

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting October 22, 2020

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  
Jim Lewis  
Rudy Rodas  
Larry Shifflet  
Jim Mosca

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

Gina Burritt  
Nedia Ralston  
Robert Harvie  
Rich Brahler  
Marian Moskowitz

Chester County

Brian O'Leary

Delaware County  
Montgomery County

Linda Hill  
Val Arkoosh  
Scott France  
Matthew Edmond

Burlington County

Tom Stanuikynas  
Carol Thomas

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

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

City of Camden  
City of Trenton

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban Development,  
Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation

Brian Goodson  
(not represented)  
  
(not represented)  
(not represented)  
(not represented)  
Tim Lidiak  
Jody Holton  
Lou Millan

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

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Katie Nash, Jesse Buerk, Van Doan, Will Stevens, Maridarlyn Gonzalez, Alison Hastings, Shoshana Akins, Najah Jackson, Rick Murphy, Kwan Hui, Tom Edinger, Shawn Megill Legendre, Thom Stead, Sonia Lee, Natalie Scott, Elise Turner, Betsy Mastaglio, Taghi Ozbecki, Mike Ruane, Linda McNeffer, Renee Wise.

Guests

PennDOT District 6	David Alas
PennDOT District 6	Jonathan Korus
DRPA	Tonyelle Cook-Artis
Philadelphia City Planning Commission	David Kanthor
Montgomery County	Matthew Popek
Citizen of Chester City	Reverend Glen Benson
PPTF	Michael Clemmons
Residents for Regional Traffic Solutions, Inc.	Susan Herman

Call to Order - Chair's Comments

Alternate Board Chair, Christopher Puchalsky, called the meeting to order at 10:08 a.m. Alternate Chair Puchalsky asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

Mr. Seymour noted that two public commenters would like to speak. Reverend Glen Benson of Delaware County thanked the Board and PennDOT for attending to the lot next to his home. Reverend Benson submitted written public comments as well. Another comment was received from Susan Herman of Residents for Regional Traffic Solutions regarding concerns over the Trenton-Mercer Airport's (TTN) plans for expansion. Ms. Herman submitted written public comments as well. A response is forthcoming.

ACTION ITEMS

1. Minutes of Meeting of September 24, 2020

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Thompson*, to approve the minutes of September 24, 2020.

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

## 2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Programs presented the following TIP actions to the Board:

### a. PA21-01: Route 1 Improvement-South (Section RC1) (MPMS #93444), Bucks County

Ms. Schoonmaker explained that PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by removing \$5,628,000 NHPP\* funds from the FY22 construction (CON) phase of the Route 1 Improvement-South (Section RC1) project (MPMS #93444) from \$9,299,000 (\$107,000 STP\*/\$349,000 STU\*/\$8,843,000 NHPP\*) to \$3,671,000 (\$107,000 STP\*/\$349,000 STU\*/\$3,215,000 NHPP\*). This action will result in a total construction phase funding decrease of \$5,628,000 from \$10,000,000 (\$808,000 STP\*/\$349,000 STU\*/\$8,843,000 NHPP\*) to \$4,372,000 (\$808,000 STP\*/\$349,000 STU\*/\$3,215,000 NHPP\*).

\$5,628,000 was obligated under the previous FY2019 TIP and no longer needs to be carried over on the FY2021 TIP. The remaining funds for the entire construction phase that are programmed on the TIP (\$4,372,000) will be used for Advance Construct Conversion (\$2,122,000), as well as a cost increase to the construction phase of \$2,250,000. This increase is due to required drainage relocations and repairs to a failed pipe causing a sinkhole in close proximity to a building foundation; critical bridge repairs to Hulmeville Road over SEPTA tracks; adding a new median barrier, performing attenuator repairs, and increasing the contract quantity of temporary concrete barriers; temporary paving to provide a safe driving surface and temporary paving transitions at Street Road; and utility relocations for the gas main, PECO power lines/cables, the transformer at Red Roof Inn, and the water line at Bensalem High School.

The Route 1 Improvement-South (Section RC1) project, located in Bensalem Township, Bucks County, PA, extends 1.3 miles from the Old Lincoln Highway signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange. The project encompasses reconstruction and widening of Route 1, including upgrading the Street Road and I-276 (PA Turnpike) interchanges, the reconstruction of 4 bridges, and the removal of 1 bridge.

The improvements for this section of Route 1 are as follows:

- Widening of the Route 1 median;

- Raising the road profile to improve vertical clearances;
- Adding a third travel lane along Route 1 in each direction;
- Adding a northbound right-turn lane;
- Reconfiguring the Street Road interchange to remove four ramps from the northern side and add ramps to the southern side, with traffic signals at each of the two proposed ramp intersections;
- Adding an auxiliary lane along Route 1 northbound and southbound between the Street Road interchange and the PA Turnpike interchange;
- Increasing the existing loop ramp radius and adding a second lane on the northbound Route 1 exit ramp to the PA Turnpike;
- Adding an auxiliary lane along Route 1 northbound and southbound between the PA Turnpike interchange and the Neshaminy interchange;
- Removing the existing Limited Access on Street Road within the Route 1 interchange. Entrances directly accessing Route 1 through Street Road will be eliminated by relocating the driveways, allowing access from Street Road;
- Implementing structure improvements including the replacement of four existing bridges that carry Route 1 over Street Road, I-276, and the PA Turnpike ramps I and J, the replacement of the Bristol Road bridge over Route 1, the removal of one existing bridge that carries Route 1 over a private access road between the PA Turnpike and Neshaminy interchanges, and the construction of one retaining wall and one noise wall;
- Updating the guiderail;
- Drainage and signage improvements; and
- Avoiding or minimizing impacts to historic and archaeological resources while improving safety and mobility.

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-01, PennDOT's request to amend the FY2021 TIP for Pennsylvania by removing \$5,628,000 NHPP\* funds from the FY22 construction (CON) phase of the Route 1 Improvement-South (Section RC1) project (MPMS #93444) from \$9,299,000 (\$107,000 STP\*/\$349,000 STU\*/\$8,843,000 NHPP\*) to \$3,671,000 (\$107,000 STP\*/\$349,000 STU\*/\$3,215,000 NHPP\*). This action will result in a total construction funding decrease of \$5,628,000 from \$10,000,000 (\$808,000 STP\*/\$349,000 STU\*/\$8,843,000 NHPP\*) to \$4,372,000 (\$808,000 STP\*/\$349,000 STU\*/\$3,215,000 NHPP\*).

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

b. PA21-02: ADA Ramps 2020 Philadelphia (MPMS #12886), City of Philadelphia

Ms. Schoonmaker explained that PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by removing \$9,426,000 (FY22: \$2,713,000 STU/Toll Credit; FY23: \$3,000,000 STU/Toll Credit; FY24: \$1,655,000 STU/Toll Credit; FY25: \$2,058,000 STU/Toll Credit) from the ADA Ramps 2020 Philadelphia (MPMS #12886) project.

The funds that are being removed were already obligated under the FY2019 TIP and no longer need to appear in the program. The remaining funds in the FY2021 TIP will be used for Advance Construct Conversion.

This project involves the design and construction of Americans with Disabilities Act (ADA) compliant curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in the City of Philadelphia. In addition to ADA upgrades, signal upgrades may include new or relocated pedestrian push buttons, pedestrian signal heads, or signal poles. Other miscellaneous work may include grading, seeding, signage installation, pavement striping and roadway adjustments.

This project will improve the ADA facilities along several main roadways in the City of Philadelphia, including Route 1/Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road/Roosevelt Boulevard, Bustleton Avenue/Bridge Street, Philmont Avenue, Richmond Street/Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street in the City of Philadelphia. A total of 565 ramps have been identified as having ADA barriers.

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-02, PennDOT's request to amend the FY2021 TIP for Pennsylvania by removing \$9,426,000 (FY22: \$2,713,000 STU/Toll Credit; FY23: \$3,000,000 STU/Toll Credit; FY24: \$1,655,000 STU/Toll Credit; FY25: \$2,058,000 STU/Toll Credit) from the ADA Ramps 2020 Philadelphia (MPMS #12886) project.

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

c. PA21-03: US 202, Johnson Highway to Township Line Road (61S) (MPMS #63486), Montgomery County

Ms. Schoonmaker explained that PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$33,539,000 (FY22: \$5,628,000 NHPP\*/\$2,713,000 STU\*/Toll Credit; FY23: \$3,000,000 STU\*/Toll Credit; FY24: \$2,583,000 STU\*/Toll Credit; FY25: \$2,058,000 STU\*/Toll Credit; FY26: \$2,623,000 NHPP\*/Toll Credit; FY27: \$14,934,000 STU\*/Toll Credit) to the construction phase for the US 202, Johnson Highway to Township Line Road (61S) project (MPMS #63486). This is not a cost increase. Construction funds were unable to be obligated under the FY2019 TIP and funding is being added back to the FY2021 TIP in order to let the project in December 2020. The total cost of this construction phase is \$53,539,000.

Construction funding was included in the FY2019 TIP but the project letting was pushed back due to delays in completing the right-of-way acquisitions, obtaining utility relocation information, and securing the National Pollutant Discharge Elimination System (NPDES) and Joint 105/404 permits. Right-of-way acquisitions were delayed due to plan revisions to address change in ownerships, revisions to land acquisitions during the negotiation process, and allowing for more time to secure amicable settlements. Delay in the completion of and submission of utility relocation plans was due to avoiding conflicts with underground facilities, roadway drainage, and the sale of East Norriton Township's sewer facility to AQUA PA.

This project involves the widening of US 202 between Johnson Highway and Township Line Road in Norristown Borough and East Norriton Township. The roadway will increase from two lanes to four lanes, including a single southbound travel lane, a center turn lane, and two northbound travel lanes. Five-foot bike lanes will be provided in both the northbound and southbound directions. Intersections along the project will be improved by adding lanes on both the mainline and side roads where necessary to provide adequate intersection capacities. A coordinated ITS and traffic signal operating system will be integrated into the project to improve traffic flow including the installation of new traffic signals at the Johnson Highway, Jefferson Crossings driveway, Kmart driveway, Northtowne Plaza/Mercy Suburban Hospital driveway, and Germantown Pike intersections. One box culvert at the Jefferson Crossings driveway and a bridge north of Germantown Pike will be replaced. A drainage pipe will be installed along and across the highway. Noise walls are planned to be constructed at the Washington Square and Joseph Drive neighborhoods. Stormwater management facilities will be installed and the drainage system will be replaced along the corridor. Additional improvements include the replacement of signage and pavement and the installation of ADA compliant curb ramps. Both aerial and underground utilities will be relocated as necessary throughout the project limits.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. This project is located in the 600 section of US 202.

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-03, PennDOT's request to amend the FY2021 TIP for Pennsylvania by adding \$33,539,000 (FY22: \$5,628,000 NHPP\*/\$2,713,000 STU\*/Toll Credit; FY23: \$3,000,000 STU\*/Toll Credit; FY24: \$2,583,000 STU\*/Toll Credit; FY25: \$2,058,000 STU\*/Toll Credit; FY26: \$2,623,000 NHPP\*/Toll Credit; FY27: \$14,934,000 STU\*/Toll Credit) to the construction phase for the US 202, Johnson Highway to Township Line Road (61S) project (MPMS #63486).

Motion passed with an abstention from Rudy Rodas.

3. Acceptance of 2020 Regional Coordinated Human Services Transportation Plan (CHSTP) Update: Equity Through Access project

Thomas Stead, DVRPC Senior Transportation Planner, Office of Transit, Bicycle, and Pedestrian Planning, and Shoshana Akins, DVRPC Senior Public Participation Planner, Office of Communications and Engagement, explained that under MAP-21/FAST regulations (last updated in FTA Circular 9070.1G, June 6, 2014), the FTA *Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities* funding program is required to be part of a local Coordinated Human Services Transportation Planning (CHSTP) process. Other related programs and investments, such as the New Jersey Job Access & Reverse Commute (NJ JARC) program, are recommended to be coordinated in the same plan.

DVRPC last updated our regional Coordinated Plan in 2016. During FY2020, staff undertook the “Equity Through Access” plan update to reflect the current funding landscape and to ensure the plan’s priorities reflected the current thinking of our partners. In developing the plan, outreach was conducted via web survey and eight “road shows” of draft plan priorities for established human service transportation working groups throughout the region. This outreach process included participation by seniors, individuals with disabilities, and representatives of public, private, and nonprofit transportation and human service providers, as well as other members of the public.

Informed by the results of this outreach, staff prepared new priority problems (“gaps”) and strategies to address them (“bridges”) that comprise the core of the new regional plan. These gaps and bridges are supplemented by an updated online Map Toolkit that can be used as a planning resource for local partners, as well as several case studies on good local and national practice.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Stanuikynas* that the Board accept:

The Equity Through Access project’s Gaps and Bridges as the updated Coordinated Human Services Transportation Plan for the DVRPC region.

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

#### PRESENTATION ITEMS

#### 4. Regional Greenhouse Gas Initiative (RGGI)

Hayley Book and Allen Landis, Pennsylvania Department of Environmental Protection, explained that RGGI is an initiative of 10 New England and Mid-Atlantic states to reduce greenhouse gas emissions from the power sector while generating economic growth. The program sets a regional cap on CO2 emissions from electric power plants, and individual power plants in each state can purchase and trade allowances for emissions, maintaining the regional limit. New Jersey is a member of RGGI, while Pennsylvania is currently considering joining. The RGGI program, and its implications for Pennsylvania were presented.

Christopher Puchalsky, City of Philadelphia, asked how the RGGI program integrates with the proposed Transportation Climate Initiative (TCI). Mr. Landis responded that these programs are closely linked as the same states are involved and the goals are similar, except the TCI program will focus on transportation investments while RGGI will focus on the energy sector.

DVRPC Executive Director Barry Seymour noted that it seems that the states that have been participating have been pleased with the results. Mr. Seymour asked about the perceived or the projected negative impacts. Mr. Landis responded that the investment in these technologies and growth of these industries over time really makes them competitive from an economic development standpoint and on the regional electricity market their resources are more competitive. Mr. Landis noted that the most push back has been on the question of how much pollution reduction has been due to RGGI and how much has been due to natural gas development or electricity being bought from states that aren't in RGGI. There has been some debate about the level of benefit due to RGGI, but overall, the consensus from all sides really seems to be about how much it's improved or benefited the market.



Jody Holton, SEPTA, asked how the funding that is generated might benefit some of the cleaner transportation like electric vehicles or other transit related projects or programs.

Mr. Landis responded that energy efficiency is one bucket and renewable energy could be another bucket. And then another bucket is kind of everything else, and that includes transportation investments. We have had tremendous success with investing and clean transportation through our alternative fuels incentive grant program, which is very popular. That has commercial grants and rebates for consumers and also our Driving Pennsylvania Forward program, which is a result of the Volkswagen settlement. A lot of investments have been made in clean transportation and they have been really successful so we would advocate for more of that funding to go into those programs.

## 5. DVRPC Non-profits Update

Patty Elkis, DVRPC Director of Planning, explained that DVRPC has two non-profit organizations that are subsidiaries of DVRPC: The DVRPC Southeastern Pennsylvania Corporation, whose Board of Directors are the same as the five Pennsylvania counties serving on the DVRPC Board, or their designee, representing Bucks, Chester, Delaware, Montgomery and Philadelphia, and the DVRPC Foundation for NJ, which is similarly represented by a Board of Trustees from Burlington, Camden, Gloucester and Mercer counties, plus the Executive Director of DVRPC, Barry Seymour. Any action by the Board requires unanimous approval. DVRPC talked about creating these subsidiaries with the Board for several years, and the Board authorized us to proceed in February 2018. Both non-profits were incorporated in each state in the spring of 2018. By-laws were developed, an agreement for sharing staff, facilities and administration, and many other forms that we worked with our counsel to package into a 1023 Form, which we submitted to the IRS. DVRPC received notice of our IRS federal tax-exempt status in July, 2019.

The main reason for creating these non-profits is to open doors to foundation and government programs that only fund 501c3 organizations, and will not otherwise fund DVRPC. As an MPO, DVRPC is not eligible for funding from many foundations, and certain federal and state programs, whereas 501c3s are eligible. We have expertise in many areas of the planning field, and new approaches to funding initiatives can serve the region well. Creating a non-profit provides options to reinforce and supplement current local and regional priorities. Other reasons include providing another structure to do projects when that makes sense. An example of this is that when the Pennsylvania or New Jersey counties can move forward on a project through their nonprofit, that does not go through the DVRPC Board, which may be advantageous in certain circumstances. Many MPOs across the country have already established non-profit subsidiaries. Projects undertaken align with our current efforts to advance policies and programs that promote livability, sustainability, efficiency, and equitable and healthy opportunities for all. Projects can be pass-through to member governments or carried out by DVRPC staff. DVRPC is not intending to compete with existing non-profits and if

we were in a situation where we would be competing with a partner organization, we would look to partner together rather than compete against each other.

DVRPC missed out on SPARC, Strong, Prosperous, and Resilient Communities Challenge, which is a three-year \$90 million initiative that invests and amplifies local efforts promoting equity and healthy communities, because they were seeking regional non-profits with significant capacity that could undertake their initiatives. Since then, we have been seeking opportunities for the non-profit, and we have two projects underway, and even have a donation pending.

The two projects are both Return on Environment studies. Ms. Elkis noted that since she was the project manager on the original study for SEPA 10 years ago, and because she was able to assist Chester County with their update to the study in 2019, she has a unique background in conducting these efforts for our region. The first is for Mercer County, which is underway, and is self-funded by the county, and committing \$8,000 to the New Jersey non-profit for project management and guidance on the effort. The second project is also a Return on Environment study. The Pennsylvania non-profit submitted a joint application to do Return on Environment studies for Montgomery County and Delaware County to Pennsylvania DCNR. DVRPC is not eligible for DCNR grants as an MPO, so having the non-profit status allowed us to provide this service to both counties. That effort is bringing \$12,000 to the Pennsylvania non-profit.

The potential donation is \$10,000 from a private donor that is interested in promoting one of our Experimental Pop Ups (Tactical urbanism) projects, and the money would be used to buy equipment for the project. The donor is interested in deducting the contribution under IRS section 170

DVRPC will reconvene each non-profit in November in a virtual meeting, and with recent transitions, we have new Board members on each non-profit Board. We will use the meeting to not only get everyone up to speed, but to also brainstorm ideas that can serve either individuals or groups of counties or the whole region. We have a list of foundations that serve our region or accept unsolicited proposals, and we can continue to research opportunities.

## DISCUSSION ITEM

### 6. One Minute Reports

Tom Stanuikynas, Burlington County, reported that the county just started offering zero interest loans to small businesses affected by COVID-19.

Rich Brahler, Bucks County, reported that the county is getting close to opening the Upper Bucks Rail Trail, which is a 3.2-mile trail that runs through Springfield township. The county hopes to have a ribbon cutting in November. The county has been moving along very quickly on the Newtown Rail Trail and the contractor has opened up a lot of the area and leveled it out and added some sub-base and is tackling some of the bridge issues that we run into.

Marian Moskowitz, Chester County, reported that the final portion of the Schuylkill River Trail is starting construction and the contractor will be paving about 5.8 miles of existing trail in Chester County, leading to Phoenixville, and next year the remainder of the trail will be built which is an additional four miles in length. The Chester County trail, crossing Chester Valley trail crossing Route 100 was completed this fall along with the connection to the train station. Another interesting recently completed trails project was the construction of a new bridge for Route 322 over the Brandywine Creek.

Valerie Arkoosh, Montgomery County, reported that the County Transportation program which is a program that uses a portion of our \$5 fee to fund transportation projects has put about one million dollars aside each year toward this program. The initial impetus for it was that not every one of our 62 municipalities in Montgomery County has or is home to a county owned road or bridge. The county wanted to make sure that every month, every county resident could benefit in some way from the \$5 fee. There have been three rounds, starting in 2018, and a total of \$2.9 million awarded in grants to 29 projects in 21 different municipalities. Several of these municipalities, do not have any county roads and bridges within their borders. These dollars have gone to fund traffic signal improvements, intersection improvements, pedestrian safety, road diets and bridge rehabilitations. Round three was just announced and six grant awards to seven municipalities were distributed. Ms. Arkoosh also invited everyone to an upcoming virtual event, which is our annual Montgomery Awards. These are awards that are given out every year to projects that further the mission of our county comprehensive plan. The Montgomery awards recognize the best in planning and design, advocacy, and environmental stewardship in and across the county. This program has been around since 1967 we have given out 215 awards in total. These awards can go to residential, office, and commercial development, redevelopment projects, community revitalization efforts, transportation improvements, historic preservation projects, open space planning, environmental stewardship, and planning advocacy. Ms. Arkoosh noted that if interested, please RSVP at Montgomery County's website.

Christopher Puchalsky, City of Philadelphia, reported that the city council had been really focused on COVID response so there was a backlog of transportation related legislation that is now moving. Legislation on a bunch of different projects and initiatives is now moving forward and one piece of that is an extension of our outdoor dining program. This has been very successful in not only helping restaurants survive the pandemic, but in helping us to rethink how we use space in the street. The city is going to expand the Indego bike share program and a contract has been signed on that. We are getting started to hire a new round of ambassadors to help us go out and really work collaboratively with communities to place new stations.

Jody Holton, SEPTA, reported that SEPTA now has a three-day convenience pass for transit riders and also a three-day independence pass for regional rail riders. The intent of the pass can be thought of as a tourist pass but nowadays, we are thinking about it more as a telecommuting pass and for those who are using the system differently and maybe not commuting as many days a week. SEPTA has signed on to the Health and safety Commitments program which means we are maintaining our

transit vehicles to the highest standards in terms of ventilation and cleaning and offers a bit of assurance to those who are using the system. SEPTA has kicked off a wayfinding and branding master plan for our rail transit system and the focus of the planning effort is to not only make our wayfinding signage clearer and more consistent across that system, but to also knit together the rail transit system. There is a survey available now to assess the rail transit network and 500 responses have already been received. Ms. Holton encouraged everyone to participate.

Rohan Hepkins, PATCO, reported that PATCO's ridership is inching up incrementally and is around 25 percent. On the bridges DRPA is up to 80 percent because of commerce such as Amazon, groceries, vans, and that type of service. PATCO is going to be receiving \$42 million stimulus so that will help.

William Shanahan, DRPA, reported that DRPA is moving ahead on the Franklin Square station reopening plans.

Timothy Lidiak, FTA, reported that the FTA is working with DRPA on the Franklin Square reopening and the environmental piece should be done by December.

Brian Goodson, FHWA NJ, reported that on the morning of October 5 the President, signed the continuing resolution and the FAST act was renewed for another year at 2020 funding levels.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that her office is preparing to open up the rules for the State Planning Commission. They have met informally with a number of our land use partners to get some feedback before we do that, The President of the New Jersey County Planners Association has agreed to have a separate meeting so I could get feedback from the county planners. That meeting is being set up for mid- November and Ms. Rendeiro encouraged the county planners to please provide feedback, whether at that meeting or before.

## 7. Executive Director's Report

### a. Work Program Development

Mr. Seymour reported that the Work Program Committee reviewed a number of ideas at a meeting on October 9 at 10 a.m. Mr. Seymour reviewed the table of selected projects and noted that a draft Work Program will be presented to the Board at the December 9 meeting.

### b. Annual Board Retreat

Mr. Seymour called the Board's attention to the fact that DVRPC's annual Board retreat which we have been doing in September, we will be doing at as part of our December Board meeting. Mr. Seymour asked Board members and alternates to please mark their calendars for the morning of December 9. Richard Rothstein who is the author of a book called *The Color of Law*, which is really a seminal book that looks

at the history of planning as it relates to racial injustice, has been confirmed. He will do a presentation at 9 am and that will be open to the public. From 10 am to 11 am we will have a closed session for Board members and Mr. Rothstein, with a response panel so there will be a chance for asking questions and engaging in a closed session. At 11 am will be the Board meeting, so we will open it up again to the public.

#### c. Regional Planning Directors Conference

Mr. Seymour noted that he recently participated in the regional planning directors national conference. It is an opportunity to network with peers around the country. We all feel like we are dealing with twin challenges around COVID and working from home and impacts on regional travel but also the racial and social equity issues, demonstrations, awareness and responses. That certainly has influenced how we are looking at our work program. I heard a lot of good examples from around the country and how regional agencies are working on things like housing programs, and looking at affordable housing in their own regions and how decisions have been made and how communities have been engaged. Some regions have also dealt with some really significant natural disasters this year, in terms of fires, flooding and hurricanes and they talked about how they responded and are thinking about resilience and response to climate change.

#### d. Board Meeting Dates for 2021

Mr. Seymour called the Board's attention to the fact that the Board meeting dates for calendar year 2021 have been distributed. He asked that Board members hold the dates for 2021 Board meetings.

#### e. DVRPC Holidays

Mr. Seymour noted that DVRPC made two changes to our holiday schedule and rather than Flag Day, which has been a historical holiday at DVRPC, we will instead be recognizing and celebrating Juneteenth as a recognized holiday. Several other organizations have made that change as well, including the City of Philadelphia. Also, in the past we have celebrated Columbus Day but we will now be celebrating and recognizing it as Indigenous Peoples Day, which we did just two weeks ago.

#### f. TCDI Projects

Mr. Seymour reported that the Board recently approved a list of projects under our TCDI program. One of those projects was in Bucks County, New Hope borough. This project was proposed for \$60,000 for a parking garage feasibility study. They recently notified us that they will not be undertaking that project next year so the next ranked project from the regional review was the Upper Bucks public transportation feasibility study for the Bucks County Planning Commission, which was also budgeted at \$60,000. That makes a pretty easy swap in terms of those projects.

g. DVRPC Awarded by APA PA for its PennDOT Connects Bike-Friendly Resurfacing Program

Mr. Seymour called the Board's attention to the fact that DVRPC was recently awarded the 2020 Award for Best Project, Program or Practice for its PennDOT Connects Bike-friendly Resurfacing program by the APA PA. This was a project that was funded from PennDOT through the PennDOT Connects program. Mr. Seymour thanked Larry Shifflet and his team as well as all the county staff that participate in that.

h. New Releases

Mr. Seymour noted some new releases including the Equity Through Access report that you heard this morning. The report and details on that are on our website. Another report, The Implications of Multifamily Development which you heard last month, is now on our website as well. DVRPC just completed a Safe Routes to Transit analysis for the Woodbourne Station in Bucks County, which is available on the website. Two web products are also available. One is TIP Fundamentals which is kind of an easy walk through that explains the TIP process and is very much geared to those who are not the insiders and anyone who wants to understand the TIP from the public side. We also have a web map that explains opportunity zones and incentive areas related to our economic development work.

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) Delaware Valley Goods Movement Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:47 a.m. on a

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at

least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary