

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting January 28, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Sean Thompson
Mike Russo
Andrew Swords

New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Rudy Rodas
Larry Shifflet
Jim Mosca

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

Gina Burritt
Nedia Ralston
Robert Harvie
Evan Stone

Chester County

Rich Brahler
Marian Moskowitz
Brian O'Leary

Delaware County

Christine Reuther
Linda Hill

Montgomery County

Val Arkoosh
Scott France
Matthew Edmond

Burlington County
Camden County

Tom Stanuikynas
Lou Cappelli
Andrew Levecchia

Gloucester County
Mercer County

Theresa Ziegler
Leslie Floyd
Matthew Lawson

City of Chester
City of Philadelphia

Peter Rykard
Mark Squilla
Eleanor Sharpe
Chris Puchalsky
(not represented)
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

Brian Goodson
(not represented)

(not represented)

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	Jody Holton
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Sachin Shankar
Delaware River Port Authority	William Shanahan
	Tonyelle Cook-Artis
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, Stacy Bartels, Katie Nash, Jesse Buerk, Van Doan, Will Stevens, Paul Smith, Marco Gorini, Kevin Murphy, Chris King, Brett Fusco, Maridarlyn Gonzalez, Alison Hastings, Shoshana Akins, Rick Murphy, Kwan Hui, Shawn Megill Legendre, Sonia Lee, Natalie Scott, Elise Turner, Glenn McNichol, and Renee Wise.

Guests

PennDOT District 6	Jonathan Korus
Philadelphia City Planning Commission	David Kanthor
Philadelphia City Planning Commission	Martine Decamp
Montgomery County	Matthew Popek
WHYY	Darryl C. Murphy
PPTF	Michael Clemmons
Residents for Regional Traffic Solutions, Inc.	Susan Herman

Call to Order - Chair's Comments

Board Chair, Mark Squilla, called the meeting to order at 10:08 a.m. and welcomed Delaware County's new Board representative Councilmember Christine Reuther. Chair Squilla asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated, however, Executive Director Barry Seymour noted that a public comment was submitted on a non-agenda item which can be found on the posted public comments section on DVRPC's website.

ACTION ITEMS

1. Minutes of Meeting of December 9, 2020

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Moskowitz*, to approve the minutes of December 9, 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. **NJ20-051: Mercer County's Electronic Traffic Control Devices Inventory (DB #D1901), Mercer County**

Mercer County has requested that DVRPC amend the FY2020 TIP for New Jersey by removing a \$225,000 STBGP-TRENTON funded Planning Study (PLS) project, Mercer County's Electronic Traffic Control Devices Inventory (DB #D1901), in FY21 from the TIP. The removed funds will return to the region as a resource for other projects. Just before the pandemic began, the county staff project lead left and shortly thereafter, Mercer County instituted a hiring freeze and deferred implementation of asset management system upgrades to reduce budget uncertainty. The county does not want to advance this project with such uncertainty.

The purpose of this project was to develop data for Mercer County's asset management information system and to identify systemic Intelligent Technology System (ITS) upgrades by performing an inventory of signal system equipment, traffic control and accessibility features associated with signalized roadway intersections; school zones; fire company engine entries; miscellaneous electronic warnings (including red signal ahead, dynamic speed feedback signals and flashers); as well as trail and mid-block pedestrian crossing safety buttons (including rectangular rapid flash beacons) at various discrete signal system locations under county jurisdiction.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Ms. Ziegler* that the Board approve TIP action:

NJ20-051, Mercer County's request that DVRPC amend the FY2020 TIP for New Jersey by removing a \$225,000 STBGP-TRENTON funded Planning Study (PLS) project, Mercer County's Electronic Traffic Control Devices Inventory (DB #D1901), in FY21 from the TIP.

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

b. NJ20-055: Traffic Signal Adaptive/Vehicle Detection Upgrade (DB #D2012), Burlington County

Burlington County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3.8 million STBGP-PHILA funded project, Traffic Signal Adaptive/Vehicle Detection Upgrade (DB #D2012), to the TIP for FY21 Construction (CON). This is a non-complex project that the DVRPC NJ TIP Subcommittee reviewed and recommended for funding in FY21.

The NJ TIP Subcommittee is a body that includes city, county, and transit operator representatives who are part of the DVRPC RTC. The NJDOT Local Aid has also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY21. DVRPC refers to this as a "Quick Obligation" project. The region received three local "Quick Obligation" project requests, totaling \$12.686 million STBGP-PHILA funds, for construction authorization this FY21. The source of funds for this project is from the line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project. Should these projects miss FY21 authorization, they are not guaranteed to be carried forward in the TIP.

This project will upgrade/retrofit existing traffic signal operations at intersections with new cameras to support adaptive traffic signal control and upgraded vehicle detection in order to improve traffic flow on CR 537, CR 607, and CR 673. Besides providing vehicle detection, the new cameras will provide a continuous archive of vehicle turning movement counts to support Transportation Systems Management and Operations (TSMO) goals and objectives. TSMO is a set of strategies that focus on operational improvements that can maintain and restore the performance of the existing transportation system before extra capacity is needed.

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

c. NJ20-056: CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line (DB #D2013), Camden County

Camden County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$5.186 million STBGP-PHILA funded project, CR 616 (Church Rd),

Vicinity of NJ 38 to Camden County Line (DB #D2013), to the TIP for FY21 CON. The cost includes construction management and inspection services. This is a non-complex project that the DVRPC NJ TIP Subcommittee reviewed and recommended for funding in FY21.

The NJ TIP Subcommittee is a body that includes city, county, and transit operator representatives who are part of the DVRPC RTC. The NJDOT Local Aid has also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY21. DVRPC refers to this as a “Quick Obligation” project. The region received three local “Quick Obligation” project requests, totaling \$12.686 million STBGP-PHILA funds, for construction authorization this FY21. The source of funds for this project is from the line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project. Should these projects miss FY21 authorization, they are not guaranteed to be carried forward in the TIP.

Improvements will involve roadway milling, overlay and base repairs; upgrades to handicap ramps and storm sewer improvements; and the construction of curb, guiderail improvements and striping, signage and raised pavement markings. Local municipal funds will be used to install all sidewalks within the project limits under a local shared services agreement. CR 616 is heavily traveled and links NJ 38 and NJ 41 in Cherry Hill Township.

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

d. NJ20-057: CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive) (DB #D2015), Gloucester County

Gloucester County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3.7 million STBGP-PHILA funded project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive) (DB #D2015), to the TIP for FY21 CON. The cost includes construction management and inspection services. This is a non-complex project that the DVRPC NJ TIP Subcommittee reviewed and recommended for funding in FY21.

The NJ TIP Subcommittee is a body that includes city, county, and transit operator representatives who are part of the DVRPC RTC. The NJDOT Local Aid has also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY21. DVRPC refers to this as a “Quick Obligation” project. The region received three local “Quick Obligation” project requests, totaling \$12.686 million STBGP-PHILA funds, for construction authorization this FY21. The source of funds for this project is from the

line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project. Should these projects miss FY21 authorization, they are not guaranteed to be carried forward in the TIP.

The project will improve the existing aged rough roadway surface and improve safety by including drainage improvements, improved cross slopes and superelevation in Franklin Township and Clayton Borough. The existing roadway surface will be milled to reestablish a consistent normal crown cross slope throughout the project limits. A new superelevation will be created through a number of existing horizontal curves. The roadway will be then resurfaced with 2 ½" of new surface course, and base repairs will be performed. New raised pavement markers, striping and signing will be included in the project. A bike lane link from the existing lanes on CR 610 to Delsea Regional High School near Route 47 will also be provided.

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

Mr. Seymour noted that a public comment was received on action item 2c from John Boyle of the Bicycle Coalition of Greater Philadelphia. Mr. Boyle commented that there is no mention of bicycle facilities in the TIP project description and asked why they were rejected for consideration. A response followed indicating that there was an examination, but there is not sufficient cart way width on Church Road to allow for bicycle facilities. Mr. Seymour also noted that a public comment was received on action item 2d from Debbie Kaighn of Gloucester County who expressed that she would like to see this happen and that it would be nice to see Delsea Drive in Franklinville to be considered as well. The comment was forwarded to the New Jersey Department of Transportation for response as Delsea Drive is a NJDOT facility.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ20-055, Burlington County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3.8 million STBGP-PHILA funded project, Traffic Signal Adaptive/Vehicle Detection Upgrade (DB #D2012), to the TIP for FY21 Construction (CON).

NJ20-056, Camden County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$5.186 million STBGP-PHILA funded project, CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line (DB #D2013), to the TIP for FY21 CON.

NJ20-057, Gloucester County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3.7 million STBGP-PHILA funded project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive) (DB #D2015), to the TIP for FY21 CON.

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

e. NJ20-058: Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E), Camden County

NJDOT has requested that DVRPC amend the FY2020 TIP for New Jersey by increasing the total CON cost by \$99.872 million (M) from \$220.570 M (\$149.057 M NHFP-HWY/\$71.513 M NHPP) to \$320.442 M (\$131.398 M NHFP-HWY/\$189.044 M NHPP), accordingly,

- 1) Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M (\$67.277 M NHFP-HWY/\$28.293 M NHPP) to \$110 M (\$43.339 M NHFP-HWY/\$66.661 M NHPP):
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
 - FY23: Increase \$34.528 M NHFP-HWY by \$8.811 M to \$43.339 M NHFP-HWY; and increase \$15.472 M NHPP by \$51.189 M to \$66.661 M NHPP.
- 2) Increase the TIP's Out-Years by \$85.442 M from \$125 M (\$68.78 M NHFP-HWY/\$56.22 M NHPP) to \$210.442 M (\$88.059 M NHFP-HWY/\$122.383 M NHPP):
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

The Contract 4 cost estimate has been updated based on the latest information available from Final Design and a later anticipated start date due to the status of Contract 3. The breakdown of the cost increase are as follows:

- 1) Construction (Roadway) - \$17.673 M additional
 - Design change to Barrier with Moment Slab was needed to adhere to AASHTO standards;
 - Maintenance and protection of traffic (MPT) increased when the overall project increased;
 - Stormwater pump station's increased cost includes the mechanical bar screen, pile foundation, increased cost in materials (pumps and controls), and a larger and more complex concrete wet well structure.
- 2) Construction (Structures) - \$58.379 M additional
 - Bridge 4 (Ramp C Boat Section) increased cost is due to requirements for the heavier weight concrete to reduce slab thickness, increase to unit prices, and the incorporation of the secant piles; work will involve very large and deep concrete pours (close to an additional \$55 M);

- Bridge 5 (over Kings Highway) increased cost is due to design changes for widening.

- 3) Contract Items - \$11.899 M additional
- 4) Construction Contingencies - \$246,289 additional
- 5) Inflation - \$10.480 M additional, as a later construction start pushes the midpoint to April 2025, which increases inflation.

In addition, mobilization cost increased due to the cost increase in roadway and structure items listed above.

Contract 4 is one of the remaining contracts to continue the construction of the largest project in the South Jersey region, I-295/I-76/Route 42 Interchange, in Bellmawr, Mt. Ephraim and Gloucester City in Camden County. It addresses safety and congestion, and eliminates dangerous weaving movements where the roads converge. Contract 4 will include the completion of work along I-76/Route 42, I-295 northbound, Ramp B and the remainder of Ramp C and Ramp F.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ20-058, NJDOT's request that DVRPC amend the FY2020 TIP for New Jersey by increasing the total CON cost by \$99.872 million (M) from \$220.570 M (\$149.057 M NHFP-HWY/\$71.513 M NHPP) to \$320.442 M (\$131.398 M NHFP-HWY/\$189.044 M NHPP), accordingly,

- 1) Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M (\$67.277 M NHFP-HWY/\$28.293 M NHPP) to \$110 M (\$43.339 M NHFP-HWY/\$66.661 M NHPP):
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
 - FY23: Increase \$34.528 M NHFP-HWY by \$8.811 M to \$43.339 M NHFP-HWY; and increase \$15.472 M NHPP by \$51.189 M to \$66.661 M NHPP.
- 2) Increase the TIP's Out-Years by \$85.442 M from \$125 M (\$68.78 M NHFP-HWY/\$56.22 M NHPP) to \$210.442 M (\$88.059 M NHFP-HWY/\$122.383 M NHPP):
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

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

f. PA21-13: Stormwater Management Site Repair 2020 (MPMS #115622), Various Counties

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Stormwater Management Site Repair 2020 project (MPMS #115622) for construction in the amount of \$1,500,000 (FY22: \$750,000 State 581; FY23: \$750,000 State 581).

This project is a breakout from the Stormwater Permits/Environmental Mitigation Line Item (MPMS # 106649). This project consists of repairs to 17 stormwater control measures across Bucks, Chester, and Montgomery Counties. Five sites are located in Bucks County, five sites are located in Chester County, and seven sites are located in Montgomery County. Site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar re-construction work.

Stormwater control measures have been identified through visual site inspections occurring as part of the required statewide National Pollutant Discharge Elimination System (NPDES)/municipal separate storm sewer system (MS4) stormwater compliance program. Work is limited to existing stormwater facilities and associated roads will remain open to traffic throughout the duration of the project. This project will allow PennDOT to remain in compliance with existing NPDES permits that have been issued for the project sites.

Project Locations:

County	Municipality	MPMS #	Route	Segment	Offset
Bucks	Warrington	47396	0202	0034	0316
	Warrington	47396	0202	0034	1500
	Bristol	n/a	0413	0071	1224
	Levittown	47392	0013	0240	2154
	Warwick	50633	0263	0100	2745
Chester	E. Whiteland	64498	0202	0260	0654
	Malvern Borough	64494	0202	0361	1911
	E. Whiteland	64494	0202	0311	0588
	Malvern Borough	65613	0202	0351	0230
	Malvern Borough	64498	0202	0270	1288
Montgomery	Montgomery	16731	0202	0344	0295
	Montgomery	16731	0202	0354	1752
	North Wales Borough	63492	0202	0290	2576

	Souderton Borough	16438	1058	0050	0285
	Whitemarsh	64275	0309	0151	0530
	North Wales Borough	63492	0202	0300	2330
	North Wales Borough	63492	0202	0314	0390

Note: Locations are mapped in the *Supporting Documentation for TIP Actions* section of the TIP Actions Packet.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-13, PennDOT's request to amend the FY2021 TIP for Pennsylvania by adding the Stormwater Management Site Repair 2020 project (MPMS #115622) for construction in the amount of \$1,500,000 (FY22: \$750,000 State 581; FY23: \$750,000 State 581).

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

g. PA21-14: Substations and Power Improvements (MPMS #60651), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Regional Rail Wire Scan project (\$340,000 total cost) into the Substations and Power Improvements (MPMS #60651) Program of the TIP in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase in the amount of \$170,000 FTA Section 5312. These are additional funds to the region. Funding in FY21 will increase from \$31,619,000 (\$9,600,000 FTA Section 5307/\$21,309,000 State 1514/\$710,000 Local) to \$31,789,000 (\$9,600,000 FTA Section 5307/\$170,000 FTA Section 5312/\$21,309,000 State 1514/\$710,000 Local).

On November 30, 2020, SEPTA was one of six projects in six states to be selected for the competitive Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program to support infrastructure innovation and safety in the transit industry. The Federal Transit Administration awarded \$1,370,000 in competitive projects. SEPTA will partner with Strukton Rail North America Inc. to deploy a state-of-the-art automated scanning technology to assess the condition of the overhead contact system (OCS) wires over a portion of its 262 track mile regional rail network. This will produce a detailed and precise assessment of the condition of the network's OCS including wire thickness, height, and lateral position along with 4K Ultra

High Definition (UHD) video recordings and GIS data. This is a groundbreaking technology that will provide information that is more complete, detailed and accurate than what present visual observation and hands on inspection techniques would be able to provide in the span of several years. SEPTA will use the data provided by the scan to improve life-cycle delivery and inform its overall asset management strategy. This project will be the first implementation of the wire scan system on a North American commuter rail network. It will serve as a national model for the transit industry and provide a valuable test case for promoting use of the technology.

This amendment will only increase federal dollars to this program as the requisite state and local match funds are already programmed in the Substations and Power Improvements Program and will be applied as project expenses are incurred.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-14, SEPTA's request to amend the FY2021 TIP for Pennsylvania by adding the Regional Rail Wire Scan project (\$340,000 total cost) into the Substations and Power Improvements (MPMS #60651) Program of the TIP in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase in the amount of \$170,000 FTA Section 5312. These are additional funds to the region. Funding in FY21 will increase from \$31,619,000 (\$9,600,000 FTA Section 5307/\$21,309,000 State 1514/\$710,000 Local) to \$31,789,000 (\$9,600,000 FTA Section 5307/\$170,000 FTA Section 5312/\$21,309,000 State 1514/\$710,000 Local).

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

3. Adoption of DVRPC Fiscal Year 2022 Unified Planning Work Program

DVRPC's Deputy Executive Director, John Ward, explained that DVRPC's FY22 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2021 through June 30, 2022. As the federally-designated Metropolitan Planning Organization for the Greater Philadelphia region, DVRPC is required by federal regulation to develop a UPWP. This document reflects the policy direction provided by the Board's Unified Planning Work Program Committee and input from state and federal planning partners, member governments, operating agencies and other regional organizations.

Three Key sections of the document include: 1) DVRPC's Core Work Program, 2) Supportive Regional Highway Planning Program, and 3) Transit Support Program.

At their December 9, 2020 meeting, the DVRPC Board authorized release of the Draft FY22 Unified Planning Work Program for distribution and review, with a public comment period scheduled to run from December 9, 2020 to January 11, 2021. At the time of the Regional Technical Committee (RTC) meeting on January 12th, DVRPC staff was in the process of preparing responses to comments that were received during the public comment period. The RTC recommends that the Board adopt the Final FY22 UPWP, pending the resolution of any outstanding comments and issues including funding allocation issues. Since the RTC meeting on January 12th, DVRPC has received additional comments. Responses to those comments are being developed and will be presented at the Board Meeting.

DVRPC staff is asking that the Board adopt the Final DVRPC FY 2022 UPWP pending the resolution of any additional comments or issues. After Board adoption, relevant edits will continue to be incorporated and the final document will be produced and sent to the funding agencies.

Tom Stanuikynas, Burlington County, asked if Board members will be able to work with DVRPC staff to flesh out the scopes of the projects or if they are already set. Mr. Ward responded that in some cases the projects are already set and continue year to year and in some cases there may opportunity to include additional tasks or revise the task descriptions. He suggested reaching out to staff as soon as possible to address that. Chair Squilla thanked DVRPC for their work on the Work Program and the collaboration with all of the counties. Executive Director Barry Seymour thanked DVRPC and Board members and their staff for working together to reach a resolution on language for all concerned.

Favorable recommendation was received from the Regional Technical Committee for adoption of the Final FY22 Unified Planning Work Program, authorizing the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements pending the resolution of any outstanding comments and issues. Further, the RTC recommended the Board approve the actions to amend the FY2020 TIP for NJ and the FY2021 TIP for PA to fund select projects. DVRPC commits to working with its member governments and agencies prior to the development and adoption of the FY23 Work Program to set a mutually agreed-upon framework for adequately funding the SRHPP and TSP programs in subsequent years.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Ms. Arkoosh* that the Board adopt:

The Final FY22 Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements pending the resolution of any outstanding comments and issues. Further, that the Board approve

the actions to amend the FY2020 TIP for NJ and the FY2021 TIP for PA to fund select projects. DVRPC commits to working with its member governments and agencies prior to the development and adoption of the FY23 Work Program to set a mutually agreed-upon framework for adequately funding the SRHPP and TSP programs in subsequent years.

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

4. Transportation Performance Management Targets and Update

Mike Boyer, 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, Infrastructure Condition, System Performance, Transit Asset Management, and Transit Safety. State DOTs and transit operators have either recently adopted or updated existing targets in all five areas. DVRPC staff will present on the performance under each area, as well as a recommendation for regional action on the targets.

Specific actions sought for each performance measure area are:

- **Transit Safety:**
DVRPC agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO initial targets for Transit Safety, and will support the transit operators' efforts at achieving those targets.
- **Bridge and Pavement Condition and System Performance:**
DVRPC agrees to plan and program projects that contribute toward meeting or exceeding PennDOT's and NJ DOT's statewide Infrastructure and System Performance targets.
- **Transit Assets:**
DVRPC agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management targets, and will support the transit operators' efforts at achieving those targets.
- **Roadway Safety:**
DVRPC agrees to plan and program projects that contribute toward meeting or exceeding PennDOT's and NJ DOT's statewide Roadway Safety targets. DVRPC will also work with its member governments and agencies to explore setting a regional target for future annual updates, in coordination with the state DOTs.

Valerie Arkoosh, Montgomery County, commented that she is excited to see the

exploration of setting regional targets but noted that she struggles with this vote and has for the last couple of years. The proposed targets are almost always higher than what has already happened and if the goal is to keep people safe then those targets should be lower than what has happened. At the end of the day we are trying to keep people from getting injured and killed so we should do everything we can as an MPO to further those goals. For this reason, Montgomery County will be abstaining today.

Mark Squilla, City of Philadelphia, commented that as a city with a Vision Zero goal, Philadelphia will abstain as well. Mr. Squilla noted that he looks forward to working together to integrate the Vision Zero goals into the future safety targets.

DVRPC Executive Director, Barry Seymour, noted that nobody is comfortable supporting a target that would increase accidents, injuries, or fatalities. We are all working toward a goal of zero deaths. He commented that he is glad we were able to revise the language specifically about planning and programming projects that work toward exceeding those statewide targets, and that we will work together to fully understand the implications of setting a regional target.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Thompson*, seconded by *Ms. Floyd* that the Board adopt:

- a. Newly established targets for transit safety.

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

Favorable Recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Thompson* that the Board adopt:

- b. Revised targets for the interim reporting period for Pavement and Bridge Condition and System Performance.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Russo, seconded by Mr. Thompson* that the Board adopt:

c. Annual targets for transit assets.

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

Favorable recommendation was received from the Regional Technical Committee, with abstentions from the City of Philadelphia Streets Department, City of Philadelphia Planning Commission, City of Philadelphia Office of Transportation, Infrastructure, and Sustainability, and Montgomery County.

The Board adopted the following motion:

MOTION by *Mr. Russo, seconded by Mr. Shifflet* that the Board adopt:

d. Annual target for roadway safety.

Motion passed, with abstentions from the City of Philadelphia and Montgomery County.

DISCUSSION ITEM

4. One Minute Reports

Mike Russo, NJDOT, reported that in December Congress passed an annual appropriations package and a separate COVID relief bill. For state DOTs nationally, the legislation includes \$46.4 billion in FY21 obligation limitations for highway trust fund programs including the FHWA federal aid highway program. This also includes \$9.8 billion in flexible federal COVID relief funding with the provision for a 100 percent federal share. Additionally, there is \$2 billion of highway general supplemental funds with approximately \$1.7 billion for highway bridge rehabilitation and surface transportation, which is block grant eligible. The appropriation also includes \$18 billion for FAA, \$2.8 billion for FRA, and \$13 billion for the FTA. The appropriation has several general provisions as well and one is to repurpose old highway earmarks within 25 miles of their original location. As for the COVID relief highway infrastructure program, the \$9.8 billion available will be sub allocated to transportation management areas or urbanized areas with a population of at least 200,000. For New Jersey specifically the estimated state apportionment is approximately \$249.8 million. The state's total MPO allocation is about \$56 million with DVRPC's share being approximately \$10.3 million. The funds are apportioned based on each state's share of FAST Act obligation limitations. The COVID relief funds come with added flexibility above and beyond the typical surface transportation block funds.

Larry Shifflet, PennDOT, thanked Mike Boyer for his presentation and work on the performance targets. The COVID relief package for Pennsylvania is \$343.1 million and the urbanized portion is almost \$64.1 million with the DVRPC region getting roughly \$30.5 million. The funding will be used primarily to cover state revenue gaps in our construction program.

Bob Harvie, Bucks County, thanked DVRPC for their help and reported that the county has been working with Montgomery County and the City of Philadelphia on a power purchase agreement. The Bucks County Planning Commission has put together a model alternative energy ordinance with DVRPC's assistance.

Brian O'Leary, Chester County, thanked DVRPC for the TCDI grant for the active transportation report. This was recently approved by the Commissioners. The county will be releasing its climate action plan for public comment at the beginning of February and DVRPC was critical in providing data that was needed.

Christine Reuther, Delaware County, thanked everyone for the warm welcome and noted that she is looking forward to serving on the DVRPC Board. Ms. Reuther reported that the county just hired a Chief Sustainability Officer who will be starting very soon. The county just opened its first wellness center which will be the home of the county's new Board of Health.

Valerie Arkoosh, Montgomery County, congratulated Delaware County for opening their wellness center. The county is very excited to participate in the power purchase agreement and the goal is to support renewable resources in the state. The county has now preserved over 10,000 acres of farmland in Montgomery County. About 30,000 acres of farmland exist in the county so that is one third of the farmland and encompasses 177 family farms. In the county's 2040 Plan the goal is to preserve a total of 14,600 acres by 2040 and we are on our way. For more information about farmland preservation please visit the county's website. Ms. Arkoosh thanked DVRPC for their assistance with the Return on Environment study which is kicking off now and is participating with DVRPC's nonprofit entity, DVRPC Southeastern Pennsylvania Corporation to quantify the value of protected open space in Montgomery County. This effort will update the 2011 Return on Environment Study that was prepared. DVRPC obtained a grant from DCNR on behalf of the county and the county will cover the remaining costs.

Mark Squilla, City of Philadelphia, reported that the City Planning Commission is partnering with the Philadelphia Budget Office on a steering committee with Philadelphia residents from diverse backgrounds that help set goals and ground rules for spending \$1 million dollars of the city budget. The same steering committee will help set the groundwork for the next comprehensive plan as part of our Reimagine Philadelphia work.

Lou Millan, NJ Transit, reported that New Jersey Transit's positive train control system was approved by the FRA. NJ Transit has just entered into a full funding agreement with the FTA to fund the portal bridge which is a drawbridge on the Northeast corridor.

This is at a really narrow point in the corridor where it is only two tracks on the approach to New York City. Even though it is not in the region it can cause disruptions that have impacts up and down northeast corridor so it is good that it is finally getting replaced. NJ Transit was successful in getting a grant from the USDOT COVID Research Demonstration Grant for a video analytics system. This is a pilot project that is going to be undertaken on the River Line to analyze customer behavior and spacing on the trains and to detect anomalies. With this pilot project we hope to learn and see if it is successful so we can deploy it elsewhere on the system.

Rohan Hepkins, PATCO, reported that PATCO ridership is at around 25 percent of normal ridership, pre-pandemic. Ridership on bridges is 75 to 80 percent so hopefully as more people take the vaccine those numbers will increase. Mr. Hepkins congratulated Christine Reuther for being named Delaware County's new representative to DVRPC and the work she's done to establish the health department in the county. It is important to link housing, education, transportation infrastructure, and health care together in order to create livable and equitable communities, which goes to the point that Richard Rothstein talks about in his book *The Color of Law*.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the state planning Commission is about to embark on opening up our rules. We have started our internal planning meetings and most likely, by the end of the first quarter you will start seeing the process begin. For our Jersey counties, as well as anybody else that is interested, keep an eye out for notices and comments and interagency meetings about how we are going to update and modernize the state planning goals. They have not been looked at in about 10 and 15 years so it is time to bring them up to date.

5. Executive Director's Report

a. Board Retreat Follow-up

Mr. Seymour thanked Board members and alternates for participating in DVRPC's annual Board retreat which included two sessions with Richard Rothstein who is the author of a book called *The Color of Law*. Mr. Seymour noted we had over 600 people on that call and based on our evaluations, over 95 percent strongly or very strongly agreed that it met or exceeded their expectations. DVRPC is working with Temple University who will be doing some research on several transportation projects that have been completed over time in the region. There will be an exploration of what the impacts of those projects have been, what the planning process has been, how they might have worked with the DOT or with local communities and what lessons we can learn going forward. As part of next year's work program, we will be doing some work on regional housing and we are currently still scoping that out and exploring some alternative funding sources for that as well.

b. Election Impacts

Mr. Seymour noted that Pete Buttigieg was named as the new Transportation Secretary and spoke about safety and infrastructure investment to support the

economy and to help climate impacts. He also mentioned public private partnerships and equity and access as his priorities.

c. COVID Impacts

Mr. Seymour reported that in terms of terms of COVID impacts DVRPC is still working from home and he encouraged everyone to get vaccinated when eligible and to maintain social distance as needed.

d. New Releases

Mr. Seymour called the Board's attention to some new DVRPC releases including: Preparing Greater Philadelphia for Highly Automated Vehicles; Safe Routes to Transit: Bordentown Station, US 202 Section 200 Operations Analysis, Hunting Park East Freight Access Study.

e. Vision 2050

Mr. Seymour noted that DVRPC's Long Range plan update includes a new vision statement which we will be releasing soon. We will maintain our focus on communities, the environment, the economy, and transportation through the lens of an equitable, resilient, and sustainable region. We think that the umbrella framework of equitable, resilient, and sustainable is one that applies across the board as we think about the environment and as we think about communities, the economy and the transportation network. From here we will be fleshing out some more detailed goals, as well as strategies that we can work on together to help achieve those goals.

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

- (1) Regional Technical Committee
- (2) Delaware Valley Goods Movement Task Force
- (3) Transportation Operations Task Force
- (4) Public Participation Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:55 a.m. on a

MOTION by Mr. Thompson, seconded by Ms. Floyd.

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