations of the Philadelphia trolley subway to make them fully accessible, bring them into a state of good repair, and serve as early action for SEPTA's Trolley Modernization program.

SEPTA's Projects of Significance program are projects that identify key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion. These projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region. Projects of Significance include the King of Prussia Rail project to provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia, and the Trolley Modernization project to provide for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit and Suburban Transit Routes, and associated infrastructure upgrades.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, and the RAISE funds are additional funds to the region. All projects listed contribute to fiscal constraint.

DVRPC Executive Director Barry Seymour noted that there were five comments received in support of this action. Those comments can be found 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 *Ms. Burritt*, to approve TIP action:

PA21-67, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, 19th & 37th Street Trolley Station Improvements Accessibility, Rehabilitation, and Modernization, to the Projects of Significance Program, MPMS #115472, in the amount of \$41,347,000 (\$15,000,000 RAISE/\$25,497,000 State 1514/\$850,000 LOC) for the Engineering, Right-of-Way, and Construction (ERC) phase in FY22. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds are additional funds to the region.

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

3. Transportation Performance Management Transit Assets Targets and Update

Mike Boyer, DVRPC Director of Regional Planning, explained that federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets in five areas: Roadway Safety, Bridge and Pavement Condition, System Performance, Transit Assets, and Transit Safety. The region's three Tier 1 transit operators (SEPTA, NJ TRANSIT, and DRPA/PATCO) have recently updated their targets for Transit Assets. The performance under each area, as well as a recommendation for regional action on the targets were presented.

Jody Holton, SEPTA, thanked Mike and DVRPC for putting this together.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Mr. Puchalsky*, that the Board agrees:

To be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Assets targets, and will support the transit operators' efforts at achieving those targets.

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

PRESENTATION ITEMS

4. DVRPC Regional Housing Initiative

Andrew Svekla, DVRPC Manager, Smart Growth, explained that DVRPC has recently kicked off a multiyear, collaborative planning effort designed to identify and evaluate strategies that can be used to preserve and promote affordable and workforce housing in Greater Philadelphia. This presentation reviewed the project team's preliminary findings and discussed how Board members can participate in this effort.

5. Update on Public Participation Task Force

Maridarlyn Gonzalez, DVRPC Public Participation Planner, explained that DVRPC's Public Participation Task Force (PPTF) recently brought on new members to complete the 2022 membership. The mission of the Task Force is to provide ongoing access to the Greater Philadelphia region's planning process and empower resident involvement. Members are given a platform to learn more about upcoming projects, provide feedback on planning practices, and test out public outreach strategies. For more details about the PPTF, visit <http://www.dvrpc.org/Committees/PPTF/>.

DVRPC Executive Director Barry Seymour noted that Shoshana Akins and Maridarlyn Gonzalez have done a great job convening this group and that we are very pleased with how the process is run.

DISCUSSION ITEMS

6. One Minute Reports

Sudhir Joshi, NJDOT, reported that New Jersey local aid has announced \$5.5 million in grants in the DVRPC region. Transit village grants were announced January 31, Safe Streets to transit was announced February 15, and Bikeways was announced February 16.

Noreen Giblin, New Jersey Governor's Authorities Unit, noted that she is stepping in for her colleague Janice Venables and thanked everyone for their work on today's meeting.

Larry Shifflet, PennDOT, reported that the Senate budget hearing is happening today and the House budget hearing is taking place on the 28th.

Val Arkoosh, Montgomery County, reported that the county is receiving \$161 million in American Rescue Plan act funding or ARP funding. The county is committed to utilizing this funding in a bold, innovative, equitable manner. We plan to listen to our residents, community partners, research best practices, and leverage other resources to create impactful initiatives, investments and infrastructure improvements that will have long term measurable and sustainable impact. The county is committed to economic recovery, supporting our social safety net and repairing and improving our county infrastructure. The public will be able to follow along on these initiatives and expenditures through the open gov platform and we will be able to see how these programs are developed and how these investments will provide a positive impact for the county. Following a week of town halls, the county will be opening its public

submission process for projects and ideas to utilize our full allocation of ARPA dollars this Monday February, the 28th. We will be accepting everything from full program and project proposals to simple ideas that people think would help move our communities forward but may not yet have a full vision for implementation. Part of the goal of our team is to help bring really great ideas to life. Anyone or any organization may apply and we have a new recovery office that is now fully staffed who will evaluate, research, and score the submissions. The recovery office is charged with having a draft plan for community feedback in May, with final plan adoption in June and project implementation, beginning in July. We set our priorities and are guided by the federal legislation, but we want this to be a groundbreaking example of public participation and inclusion in the use of transformative funding. If anyone would like to learn more please go to Montgomery County's website.

Chris Puchalsky, City of Philadelphia, reported that there are some transitions in the leadership of the Indego bikeshare program and that Waffiyah Murray has taken over.

Peter Rykard, City of Chester, thanked DVRPC and PennDOT for installing the new US 13 signs throughout the city of Chester and the designation of the new US 13 businesses along the old US 13.

Jody Holton, SEPTA, reported that SEPTA has put out an amendment to the FY22 capital budget online and there will be a public hearing about this on March 3. That amendment is for the addition of \$95 million from the bipartisan infrastructure law. Funds are being added to three program areas; projects of significance with the RAISE grant you heard about today, \$25 million to State of Good Repair projects, and \$30 million to ADA station projects. These will allow us to move forward with design and (especially the ADA station projects) and help us become eligible for the all Stations Accessible program that is competitive in the coming years through that new bipartisan infrastructure law. We will be having our typical public hearings on our FY23 capital budget and 12 year Program in May, and that will include additions that will be programmed over that 12 year period. For right now we need to do an amendment to get these funds allocated and moving forward in this current fiscal year.

Lou Millan, NJ Transit, reported that regarding transit ridership, NJ Transit's local buses are the real hero, carrying about 77 percent of the ridership that it was before the pandemic, with overall bus ridership at around 70 percent. For the other modes light rail is roughly about 60 percent, with Access Link at 64 percent. The commuter rail is at about 26 percent. For commuter rail things change a lot and we do expect that we will see that number recover as the weather improves.

Rohan Hepkins, PATCO, commented that PATCO is a very unique animal in that it is quasi commuter rail and high speed rail. PATCO's ridership was up to about 44 percent before the Omicron variant and now things are inching up to 39 percent or so. PATCO is hoping to recapture market share by doing some unique things. Hopefully some of

these committees that we are on can help strategize on more of a regional approach and brainstorm.

Aliyah Stanger, PA DCED, reported that the DCED has a new program open for all 67 counties; the Statewide Local Share Account program. The parameters are rather broad and public projects must be in the public interest. There is \$145 million available and the maximum award is \$1 million. Counties, EDAs, RDAs, and municipalities are all eligible applicants. This program came about rather quickly and applications are due on March 15. This will be an annual program and it does lend itself really well to smaller infrastructure projects. The funding decisions will be made by the CFA not by DCED.

7. Executive Director's Report

a. IIJA Updates

Mr. Seymour reported that the Commission is doing what we can to share information, competitive grant applications, and support your individual applications. We have internal team meetings regularly, and are having pre-meetings before the RTC to discuss this. Mr. Seymour introduced Mike Boyer, DVRPC Director of Regional Planning, to further discuss the IIJA.

Mr. Boyer explained The Infrastructure Investment and Jobs Act (IIJA), which is also being referred to as the Bipartisan Infrastructure Law (or BIL), was signed into law back on November 15. The \$1.2 trillion bill reauthorizes the nation's surface transportation and drinking water and wastewater legislation, but also includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others. Approximately half of the new funding goes to the U.S. Department of Transportation programs over the next five years. The bill focuses on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition – identical to the principles and key goals in the recently adopted Connections 2050 long-range plan. There is a really nice alignment in policy between the region and the funding; which we are hoping the grant reviewers note.

The IIJA expands eligibility and changes some policy requirements in legacy programs, and it establishes several new formula-funded and discretionary programs. Since so much funding in the new bill is tied to competitive program funding, we want to make sure that this region is in the best position to get some of that funding. And that is why the new bill was a focus on this past year's Board Retreat and follow-up Board Policy Committee meeting. DVRPC has taken some additional steps to better position the region to be competitive. First, we have convened an internal action team of staff from various disciplines (including capital programs, project implementation, environmental, energy, safety, smart growth, etc.). One area of focus is on helping communities without adequate resources obtain funding and I anticipate being able to report more on that

during my next update. We have also begun hosting a monthly working group meeting before the RTC meeting to provide updates, but more importantly to keep information and conversation ongoing between various members.

Mr. Boyer encouraged Board members to check out our IIJA webpage frequently since we are updating it on a regular basis. Besides the latest news and releases, it also includes background information and more detailed information on some of the new competitive programs, as well as resource links. You can sign-up to receive a notification when we have updated the webpage with new NOFO releases as well. We are expanding the site to include new competitive programs in broadband, drinking water, energy, and environmental programs.

Some recent and upcoming releases / NOFOs include:

January 28's NOFO for the RAISE program (formerly Tiger) with a total of over \$1.5 billion in available funding for a wide variety of projects; this is a doubling of last year's funding. This is an extremely competitive program, with a 10:1 request to available funding ratio for last year's round. Two additional evaluation criteria this year are mobility and community connectivity. The application deadline for this is April 14 and selections will be announced in August.

February 10's Guidance for Building EV Chargers Across America was released and this is for the formula funding not the competitive round. Sean Greene, who leads our EV Infrastructure work, met with DVRPC's Sustainability Committee last Friday to work on identifying appropriate locations to build out the EV corridors.

This week saw the release of the Port Infrastructure to Strengthen Supply Chains NOFO for \$450 million in competitive grants to help ports expand capacity and improve the movement of goods through supply chains. Applications are due by May 16th.

Next Week we anticipate the release of a joint NOFO for MEGA and INFRA. MEGA is the National Infrastructure Project Assistance program and will provide Federal assistance to large highway, public transportation, freight and intercity passenger rail, and port projects. INFRA is the Infrastructure for Rebuilding America discretionary grant program.

In late February or early March, the FY 22 Low-No-Emissions Bus Program (\$5B) and Buses/Bus Facilities Competitive Grant Program NOFO is expected to be released.

Mr. Boyer noted that DVRPC is here as a resource for IIJA, whether it is advising on matching project objectives to program criteria and aligning with the best funding programs or providing letters of support which are needed for many of the programs. We can also assist in identifying and convening a coalition of support around regional initiatives to apply for funding. Two great candidates that come to mind are completing

the Circuit Trails Network, and EV Infrastructure. Regional applications have traditionally had much more success in competitive grant programs and this bill seems to be set up similarly. USDOT is always looking to get the biggest bang for their buck, especially if it helps fulfill a regional vision. Mr. Boyer encouraged Board members to reach out and noted that Sean Greene is our point person for this.

b. Return to Office and Meetings

Mr. Seymour noted that many of us are finding our way back to the office even though we have not yet hosted any meetings here. In the city of Philadelphia there is still a mask requirement for indoor gatherings and we have a vaccine mandate for our staff in our office. We have been following and are very encouraged by the trends over the last month and looking back to January 8 the number of COVID cases was 250 per 100,000 in Philadelphia, and as of today, it is 11 per 100,000. We are not completely out of the woods yet, but it seems like we can see the light through the trees. Mr. Seymour conducted a poll to assess Board members feelings around when they feel comfortable for us to host a meeting back in person. After conducting the poll and assessing the results Mr. Seymour noted that the plan will be to conduct the April 28 Board meeting as a hybrid meeting with an in-person option and more details will follow.

c. PA Local Transportation Funding Options Bill

Mr. Seymour called the Pennsylvania county's attention to a recent bill that representative Hennessey is reintroducing around local transportation funding options. There is a little bit of change from the last one and once more information is available we will get that out to the Pennsylvania counties.

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

- (1) Regional Technical Committee
- (2) Healthy Communities Task Force and Futures Group
- (3) Healthy Communities 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 11:17 a.m. on a

MOTION by *Mr. Thompson*, seconded by *Ms. Floyd*, to adjourn the Board meeting and move into the Executive Committee meeting.

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

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