

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting July 22, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Department of Transportation
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County

Sean Thompson
James Lewis
Rudy Rodas
Jim Mosca
Gina Burritt
(not represented)
Robert Harvie
Evan Stone
Rich Brahler
Brian O'Leary
Thomas Shaffer
Val Arkoosh
Scott France
Matthew Edmond
Elizabeth Verna
Lou Cappelli
Andrew Levecchia
Heather Simmons
Theresa Ziegler
Leslie Floyd
Matthew Lawson
Peter Rykard
Mark Squilla
Chris Puchalsky
June Morton
Jeffrey Wilkerson

Chester County
Delaware County
Montgomery County

Burlington County
Camden County

Gloucester County

Mercer County

City of Chester
City of Philadelphia

City of Camden
City of Trenton

Non-Voting Members

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

Brian Goodson
(not represented)

(not represented)
(not represented)
(not represented)
(not represented)
Ryan Judge

New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Tonyelle Cook-Artis
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	Donna Rendeiro
Pennsylvania Department of Community and Economic Development	Aliyah Stanger
DVRPC Co-Counsel	
Pennsylvania Co-Counsel	Jonathan Bloom
	William Sasso
	Tom Coleman
New Jersey Co-Counsel	

DVRPC Staff

Barry Seymour, Patty Elkis, Mike Boyer, Katie Nash, Jesse Buerk, Shoshana Akins, Brett Fusco, Maridarlyn Gonzalez, Alison Hastings, Rick Murphy, Kwan Hui, Najah Jackson, Ben Gruswitz, Amani Bey, Elise Turner, Tom Edinger, Derek Lombardi, Spencer Gober, Ian Schwarzenberg, Van Doan, Glenn McNichol, Beth Wichser, and Renee Wise.

Guests

Gloucester County	Tom Bianco
Gloucester County	Michelle Shirey
AT&T NJ	Joseph Divis
PennDOT District 6	Jonathan Korus
City of Philadelphia Planning Commission	David Kanthor
Camden County	Digna Townsend
Public Participation Task Force	Mary Sandone
Mott MacDonald	Richard Hammer
The Partnership TMA of Montgomery County	Jacqui Baxter-Rollins

Call to Order - Chair's Comments

Board Chair, Lou Cappelli, called the meeting to order at 10:02 a.m. Chair Cappelli asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

DVRPC Executive Director Barry Seymour welcomed everyone and noted that NJDOT's representative today, James Lewis, will be retiring after 44 years. Mr. Seymour wished Mr. Lewis well on his upcoming retirement. Mr. Seymour welcomed Liz Verna who is sitting in for the Burlington County Bridge Commission today and Thomas Shaffer who is sitting in for Delaware County today. Mr. Seymour also welcomed Jonathan Bloom who is the new Pennsylvania Co Counsel from the law firm of Stradley Ronon.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Reverend Glen Benson, a resident of Delaware County, who commented that though he and PennDOT have a contract to perform

improvements at his home at 1210 Kerlin Street in the City of Chester, that contract is stalled and sits with the state attorney general now. Mr. Benson asked Board members if they have any contacts at that office and if they could kindly assist. A public comment was also received from Shirley Young, a resident of the Chinatown District, who commented that she would like to know the progress of the Reviving Race Street report that DVRPC completed a few years ago.

ACTION ITEMS

1. Minutes of Meeting of June 24, 2021.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Mr. Mosca*, to approve the minutes of June 24, 2021.

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. PA21-51: Coatesville Train Station (MPMS #87534), PennDOT Bureau of Rail, Freight, Ports, and Waterways

PennDOT's Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the DVRPC FY2021 TIP for Pennsylvania by reducing the funding in the FY21 Construction (CON) phase of the Coatesville Train Station project (MPMS #87534) by \$33,954,000. The funds that are programmed totaling \$33,954,000 are actually associated with other Urbanized Areas (UZA) in the state and were inadvertently programmed in the DVRPC TIP, recognizing that those funds are provided by FTA for Keystone Corridor projects and will continue to be directed to the Coatesville Train Station. The \$33,954,000 (\$13,850,000 FTA Section 5307/\$13,314,000 FTA Section 5337/\$6,790,000 State 1516) programmed, which represented additional funds to the region, will be removed from the DVRPC TIP accordingly: The FY21 CON phase is being reduced from \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA Section 5307/\$8,742,000 State 1516) to \$9,759,000 (\$4,172,000 FTA Section 5337/\$3,635,000 FTA Section 5307/\$1,952,000 State 1516). The total cost estimate of this project is still \$64,949,000. \$21,237,000 has already been placed into a grant.

The funding that is being removed from the DVRPC TIP is not being removed from the Coatesville Train Station project. The funds are being transferred to the Harrisburg Area Transportation Study TIP (\$12,671,000) and the Lancaster MPO TIP (\$20,884,000). This project is being funded with federal Keystone Corridor funds and per the Statewide Memorandum of Understanding (MOU), the amount of federal funds applied to Keystone Corridor projects shall be programmed on the TIP of the UZA from which the

funds originate. In this instance, the federal funds from three different UZAs are being applied to a single Keystone Corridor project, meaning the project must be listed in three different TIPs. Only the funding that is associated with a specific UZA should be programmed in the TIP covering that UZA. The remaining balance of the project that is not programmed on the UZA's TIP will be shown in the project description so as not to double- or triple-count funding in the financial records.

This project has progressed through the design process and is anticipated to be advertised in the summer of 2021 and Let for construction after that. The project will include a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, soldier pile retaining walls, improvements to the 4th Avenue underpass for pedestrians to move from one track to another, and a track realignment which includes a freight bypass track. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership. PennDOT has already completed the streetscape improvements on 3rd Avenue and 4th Avenue. Located in Chester County, the Coatesville Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line is now up to 110 mph.

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

Brian O'Leary commented that Chester County is excited about this project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Mr. O'Leary* that the Board approve TIP action:

PA21-51, PennDOT's Bureau of Rail, Freight, Ports, and Waterways request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the funding in the FY21 Construction (CON) phase of the Coatesville Train Station project (MPMS #87534) by \$33,954,000. The funds that are programmed totaling \$33,954,000 are actually associated with other Urbanized Areas (UZA) in the state and were inadvertently programmed in the DVRPC TIP, recognizing that those funds are provided by FTA for Keystone Corridor projects and will continue to be directed to the Coatesville Train Station. The \$33,954,000 (\$13,850,000 FTA Section 5307/\$13,314,000 FTA Section 5337/\$6,790,000 State 1516) programmed, which represented additional funds to the region, will be removed from the DVRPC TIP accordingly: The FY21 CON phase is being reduced from \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA

Section 5307/\$8,742,000 State 1516) to \$9,759,000 (\$4,172,000 FTA Section 5337/\$3,635,000 FTA Section 5307/\$1,952,000 State 1516).

Motion passed with an abstention from the City of Chester.

b. PA21-52: Mount Alverno Road Bridge Over Chester Creek (CB #9) (MPMS #86368), Delaware County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) phase of the Mount Alverno Road Bridge Over Chester Creek (CB #9) project, MPMS #86368, back into the TIP in the amount of \$4,500,000 (FY21: \$363,000 BOF/\$938,000 STU/\$244,000 State 183/\$82,000 Local; FY22: \$2,299,000 BOF/\$431,000 State 183/\$143,000 Local). The total estimated cost of this project is \$5,104,000 for the pre-construction and construction phases.

This project was programmed for construction in the previous FY2019 TIP. It was expected to be obligated/encumbered during the FY2021 TIP update and was subsequently not programmed. However, this project was not obligated/encumbered under the previous TIP due to delays encountered by District 6-0's construction unit as part of the constructability reviews. This included resubmission of the safety review due to issues identified as part of the constructability reviews, and accommodation of PECO Gas' request to add an attachment to the bridge which required a PECO construction agreement and another Department of Environmental Protection (DEP) permit, necessitating additional review and approval of the structure's plans. The project is proceeding towards letting and is now required to be added back into the TIP for the construction phase to advance.

This project involves replacement of the bridge carrying Mount Alverno Road over the Chester Creek in Aston and Middletown Townships, Delaware County. The bridge's superstructure has deteriorated to the point where replacement is necessary, and the current safety features are substandard. This project will replace an existing single-span reinforced concrete closed spandrel arch bridge with a single-span composite steel multi-girder bridge. The new bridge will have an increased hydraulic opening, decreasing the 100-year water surface elevation. The bridge approaches will be reconstructed to provide 11-foot wide travel lanes in each direction, a five-foot wide shoulder on the north side, and a nine-foot wide shoulder on the south side. The existing parapets will be replaced, guiderail transitions and end treatments will be provided to fill in existing gaps, and vertical and horizontal alignments will be improved.

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. Shaffer*, seconded by *Mr. Rykard* that the Board approve TIP action:

PA21-52, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) phase of the Mount Alverno Road Bridge Over Chester Creek (CB #9) project, MPMS #86368, back into the TIP in the amount of \$4,500,000 (FY21: \$363,000 BOF/\$938,000 STU/\$244,000 State 183/\$82,000 Local; FY22: \$2,299,000 BOF/\$431,000 State 183/\$143,000 Local).

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

c. PA21-53: Barbadoes Street Connector Road (MPMS #106068),
Montgomery County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) funding of the Barbadoes Street Connector Road project, MPMS #106068, by \$5,198,000 (FY22: \$1,000,000 NHPP/\$3,221,000 STU/Toll Credit, FY23: \$932,000 STU/Toll Credit, FY24: \$45,000 STU/Toll Credit) due to low bid cost savings.

This project will provide a new extension of Barbadoes Street between Lafayette Street and Washington Street for an eastern connection to Water Street. Truck turning conflicts will be addressed at the intersection of Water Street and Main Street. This project is a breakout from MPMS #80021 - US 202, Markley Street Improvements (Section 510).

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-53, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) funding of the Barbadoes Street Connector Road project, MPMS #106068, by \$5,198,000 (FY22: \$1,000,000 NHPP/\$3,221,000 STU/Toll Credit, FY23: \$932,000 STU/Toll Credit, FY24: \$45,000 STU/Toll Credit) due to low bid cost savings.

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

d. PA21-54: Henry Ave Corridor Safety Improvements, Phase 2 (MPMS #102134), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Henry Ave Corridor Safety Improvements, Phase 2 project (MPMS #102134) by \$8,801,000 (FY21: \$2,000,000 NHPP/\$3,801,000 STU/Toll Credit; FY22: \$3,000,000 STU/Toll Credit); and to increase the work limits to Barnes Street. The CON phase is increasing from \$5,999,000 (FY21: \$897,000 NHPP/\$2,551,000 HSIP/Toll Credit; FY22: \$2,551,000 HSIP/Toll Credit) to \$14,800,000 (FY21: \$2,897,000 NHPP/\$3,801,000 STU/\$2,551,000 HSIP/Toll Credit; FY22: \$3,000,000 STU/\$2,551,000 HSIP/Toll Credit).

Additional funding is being requested to cover work added to address community concerns, as well as increased work limits. This 1.6-mile corridor consists of various safety improvements along Henry Avenue from Abbotsford Avenue to Barnes Street in Philadelphia's East Falls and Wissahickon neighborhoods. Additional work includes:

- Geometric changes to a traffic island to reduce the turning radius for vehicles,
- Left turn lanes,
- A raised intersection,
- Bumpouts and medians, including sidewalk and ADA ramps,
- Roadway lighting,
- A shared-use bicycle and pedestrian path,
- High-friction surface treatments on horizontal curves,
- Pavement markings and signing, speed reduction pavement markings,
- Electronic speed feedback signs,
- Delineators and updated guide rail,
- Philadelphia Water Department drainage and water relocation,
- Interconnected and coordinated traffic signals, and
- Upgraded traffic signals including new mast arms, signal heads, pre-emption equipment, timing optimization with video and radar detection, and the addition of pedestrian countdown timers and accessible signals.

Improvements already included in the project scope include: "hand/man" pedestrian signals at all locations, installing centerline rumble strips at all painted median locations where appropriate, performing selective tree removal where appropriate based on crash cluster information, reflective pavement markers to better delineate the travel lanes along the median and in between lanes, and enhanced signage.

The Henry Avenue Corridor Improvements have been broken out to two separate projects. See companion project MPMS #80104 for additional details.

In order to advance this regional and PennDOT HSIP priority project to construction in 2021 without delay, PennDOT District 6 is seeking to advance the project using regional STU and NHPP funds for the cost increase presented here. \$5,102,000 of HSIP funding is already approved and programmed on the project based on the Highway Safety Manual (HSM) analysis that was conducted for the prior cost estimate. A revised HSIP

application has been submitted to PennDOT Central Office to determine if additional HSIP funding can be applied to the project.

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

Jim Mosca, PennDOT, thanked DVRPC for helping to move this project forward. DVRPC Executive Director Barry Seymour noted that a public comment was received from Mark Frog Harris of Philadelphia County expressing reservations about reducing the turn radius around the traffic island. A response from PennDOT followed noting that the turning radii were designed to accommodate all vehicle types that typically use this roadway, while taking into account the posted speed limit.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-54, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Henry Ave Corridor Safety Improvements, Phase 2 project (MPMS #102134) by \$8,801,000 (FY21: \$2,000,000 NHPP/\$3,801,000 STU/Toll Credit; FY22: \$3,000,000 STU/Toll Credit). The CON phase is increasing from \$5,999,000 (FY21: \$897,000 NHPP/\$2,551,000 HSIP/Toll Credit; FY22: \$2,551,000 HSIP/Toll Credit) to \$14,800,000 (FY21: \$2,897,000 NHPP/\$3,801,000 STU/\$2,551,000 HSIP/Toll Credit; FY22: \$3,000,000 STU/\$2,551,000 HSIP/Toll Credit); and to increase the work limits to Barnes Street.

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

PRESENTATION ITEMS

3. Gloucester County's Economic Recovery Collaborative

Heather Simmons, Gloucester County Commissioner, and AT&T New Jersey's Joe Divis explained that the county convened a team of 75 community leaders and stakeholders in January of 2021 who worked on five committees to identify key recommendations to help the county strategize distribution of resources for recovery. These recommendations were presented to the DVRPC Board.

4. Long-Range Plan Preview

Brett Fusco, DVRPC Manager, Long-Range Planning, presented a preview of the Draft *Connections 2050* Plan for Greater Philadelphia (*Connections 2050*, Long-Range Plan, or "the Plan") which outlines a long-range vision and goals, and identifies strategies for

the future growth of the Greater Philadelphia region. The Board will be asked to adopt the Plan at the September Board meeting.

DISCUSSION ITEMS

5. One Minute Reports

Jim Lewis, NJDOT, thanked present and past DVRPC staff for their professionalism and work. Mr. Lewis also thanked NJDOT staff as he prepares for his retirement.

Lou Cappelli, Camden County, congratulated Jim Lewis on his retirement. Mr. Cappelli reported that Camden County is completing a project in the City Camden which is rehabbing the old Campbell's Field and turning it into an athletic field for Rutgers University and the residents of Camden.

Jim Mosca, PennDOT, congratulated Mr. Lewis on his retirement. Mr. Mosca reported that PennDOT issued financial guidance and the supporting general procedural guidance for development of the FY23 TIP for Pennsylvania. The Transportation Revenue Options Commission has been hard at work since its creation by Governor Wolf to develop comprehensive funding recommendations for dealing with our aging infrastructure, with a focus on options for replacing the gas tax. There were over 40 public and private sector stakeholders involved with that Commission and that report is due on the Governor's desk by August 4.

Robert Harvie, Bucks County, reported that the county purchased three EV charging stations and the funds are coming from the VW diesel emissions settlement that took place a few years ago.

Brian O'Leary, Chester County, reported that the Southern Chester County Trail Feasibility study was just completed. The Schuylkill River Trail project is wrapping up and the county hopes to have a ribbon cutting this fall. The county just had a Complete Streets meeting and the plan is to develop a policy for the county.

June Morton, City of Camden, reported that Gwendolyn Faison, the City of Camden's first female mayor was laid to rest yesterday.

Thomas Shaffer, Delaware County, reported that Delaware County just announced the second round of its Greenspace program grants. PennDOT has a virtual open house display for the improvements that it will be making in Delaware County on the Route 352 (Middletown Road) and U.S. 1 Improvement Project in Middletown Township. There is a lot of through traffic and a lot of regional traffic, not only from Delaware County but also from surrounding counties as well. There is an area in the virtual open house for the public to review and make comments. From a personal perspective it is important for the planning commission because our office is located literally within the middle of the Media Bypass at the Baltimore Pike interchange so we see the traffic going around us all the time.

Valerie Arkoosh, Montgomery County, congratulated and thanked Gloucester County for their presentation and noted that Montgomery County has also opened a recovery office with a very similar set of goals. Montgomery County is going to receive around \$261 million in ARPA funds to do recovery work. We view this as a kind of a once in a lifetime opportunity to do some really forward looking innovative things while also being very mindful of making sure that we do that in an equitable fashion. We are embarking on this decision making process and hoping to get a lot of public input. Individuals can go to Montgomery County's website and there is a form available online where people can submit ideas. We are also starting to hold town halls and we are working with a lot of nonprofit partner organizations around the county asking them to hold town halls with the communities that they serve so that we can get as much input into how we proceed with this funding, as we can.

Ryan Judge, SEPTA, thanked DVRPC for all of the work on the Long-Range Plan.

Lou Millan, NJ Transit, reported that NJ Transit's numbers from July are showing that on commuter rail, ridership compared to what ridership was two years ago, at the same time period, is at about 40 percent. On the light rail system, it is higher at about 60 percent and for both light rail and the access link systems, the numbers are at about 65 percent. It is interesting to see how these numbers are coming back and I wouldn't be surprised if they rose even higher.

Tonyelle Cook-Artis, DRPA, reported that DRPA's tolls are at 90 percent of pre-COVID levels and at about 32 to 34 percent on PATCO. This is the second week of our phasing into return to work where employees are in the office one day a week. There will be two more weeks of phase one, and then by the first or second week in August, will be going into phase two and will report in two days a week.

Brian Goodson, FHWA NJ, reminded Board members that it was announced that up to \$10 million in grants will be made available through a Notice of Funding Opportunity (NOFO) for FHWA's Accelerated Innovation Deployment (AID) Demonstration Program. The funds are used to promote the deployment of proven innovations that can deliver road and bridge projects more cost-effectively among state, local and Tribal governments. Additionally, a notice of Funding Opportunity (NOFO) for \$60 million in Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grants was announced to fund new technologies that improve transportation systems. The ATCMTD has different focus areas each year and, this year for the first time, includes racial equity, environmental justice and access to opportunity. The program can also support electric-vehicle charging and other technologies that help reduce emissions.

Donna Rendeiro, NJ Office of Planning Advocacy, noted that if Gloucester County is not already working with New Jersey's Business Action center they should reach out.

Aliyah Stanger, PA DCED, reported that the Multimodal Transportation program applications are open until July 31. The DCED is going back to work in the office next week.

6. Executive Director's Report

Executive Director's Report

a. Federal Infrastructure Bill and NARC Letter

Mr. Seymour called the Board's attention to the fact that there was a procedural vote yesterday on the bill but it did not pass. It still sounds like the Senate groups are still working on it and they say they hope to have a proposal by next week. As part of our national organization, the National Association of Regional Councils (NARC), there was a letter submitted to the Senate members which made three main points. The first recognizes that there is going to be an increase in overall funding and asks that funding also increase in funding for the Metropolitan Planning Program, Surface Transportation Block Grants Program, Transportation Alternatives Program, and Congestion and Air Quality Program. The second asks to reduce the match requirements, at least on the Pennsylvania side, where cash matches are required. We asked that federal funds be at 100 percent and not require a local match so we will see what happens with that. The third looks at issues beyond just transportation to broadband, water, energy and even housing issues. We suggested that the regional councils are a good forum to engage with that work as well, given that we have leadership around the table for these regions. We think that this group could serve an important function around those issues.

b. INFRA Grant

Mr. Seymour noted a couple of grant opportunities, including the INFRA Federal Grant which is Infrastructure for Rebuilding America. There was a call out for proposals and they just announced \$900 billion going to 24 different projects and 18 states. That is out of \$7 billion in proposals that came in and one is one significant project in our region. That project is the Southport Berth Development and Port Expansion in South Philadelphia, in the old Navy Yard area. That project will receive \$49 million towards a \$130 billion dollar project. This will be the first new deep water construction in Philadelphia in 50 years so it is a pretty significant new project and it will help to support the auto industry that has the roll-on roll-off car delivery in Philadelphia.

c. RAISE Grants

Mr. Seymour reported that another grant program, the RAISE grants, formerly known as BUILD grants and before that TIGER grants, has at least six proposals now that are from our region. Awards are slated for late November, and in Pennsylvania we have had a proposal for a study of the Highland Avenue train station in the city of Chester, one from SEPTA for trolley station ADA improvements at 19th and 37th streets, and one for Navy Yard resiliency and security. In New Jersey we had a proposal in Mercer County for the Lincoln Avenue bridge over Amtrak that we have not been able to fully

fund with local the program. In Camden County there is a proposal to link pieces of trail in the City of Camden and Pennsauken, and NJDOT has a proposal for Route 29 flooding mitigation and improvements.

d. PennDOT Planning Partners

Mr. Seymour called the Board's attention to the fact that the release of guidance around the TIP is now out and the Pennsylvania TIP update is now progressing. Mr. Seymour thanked PennDOT for bringing the partners together and sharing information.

e. Development of FY23 Work Program

Mr. Seymour noted that DVRPC is starting rounds of meetings with our partners around development of the FY23 Work Program. Even though we just started FY22, we begin the discussions now about next year and will be holding those meetings over the summer. In the fall we will ask for your project submittals and DVRPC's Deputy Executive Director Patty Elkis is leading that effort.

f. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Data Snapshot: Immigration in Greater Philadelphia, Mortgage Lending Disparities in Philadelphia (other counties (Burlington, Bucks, Camden) to follow), Bristol Corridor Study; Preparing for Growth in Lower Bucks County, Frankford Avenue Multimodal Study, Trolley Modernization: Route 11 and 13 Alternatives in Delaware County, Congestion Management Process Procedures, Connections 2050 Draft Policy Manual, NJ TIP and Conformity Analysis, A River Reconnected: The Challenges and Opportunities of Public Access to the Tidal Delaware River in Pennsylvania, and Funding Trails in New Jersey.

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

- (1) Regional Technical Committee
- (2) Delaware Valley Goods Movement Task Force
- (3) Regional Safety Task Force
- (4) Healthy Communities 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 11:44 a.m. on a

MOTION by *Mr. Squilla*, seconded by *Mr. O'Leary*.

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