

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting July 28, 2022

Location: *This meeting was held as a virtual meeting.*

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
Andrew Swords
Jeffry Nielsen
Larry Shifflet
Jim Mosca

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

Gina Burritt
Brenda Rios
Robert Harvie
Rich Brahler

Chester County

Josh Maxwell

Delaware County

Brian O'Leary

Montgomery County

Christine Reuther

Burlington County
Camden County

Thomas Shaffer

Valerie Arkoosh

Scott France

Matthew Edmond

Tom Stanuikynas

Jonathan Young

Andrew Levecchia

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

Jackie Huston

Leslie Floyd

Peter Rykard

Mark Squilla

June Morton

Jeffrey Wilkerson

Michael Kolber

Non-Voting Members

Federal Highway Administration

New Jersey Division

Pennsylvania Division

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

Brian Goodson

Gene Porochniak

U.S. Environmental Protection Agency, Region II

(not represented)

U.S. Environmental Protection Agency, Region III

(not represented)

Federal Transit Administration, Region III

(not represented)

Southeastern Pennsylvania Transportation Authority

(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)
Sachin Shankar
Tonyelle Cook-Artis
Rohan Hepkins
Donna Rendeiro

Michael Shorr

Jonathan Bloom
Tom Coleman

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Maridarlyn Gonzalez, Sean Greene, Brett Fusco, Rick Murphy, Alison Hastings, Kwan Hui, Jesse Buerk, Gina Myers, Glenn McNichol, Paul Smith, Shawn Megill Legendre, Tom Edinger, Chris Linn, John Coscia, Jr., Beth Wichser, Derek Lombardi, Ben Gruswitz, Chris Mulroy, Dan Farina, Kristen Scudder, Najah Jackson, Jackie Davis, Ryan Gallagher, Betsy Mastaglio, and Renee Wise.

Guests

Montgomery County
PennDOT District 6
PennDOT District 6
City of Philadelphia Planning Commission
City of Philadelphia Planning Commission
Office of Senator Casey
SEPTA
SEPTA
The Rail Park
The Rail Park
The Bicycle Coalition of Greater Philadelphia
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force
Pennsylvania Resident

Matthew Popek
David Alas
Jonathan Korus
David Kanthor
Martine DeCamp
Lara Flynn
Ryan Judge
Claudia Aliff
Ava Schwemler
Vanessa Chandler
Patrick Monahan
Lucas Oshman
Eva Hayes
Mary Ann Sandone
John Kushnerick

Call to Order - Chair's Comments

Chair, Christine Reuther, called the meeting to order at 10:00 a.m. Chair Reuther asked if there was any press in the meeting and noted that DVRPC would be recording the meeting. DVRPC Executive Director Barry Seymour welcomed Jonathan Young from Camden County to the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of June 23, 2022

The Board adopted the following motion:

MOTION by *Mr. Maxwell*, seconded by *Mr. Shifflet*, to approve the minutes of June 23, 2022.

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

2. Transportation Improvement Program (TIP) Actions

Jesse Buerk, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board:

a. PA21-94: US 202, Morris Road to Swedesford Road (65S) (MPMS #63491), Montgomery County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the US 202, Morris Road to Swedesford Road (65S) (MPMS #63491) project by \$5,043,000 (\$4,034,000 STU/\$1,009,000 State 581) in FY22.

The construction cost increase is attributed to roadway paving changes from bituminous to concrete for durability and less rutting, costs related to the COVID-19 pandemic, and increases to various other construction elements. The requested amount for the construction increase is \$5,042,898. \$4,000,000 is to address increased costs, and \$1,042,898 is requested to address the remaining Advance Construct (AC) amount remaining to be converted.

This project provides for the widening of US 202 from 2 lanes to 5 lanes in a 2.6-mile section of US 202 between Morris and Swedesford Roads. It will add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Road, Sumneytown Pike, and Swedesford Road. A coordinated ITS and traffic signal operating system will be integrated into the project. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions.

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

A public comment was received from Daniel Trubman of the City of Philadelphia noting that the project should be scaled back (i.e. add fewer new paved lanes) instead of

increasing funds. A response was provided by PennDOT, DVRPC and Montgomery County.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by *Ms. Arkoosh*, seconded by *Mr. Squilla*, to approve TIP action:

PA21-94, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the US 202, Morris Road to Swedesford Road (65S) (MPMS #63491) project by \$5,043,000 (\$4,034,000 STU/\$1,009,000 State 581) in FY22.

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

b. PA21-95: US 1 and PA 352 Interchange, Intersection, and Roadway Improvements (MPMS #15251), Delaware County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Preliminary Engineering (PE) phase of the US 1 and PA 352 Interchange, Intersection, and Roadway Improvements (MPMS #15251) project by \$7,894,000 (\$1,175,000 STP/ \$1,399,000 NHPP/ \$5,320,000 STU) in FY22.

The increased cost will address the \$2,501,000 Preliminary Engineering cost needed to initiate and complete the preliminary design and environmental studies based on the selected preferred alternatives and obtain approvals in order to proceed to final design. The remaining \$5,393,000 will contribute to the final Advance Construct conversion in PE.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. The project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 and PA 452. Local street improvements are included to improve circulation and provide access. Pedestrian facilities will be included in improvements. The estimated construction funding (\$150,000,000) begins in FY33 of the Long-Range Plan

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

A public comment was received from Luke Vacha of Delaware County asking if there is a plan somewhere of what the changes are more specifically. A response was provided, directing Mr. Vacha to the project website for more information.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Maxwell*, to approve TIP action:

PA21-95, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Preliminary Engineering (PE) phase of the US 1 and PA 352 Interchange, Intersection, and Roadway Improvements (MPMS #15251) project by \$7,894,000 (\$1,175,000 STP/ \$1,399,000 NHPP/ \$5,320,000 STU) in FY22.

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

c. PA21-96: Parking Improvements Program (MPMS #60540), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by advancing \$15,000,000 of federal Section 5307 funds from prior fiscal years to FY22 for the Engineering/Right-of-Way/Construction (ERC) phase of the Parking Improvements Program (MPMS #60540) to support the Conshohocken Station Smart Parking Garage project.

The Conshohocken Station Smart Parking Garage project has received National Environmental Policy Act (NEPA) approval, but the prior year funding must be shown in the current FY in order for the funds to be obligated.

This project will construct a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real-time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS #106662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

Financial constraint will be maintained by using available funds from prior fiscal years.

Ms. Reuther asked if there will be EV charging stations included as part of this. Jody Holton, SEPTA, responded that EV charging components will be there.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Maxwell*, to approve TIP action:

PA21-96, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by advancing \$15,000,000 of federal Section 5307 funds from prior fiscal years to FY22 for the ERC phase of the Parking Improvements Program (MPMS #60540), to support the Conshohocken Station Smart Parking Garage project.

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

d. PA21-97: Safety and Security Improvements (MPMS #107011), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, Schuylkill River Trail Safety Improvements at Norristown Transportation Center, to the Safety and Security Improvements Program (MPMS #107011) in the amount of \$415,000 (\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 Local) for Engineering/Right-of-Way/Construction (ERC) in FY22, and by decreasing the funding for the ERC phase of the Safety and Security Improvements program by \$3,200,000 Section 5307 in FY22 to reflect current needs. The TIG funds are additional to the region.

The Schuylkill River Trail Safety Improvements at Norristown Transportation Center project includes various improvements to make the area where the Norristown Transportation Center connects to the Schuylkill River Trail safer and more convenient for local residents, travelers on the trail, and SEPTA passengers. Dynamic pavement painting will be refreshed, and new caution reflectors and new flashing caution signs will be installed at three pedestrian crossings. A light pole that stands in the middle of the bicycle path will be relocated to remove a potentially dangerous impediment to traffic flow and new caution reflectors will be added to additional light poles. Caution wraps will be added to stair railings and the stair treads will be improved to benefit pedestrian safety. SEPTA will expand the trail right-of-way at areas adjacent to stairwells and crossings.

Financial constraint will be maintained as the TIG funds are additional to the region, and 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 *Mr. Squilla*, to approve TIP actions:

PA21-97, SEPTA'S request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, Schuylkill River Trail Safety Improvements at Norristown Transportation Center, to the Safety and Security Improvements Program (MPMS #107011) in the amount of \$415,000 (\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 Local) for ERC phase in FY22, and by decreasing the

funding for the ERC phase of the Safety and Security Improvements program by \$3,200,000 Section 5307 in FY22 to reflect current needs. The TIG funds are additional to the region.

e. PA21-98: Projects of Significance (MPMS #115472), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new \$500,000 American Rescue Plan Act of 2021 (ARPA) funded project, North Philadelphia West Bus Improvement Study, to the Projects of Significance program (MPMS #115472), increasing the FY22 Engineering/Right of Way/Construction (ERC) phase by \$2,000,000 (\$1,600,000 Federal Section 5307/\$387,000 State 1514/\$13,000 Local), and updating the program's scope to include additional work: Knights Road End of Line Facility - \$2,000,000 (FY22 to FY24) and 69th Street Master Plan - \$4,000,000 (FY22 to FY24). ARPA funds are additional to the region as they are part of the national coronavirus stimulus package funding.

The North Philadelphia West neighborhood between 18th and 33rd Streets and Lehigh and Girard Avenues, has, like the whole SEPTA service area, seen reduced bus service due to the COVID-19 pandemic. This study will identify priority corridors for operational and roadway enhancements to improve bus run times, frequencies, and transit quality in this historically disadvantaged neighborhood. These improvements will be in conjunction with SEPTA's comprehensive bus network redesign - Bus Revolution.

The project description for the Projects of Significance program will also be updated to reflect additional work being undertaken as part of the program's scope. The scope will be updated to include the following projects:

- Knights Road End of Line Facility - \$2,000,000 (FY22 to FY24)
- 69th Street Master Plan - \$4,000,000 (FY22 to FY24)

Financial constraint will be maintained, as ARPA funds are additional funds to the region, and by also 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 *Mr. Shifflet*, seconded by *Mr. Maxwell*, to approve TIP action:

PA21-98, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new \$500,000 American Rescue Plan Act of 2021 (ARPA) funded project, North Philadelphia West Bus Improvement Study, to the Projects of Significance program (MPMS #115472), increasing the FY22 Engineering/Right of Way/Construction (ERC) phase by \$2,000,000 (\$1,600,000 Federal Section 5307/\$387,000 State 1514/\$13,000 Local), and updating the program's scope to include additional work:

Knights Road End of Line Facility - \$2,000,000 (FY22 to FY24) and 69th Street Master Plan - \$4,000,000 (FY22 to FY24). ARPA funds are additional to the region as they are part of the national coronavirus stimulus package funding.

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

f. PA21-99: Communications, Signals, & Technology Improvements (MPMS #102571), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Communications, Signals, & Technology Improvements program (MPMS #102571) to include the Norristown High Speed Line Signal System Renewal project for \$80,000,000 from FY22 to FY25 and the Market-Frankford Line Positive Train Control project for \$12,000,000 from FY22 to FY24, and decreasing the funding for the Capital Asset Construction (CAP) phase of the Communications, Signals, & Technology Improvements program by \$4,950,000 (removing \$6,440,000 Federal Section 5307 and adding \$1,442,000 State 1514/\$48,000 Local) in FY22 to reflect current needs. The projects that are being added to the scope were inadvertently omitted from description updates and do not affect the overall program cost.

The Norristown High Speed Line Signal System Renewal project will modernize the signal system on the Norristown High Speed Line (NHSL), including upgrades to improve operational reliability for the train control systems on the entire corridor. This project will address state of good repair needs for the existing line while ensuring compatibility with a signal system being installed as part of the King of Prussia Rail Project (KOP Rail).

The Market-Frankford Line Positive Train Control project includes upgrades to improve operational reliability for the train control systems on the entire corridor. Preliminary engineering/design is required to inform the development of specifications for new Market-Frankford Line rail cars.

The Communications, Signals, & Technology Improvements program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects include upgrades to hardware and software, and replacement of equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The current programmed cost is \$471,946,000 over FY21 to FY32.

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

g. PA21-100: Transit & Regional Rail Station Program (MPMS #77183), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Transit & Regional Rail Station Program (MPMS #77183) to include the Bristol Station project for \$30,000,000 and the Bridgeport Station project for \$4,000,000, both programmed from FY22 to FY26. The projects that are being added to the scope were inadvertently omitted from description updates and do not affect the overall program cost.

The Bristol Station project will make the station on the Trenton Regional Rail Line fully ADA-accessible and will include full-length high-level platforms, new passenger shelters, security improvements, and passenger amenities.

The Bridgeport Station project is a part of the rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the Norristown High Speed Line (NHSL). Improvements will be made to Bridgeport Station to make the station fully ADA-accessible. This project will also rehabilitate station facilities, including improvements to existing platforms and shelters, accessibility improvements including ramps and handrails/ guardrails, new signage, lighting and security cameras, and stormwater management.

The Transit & Regional Rail Station Program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990. The current programmed cost is \$585,421,000 over FY21 to FY32.

Financial constraint will be maintained as funding for these projects was already included in the financial tables. All projects listed contribute to fiscal constraint.

h. PA21-101: Substations and Power Improvements (MPMS #60651), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Substations and Power Improvements program (MPMS #60651) to include the Cresheim Valley Substation project for \$22,500,000 from FY22 to FY24, and increasing the funding for the ERC phase of the Substations and Power Improvements program by \$4,000,000 (\$3,200,000 Federal Section 5307/\$774,000 State 1514/\$26,000 Local) in FY22 to reflect current needs. The project that is being added to the scope was inadvertently omitted from description updates and does not affect the overall program cost.

The Cresheim Valley Substation project will construct a new substation for the Chestnut Hill East and West Regional Rail Lines. Work includes new transformers, trolley

breakers, feeder breakers, substation switchgear and protective relaying. The new Cresheim Valley substation will consolidate the functions of existing Chestnut Hill East substation, Allen's Lane switching station, and Amtrak's North Philadelphia substation.

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and need repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. The current programmed cost is \$441,608,000 from FY21 to FY32.

Financial constraint will be maintained as funding for these projects were already included in the financial tables. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Maxwell*, seconded by *Mr. Harvie*, to approve TIP actions:

PA21-99, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Communications, Signals, & Technology Improvements program (MPMS #102571) to include the Norristown High Speed Line Signal System Renewal project for \$80,000,000 from FY22 to FY25 and the Market-Frankford Line Positive Train Control project for \$12,000,000 from FY22 to FY24, and decreasing the funding for the Capital Asset Construction (CAP) phase of the Communications, Signals, & Technology Improvements program by \$4,950,000 (removing \$6,440,000 Federal Section 5307 and adding \$1,442,000 State 1514/\$48,000 Local) in FY22 to reflect current needs. The projects that are being added to the scope were inadvertently omitted from description updates and do not affect the overall program cost.

PA21-100, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Transit & Regional Rail Station Program (MPMS #77183) to include the Bristol Station project for \$30,000,000 and the Bridgeport Station project for \$4,000,000, both programmed from FY22 to FY26. The projects that are being added to the scope were inadvertently omitted from description updates and do not affect the overall program cost.

PA21-101, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by updating the scope of the Substations and Power Improvements program (MPMS #60651) to include the Cresheim Valley Substation project for \$22,500,000 from FY22 to FY24, and increasing the funding for the ERC phase of the Substations and Power Improvements program by \$4,000,000 (\$3,200,000 Federal Section 5307/\$774,000 State 1514/\$26,000 Local) in FY22 to reflect current needs. The project that is being added to the scope was inadvertently omitted from description updates and does not affect the overall program cost.

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

3. DVRPC FY 2023 Work Program Amendment: The Funding Navigator

Patty Elkis, DVRPC's Deputy Executive Director, explained that the federal government's historic \$55 billion for water infrastructure in the Infrastructure Investment and Jobs Act (IIJA), creates a generational opportunity to deliver substantial environmental, economic and public health benefits. This includes about \$1.2 billion in new funding to Pennsylvania over the next five years. As an older, developed region, there are tremendous needs for drinking water, wastewater, and stormwater management improvements, but many municipalities and systems may not have the capacity to access and administer these grants or loans, without some help.

DVRPC has joined a nonprofit-led initiative called the Funding Navigator as the place-based partner in a proposal to the William Penn Foundation (WPF) to establish a Funding Navigator program here. The Funding Navigator is a team of professionals skilled in the field that would help communities and utilities:

- assess overall needs
- prioritize projects
- engage residents
- identify appropriate funding sources
- evaluate terms and finances over time
- complete an application
- administer a grant or loan

Funding Navigator staff would be hosted at DVRPC to serve the five county area of Southeastern Pennsylvania over a two year period. The nonprofit organization Environmental Policy Innovation Center (EPIC) is the project lead, and the applicant for funding from the WPF, with other partners including New Jersey Future as the place-based partner serving NJ, and several others with expertise in facilitating community engagement in frontline communities, green stormwater management, and financing water system improvements.

EPIC would hire and provide salaries to one or two experts to be hosted at DVRPC offices. As the host, DVRPC would support and guide the program to be successful. Activities would include creating a Funding Navigator webpage and other materials explaining the program; providing connections to local officials to introduce them to the program; assisting with data, mapping and other potential pieces of an application process; and engaging with the larger Funding Navigator team to share knowledge, evaluate, and adjust the program accordingly.

The WPF Board met on July 22, 2022 and approved this project as part their next round of grants. Since DVRPC committees do not meet in August, rather than wait until the end of September to be able to launch the program, endorsement is being requested now.

Cost and Source of Funds is \$200,000 over two years to DVRPC, from EPIC, contingent on a larger grant award to EPIC from WPF to be announced after the WPF Board meeting July 22, 2022.

Ms. Reuther asked if DVRPC will encourage funding navigators to go out into the communities and municipalities where there is less money available. Ms. Elkis responded that DVRPC will make introductions and go out and help those that need it. The Funding Navigator's job is to help those communities that need it. DVRPC Executive Director Barry Seymour noted that Ms. Elkis reached out to a lot of communities and got a great response around local needs. Ms. Elkis noted that as part of the application process DVRPC asked for letters of support for this effort and several were received. New Jersey Future will be covering the whole state to assist. Tom Stanuikynas, Burlington County, asked for those from New Jersey that may be interested if they should reach out to New Jersey Future or DVRPC. Ms. Elkis noted that reaching out New Jersey Future is the best way and that reaching out now would be a little bit premature because the award was just announced, and we have to hire. The job descriptions are drafted and will be posted so soon you will be able to start making the connections.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Maxwell*, seconded by *Mr. Thompson*, to amend:

The FY23 UPWP to add the Funding Navigator Program, pending approval of funding by the WPF to EPIC.

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

4. Adoption of Conformity Determination of the Connections 2050 Long-Range Plan and Draft FY 2023 TIP for Pennsylvania

Sean Greene, DVRPC Manager, Office of Freight and Clean Transportation, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections 2050* Long-Range Plan (Plan) and Draft FY 2023 TIP for Pennsylvania.

This conformity finding covers:

- Ozone (the Pennsylvania portion of the DVRPC planning area);
- Annual PM_{2.5} (Delaware County Maintenance Area); and
- Annual and 24-hour PM_{2.5} (the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area).

DVRPC held a public comment period from June 15 to July 18, 2022, and hosted a virtual public meeting, on June 16, 2022. DVRPC received no comments on the Draft Conformity determination.

Andy Swords, NJDOT, noted that Mr. Greene mentioned that this region has not met the ozone standard and asked if that will require new SIPS on both the Pennsylvania and the New Jersey side. Mr. Greene responded that it will require new SIPS for Maryland, Delaware, New Jersey, and everybody in the non-attainment areas, and we have been discussing this and talking with New Jersey about what may need to be done. Ms. Reuther asked if there is a process that we go through to determine air quality and how it is affected by projects in the TIP and Long-Range Plan. Mr. Greene responded that the TIP and Long-Range Plan Subcommittees are going to be introducing new air quality selection criteria or some changes to the selection criteria moving forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Harvie* to adopt:

The conformity finding of the *Connections 2050* Long-Range Plan and the Draft FY2023 Transportation Improvement Program (TIP) in the DVRPC planning area by adopting resolution B-FY23-001.

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

5. Adoption of the DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26)

Rick Murphy, DVRPC Manager, Pennsylvania Capital Programs, presented the Draft DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26) and Recommended Changes as the region's official selection of transportation projects for federal funding, and requesting adoption by the DVRPC Board. An updated Memorandum of Understanding (MOU) on procedures to amend and modify the program was also presented for approval. Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania subregion, or the New Jersey subregion; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the summer of 2021 on the development of the FY2023 TIP for Pennsylvania. Like previous years, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the Pennsylvania 12 Year Program from March 1, 2021 to April 14, 2021. Available resources known as Financial Guidance for the TIP was finalized in June of 2021, and then updated financial tables were distributed to PennDOT's Planning Partners in December 2021 after the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) was signed into law. An updated Financial Guidance document was distributed on March 8, 2022. The Pennsylvania Subcommittee of the RTC has worked since the initial Financial Guidance was distributed to develop a draft TIP that meets the requirements of federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and Title VI and Environmental Justice. While the federal requirement is for a four-year constrained program, the DVRPC Pennsylvania TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway.

The Draft DVRPC FY2023 TIP for PA contains more than 390 projects (including the Regional Highway, Interstate, and Transit Programs) worth \$7.5 billion (an average of \$1.875 billion per year) for the 4-year federally required TIP period. There is \$2.2 billion for projects primarily addressing the non-interstate highway system, over \$1.3 billion for projects included in the Interstate Management Program for I-76, I-95 and I-476, and over \$3.9 billion for transit projects for SEPTA, PennDOT's Bureau of Public Transit, and Pottstown Area Rapid Transit (PART).

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

The Draft TIP document had been made available for public review during a 30+ day period which ran from May 27, 2022 - June 28, 2022. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, Al Dia, and the Philadelphia Tribune. The public comment period was promoted on DVRPC's homepage www.dvrpc.org, as well as through the Commission's social media channels. A feature story about the public comment period appeared in DVRPC's June 2022 Newsletter, which is distributed to nearly 10,500 individuals, organizations, and DVRPC-affiliated groups. An HTML email of the legal notice was sent to over 2,550 individuals who subscribe to DVRPC's "Public Participation and Public Notices" email list. All TIP-related documents were published online and links to the Draft document, as well as printed copies, were sent to the major public libraries in southeastern Pennsylvania to post on their websites. One (1) virtual public meeting was held on Thursday, June 16, 2022 at 7:00 PM local time, to give the public the opportunity to verbally present comments and submit questions about the TIP process and projects. State, county, transit, and DVRPC staff were present at these meetings.

DVRPC's website played an essential part in our public outreach effort. An enhanced web-based public commenting application was available at www.dvrpc.org/tip/draft for the public with internet access to send comments directly to DVRPC about the program and individual projects. The Draft TIP document and other supporting documents were published online. Such documents include information about date and sign-up instructions for the virtual public meetings, general information about the TIP and how it was developed, and all the project listings and financial information.

To address Title VI and Environmental Justice, an expanded Equity Evaluation section, required by FHWA and PennDOT, which evaluates the conditions and needs of the transportation system, was performed. It includes an analysis of investment distribution with a focus on exploring the potential benefits and burdens of projects. The legal notice was sent via HTML email to specific organizations that identify as advocacy groups representing traditional and under-served transportation users and minority and low-income populations. Several individuals who have made comments about Title VI and EJ concerns outside of a formal public comment period were also contacted directly about the opportunity to make comments on the public record.

Many of our partner agencies have contributed responses to comments that have been received and DVRPC will make all of them available prior to the July 28, 2022 Board Meeting, along with any recommended changes to the program based on those comments.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. US DOT cannot fund, authorize, or otherwise approve transportation programs or projects unless it is determined that the TIP and the plan "conform" to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans.

DVRPC's Draft conformity analysis of the Connections 2050 Plan for Greater Philadelphia long-range-plan, and the Draft FY2023 TIP for Pennsylvania is available for public comment through July 18, 2022, and was presented for adoption at the July 28, 2022 Board meeting.

Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP):

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to

improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while most other changes require review and a formal action by the DVRPC Board and appear on the agendas during the monthly cycle of DVRPC meetings. All project changes will continue to be provided to both the RTC and the Board in the monthly “TIP Packages” of information.

The DVRPC Board was asked to approve an updated MOU for procedures for amending and modifying the TIP. The Draft MOU document was included in the Draft TIP documents. A copy of the Draft MOU was included and sections proposed for revision are highlighted in yellow. Note that revisions to the current MOU are generally described below and have been categorized as either an “Update” which does not make a substantive change to current procedure but might update or clarify how something is stated, or “Change” which does reflect a change to current procedure:

- Update and Change - Clarifications on what constitutes an “Amendment” requiring formal review by RTC and/or DVRPC Board:
- Change – The threshold of amendments has been raised from \$5,000,000 to \$7,500,000 through the entire MOU.
- Update – Clarifying project actions which cause there to be no phases within the four-year TIP period. If a project has been Let for construction under a previous TIP and the removal of phases causes there to be no phases programmed within the four-year TIP, this will be an administrative action.
- Update – Clarifying that switching between federal funds and state funds is an administrative action so long as the changes do not have a cost increase/decrease of \$7,500,000 or more and the project is already federalized.
- Update – Clarify language that DVRPC staff will directly contact the PA TIP Subcommittee to bring attention to administrative actions that add a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Update – Clarify language that PennDOT's documented August Redistribution Strategic Approach will guide the addition, advancement, or adjustment of federal funding for a project based on FHWA August Redistribution.
- Update – Add language that “any new statewide managed funding category created by any new federal or state laws” would be categorized under the “Statewide Programs” section of the MOU and the DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions.

Commissioner Maxwell, Chester County, asked for a few minutes of the Board’s time to advocate that regional rail service be extended to Coatesville. Mr. Maxwell commented

that he would like to see an extension of regional rail to Coatesville and an amendment to include the City of Coatesville as an allowable expense for SEPTA to take. Chester County has one regional rail service line which is the Paoli-Thorndale Line which stretches from Ardmore to Radnor to Villanova to Malvern and it goes all the way out past Paoli to Thorndale. The train stop is about one mile east of the city of Coatesville, so the city residents have to go a mile to the train station to access the regional network or take the bus. SEPTA provided service to city residents until 1996 and just before that time, a lot of jobs left from the steel industry and Coatesville was facing a very difficult economic climate. Since then there has been a reinvestment into the city from the private sector of more than \$350 million dollars, with projects and shovels in the ground. Our county is growing and is noted to be the first or second fastest growing county in Pennsylvania, and much of that growth is in the Coatesville area. Coatesville has about 13,000-15,000 residents as of 2020 and more than two thirds are non-white or mixed race which is significantly more than the 26 percent for the Commonwealth as a whole. One out of four city of Coatesville residents experience poverty compared to 12 for the Commonwealth as a whole and 445 workers in the city do not have access to a car, compared to five percent for the Commonwealth as a whole. The city has 3,355 residents of Hispanic or Latino origin compared to one out of four for the Commonwealth as a whole. The median income in the Coatesville zip code and the city is significantly lower than Chester County as a whole.

Mr. Maxwell noted that the reason he is bringing this up today is that in 2017 DVRPC did a study on expanding SEPTA service to the city of Coatesville. That study concluded that service would provide an additional 310 to 430 riders to the Paoli-Thorndale line. In 2018 an agreement was reached with SEPTA to return service to the city of Coatesville. PennDOT is expected to complete the Amtrak station in the city of Coatesville, which is expected to be completed two years from now. In 2019 a press conference was held in the city with PennDOT and SEPTA announcing the extension of regional rail service to Coatesville. SEPTA has been providing us with some numbers on what it would take to extend that service and it is approximately \$30 million. We are approving \$4 billion in expenditures for public transit here today as a reference point.

Mr. Maxwell noted that he met a man named James Kennedy who was born and raised in Coatesville and never left the area. He grew up in a segregated city as a young man and he wasn't allowed to try out for the track team because of his race. After graduating high school and starting at the steel mill he became the first African American to be on the School Board and then became the first African American to serve on the Township Board, later becoming the first African American Mayor of Coatesville. He also became the oldest African American mayor in the country when he retired at 96 years old. When Mr. Maxwell noted that when he met Mayor James Kennedy he was in the house that he built and he talked about his growing up with a grandmother who was formerly enslaved. When he was 17 years old, there was an incident in the city where a friend of his was caught with a Caucasian woman and that friend was quickly arrested for being with that young woman and they feared for his life. They took shotguns and rifles and guarded the prison all night to prevent his life being taken from him. Mr. Kennedy asked me to promise before he passed away to advocate for his city that he's been protecting

for 80 years. I am asking the Board to include, not replace anything in the TIP, with making the City of Coatesville a part of our regional transportation network.

DVRPC Executive Director Barry Seymour noted that he and Mr. Maxwell have had a lot of discussion about this in the past week. One important part of the TIP process is that it is able to be amended and updated and adding this extension/project is eligible. Mr. Seymour asked Jody Holton of SEPTA to elaborate. Ms. Holton noted that SEPTA has been working with Chester County to look at this as well as PennDOT and we have started to look at the Masterplan for Coatesville to determine which things need to be updated. We need to find the right location, cost estimates, and figure out how we will stage the construction. This is not SEPTA's line so we need to work with Amtrak and others to figure out a lot of details. As we continue discussions we will look at the feasibility of this. SEPTA's Capital Budget needs to be adopted in December and after that we will have a better idea of project costs and opportunities and then we could do a new TIP amendment when the project is ready to proceed.

Val Arkoosh, Montgomery County, asked Mr. Murphy how equity was taken into consideration.

Mr. Murphy responded that through the development process maps and project locations were examined to determine communities of concern. When the counties and PennDOT submitted new projects to be evaluated we looked at how they stack up against our current TIP and Long-Range Plan benefit evaluation criteria and how they rank with safety asset condition, equity, centers in the economy, and the environment. We are in the process of starting an update to this evaluation, where all the counties in the region, both Pennsylvania and New Jersey, will be able to decide how we evaluate projects moving forward. Ms. Arkoosh noted that it would be helpful as we do look forward, to understand the specific metrics that are being used. Ms. Arkoosh noted that though air quality is taken to account in some of these decisions in areas that are highly impacted, other metrics such as percentage of individuals in a community that don't have an access to an automobile, for instance, or other metrics, are important to examine. Just saying that there's an equity lens on this work is not enough, but to have tangible metrics by which we can measure how well we're achieving equitable distribution of these funds is key.

DVRPC Executive Director Barry Seymour noted that the plan at the September Board meeting is to focus on a theme and that theme will likely be equity and analysis and how it is used in TIP development and other planning initiatives. DVRPC is completing a study looking at mobility choices in different communities and how that affects indicators of potential disadvantage. We could use the September Board meeting to take a deeper dive into that so everyone understands that and we would be interested as well to learn what other members are doing as well to help advance the state of practice.

Chair Reuther, Delaware County, noted that living in Delaware County she shares the concerns about air quality and equity and, in fact, they overlap substantially in Delaware County largely along the I 95 corridor, which is one of the most heavily traveled

vehicular roadways in Pennsylvania. It is one of the most industrially burdened parts of our county and also the poorest and predominantly minority. Ms. Reuther asked DVRPC staff, that as part of the September meeting, to also look at the process of assisting counties in doing their own equity audits of their past transportation choices.

Commissioner Harvie, Bucks County, noted that there are recommended changes to two bridges in upper Bucks County and they were removed completely. He asked if there is a game plan for those two bridges at some point in the future. Mr. Murphy responded that we are working with PennDOT District Six on starting another list of eligible projects to be put on the Capital Budget.

Favorable recommendation was received from the Regional Technical Committee and it was noted that we received almost 500 public comment, and responses were prepared for them all.

The Board adopted the following motion:

MOTION by *Mr. Harvie*, seconded by *Ms. Morton* to adopt:

The Draft DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26) and Recommended Changes as the region's official selection of transportation projects for federal funding, by passing the appropriate Resolution; and further approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications.

Motion passed with an abstention from the City of Chester.

6. Adoption of PM3 CMAQ Traffic Congestion Measure Targets for the 2nd performance period (2022-2025) for Urbanized Areas within the DVRPC region including: Philadelphia, PA-NJ-DE-MD; Trenton, NJ; New York-Newark, NY-NJ-CT; and Allentown-Bethlehem-Easton, PA-NJ

Tom Edinger, DVRPC Manager, Congestion Management Programs, explained that federal performance measure regulations (23 CFR 490) require that MPOs in urbanized areas with populations over 200,000 that are also in air quality nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter establish 2- and 4-year targets and report progress in the 2nd performance period (2022-2025) for two traffic congestion measures:

- Percent non-single occupant vehicle (non-SOV) travel;
- Annual hours of peak hour excessive delay (PHED) per capita.'

DVRPC facilitated efforts in establishing and supporting targets for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ urbanized areas for the second performance period (2022-

2025). Three coordination group meetings were held for each of the urbanized areas with the appropriate MPO, DOT and FHWA group representatives, and other interested agencies, to reach agreement and support the 2- and 4-year measure targets.

DVRPC participated in efforts establishing and supporting targets led by NJTPA for the New York-Newark, NY-NJ-CT urbanized area and LVPC/PennDOT for the Allentown-Bethlehem-Easton, PA-NJ urbanized area, since small portions of these urbanized areas exist in the DVRPC MPO region.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Swords*, seconded by *Mr. Maxwell*, to adopt:

The proposed PM3 CMAQ Traffic Congestion measure 2- and 4-year targets for the 2nd performance period (2022-2025) for the percent Non-SOV travel and annual hours of peak hour excessive delay (PHED) per capita measures for the Philadelphia, PA-NJ-DE-MD, Trenton, NJ, New York-Newark, NY-NJ-CT and Allentown-Bethlehem-Easton, PA-NJ Urbanized Areas as applicable.

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

7. Transportation Performance Management Transit Safety Targets

Brett Fusco, DVRPC Associate Director, Comprehensive 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 transit operators have recently adopted their annual Transit Safety targets. The targets and past performance, as well as a recommendation for regional action on the updated targets were presented.

The Board adopted the following motion:

MOTION by *Mr. Maxwell*, seconded by *Mr. Thompson*, to agree:

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

DISCUSSION ITEMS

8. SEPTA's Reimagining Regional Rail

Jody Holton, SEPTA's Chief Planning and Strategy Officer, explained that SEPTA is soliciting feedback on the Reimagining Regional Rail scenarios. Through an interactive feedback tool which is now live at [RegionalRailPlan.com](https://www.regionalrailplan.com), participants can help by submitting their preferred scenarios via the tool. An update on the Reimagining Regional Rail program was provided.

Peter Rykard, City of Chester, asked if SEPTA receives any funding from the Delaware Department of Transportation. Ms. Holton responded that SEPTA has a cost sharing agreement and they have paid for some of the vehicles on the silver line.

9. One Minute Reports

Andrew Swords, NJDOT, reported that the FY23 capital program has been approved and it will be posted on the department website very soon. This capital program includes available funding from the IJJA and the department is working to align the capital program with MPO TIPS and STIPS. Governor Murphy and Commissioner Gutierrez- Scaccetti have announced that Justin Braz has been appointed as the Deputy Chief of Staff and Assistant Commissioner for Transportation Policy.

Larry Shifflet, PennDOT, reported that PennDOT's electric vehicle plan was submitted today and the press release went out for that.

Brian Goodson, FHWA PA, reported that the notice of proposed rulemaking for the greenhouse gas emissions comment period is open through October 13, 2022.

10. Executive Director's Report

Mr. Seymour deferred his report and promised to email the Board with it at a later date.

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force and Information Resources Exchange Group joint meeting

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:32 a.m. on a

MOTION by *Mr. Harvie*, seconded by *Mr. Maxwell*, 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