

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Draft Minutes of Meeting June 23, 2022

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Sean Thompson
Andrew Swords
Jamera Sirmans
Larry Shifflet
Jim Mosca

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

(not represented)
Brenda Rios
Robert Harvie
Evan Stone

Chester County

Josh Maxwell

Delaware County

Brian O'Leary

Montgomery County

Christine Reuther

Burlington County

Thomas Shaffer

Camden County

Valerie Arkoosh

Gloucester County

Tom Stanuikynas

Mercer County

Lou Cappelli

City of Chester

Andrew Levecchia

City of Philadelphia

Jackie Huston

City of Camden

Leslie Floyd

City of Trenton

Peter Rykard

Mark Squilla

Michael Carroll

June Morton

Jeffrey Wilkerson

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)

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	(not represented)
Delaware River Port Authority	Tonyelle Cook-Artis
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	Donna Rendeiro
Pennsylvania Department of Community and Economic Development	Aliyah Furman
DVRPC Co-Counsel	
Pennsylvania Co-Counsel	Jonathan Bloom
New Jersey Co-Counsel	Tom Coleman
<u>DVRPC Staff</u>	
Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Karen Cilurso, Maridarlyn Gonzalez, Alison Hastings, Kwan Hui, Jesse Buerk, Elise Turner, Betsy Mastaglio, Sarah Moran, Gina Myers, Spencer Gober, Mark Gatti, Glenn McNichol, Paul Smith, Shawn Megill Legendre, Tom Edinger, and Renee Wise.	
<u>Guests</u>	
SEPTA	Brian McFadden
PennDOT District 6	Jonathan Korus
City of Philadelphia Planning Commission	David Kanthor
Chester County	Christian Regosh
Office of Senator Casey	Lara Flynn
The Partnership TMA	Jacqui Baxter-Rollins
Delaware County TMA	Tracy Baresevicius

Call to Order - Chair's Comments

Chair, Lou Cappelli, called the meeting to order at 10:01 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 Jamera Sirmans from the New Jersey Governor's Authorities Unit to the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of May 26, 2022

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Mr. Harvie*, to approve the minutes of May 26, 2022.

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

2. Transportation Improvement Program (TIP) Actions

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

a. NJ22-046: Washington Turnpike, Bridge Over West Branch of Wading River (DB #15324), Burlington County

NJDOT has requested that DVRPC modify the FY2022 TIP for New Jersey by adding a \$1 million (M) Bridge Formula Program Off-System Bridge (BFP-OS-BRDG) funded Final Design (DES) phase in FY23, delaying FY23 Construction (CON) to FY25, and replacing the \$4 M STBGP-OS-BRDG CON funds with \$4 M BFP-OS-BRDG for the project, Washington Turnpike, Bridge over West Branch of Wading River (DB #15324). BFP-OS-BRDG is a new federal-aid funding category that was established under the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to replace, rehabilitate, preserve, protect, and construct bridges that are off the federal-aid system.

Funding will provide for the reconstruction of two structurally deficient and functionally obsolete adjoining structures over the West Branch of Wading River in Washington Township. They are locally known as Godfrey Road Bridges and are part of the Wharton State Forest, which is under the jurisdiction of the New Jersey Department of Environmental Protection (NJDEP) Division of Parks and Forestry. The existing bridges are supported on timber beams. Inspection findings revealed low inventory ratings and intolerable deck geometry. The Preliminary Preferred Alternative that was identified during Concept Development is to replace the two existing structures with a single three-span bridge structure and keep the existing bridge and roadway widths and lanes to carry traffic in both directions. The existing beam guiderails will be upgraded to current standards.

Financial constraint will be maintained due to a new statutory formula program that was established under the IIJA/BIL.

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. Swords*, seconded by *Mr. Stanuikynas*, to approve TIP action:

NJ22-046, NJDOT's request that DVRPC modify the FY2022 TIP for New Jersey by adding a \$1 million (M) Bridge Formula Program Off- System Bridge (BFP-OS-BRDG) funded Final Design (DES) phase in FY23, delaying FY23 Construction (CON) to FY25, and replacing the \$4 M STBGP-OS-BRDG CON funds with \$4 M BFP-OS-BRDG for the project, Washington Turnpike, Bridge over West Branch of Wading River

(DB #15324).

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

b. NJ22-047: Trenton Amtrak Bridges (DB #99362), City of Trenton

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding the project, Trenton Amtrak Bridges (DB #99362), back into the TIP for a \$3.2 M Bridge Formula Program (BFP) funded Right-of-Way (ROW) phase in FY23 and a \$56 M BFP funded CON phase in FY25. BFP is a new federal-aid funding category that was established under the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to replace, rehabilitate, preserve, protect, and construct bridges on public roads.

This project was listed in previous TIPs and encumbered \$5.25 M DVRPC State Transportation Trust Fund “Swap” funds for pre-construction. During the update of the FY2022 TIP, the project’s CON phase could not be listed on the TIP due to lack of funding.

The project involves three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak in the City of Trenton. An orphan bridge is any bridge which spans a railroad right-of-way not owned by the State, and that carries a municipal road. All three bridges are in poor condition, structurally deficient, and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances, and unprotected bridge girders. Chestnut Avenue will become a Shared Use Path (SUP) for pedestrians and to carry utilities. The cart width of the SUP is 18 feet to accommodate bicycles. The SUP will also include ADA compliant sidewalks and ramps and train viewing access. East State Street over Amtrak and Monmouth Street over Amtrak will be replaced with vehicular bridges with sidewalks for pedestrians. Six retaining/wing walls will be constructed along roadway approaches to minimize impacts to adjoining properties.

Financial constraint will be maintained due to a new statutory formula program that was established under the IIJA/BIL.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Mr. Wilkerson*, to approve TIP action:

NJ22-047, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding the project, Trenton Amtrak Bridges (DB #99362), back into the TIP for a \$3.2 M Bridge Formula Program (BFP) funded Right-of-Way (ROW) phase in FY23 and a \$56 M BFP funded CON phase in FY25.

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

c. NJ22-048: Route 73, Granite Avenue to Route 41 (DB #18383), Burlington County

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding an \$11.6 M Study and Development graduate project, Route 73, Granite Avenue to Route 41 (DB #18383), into the TIP, as follows: \$1 M NHPP for FY23 Preliminary Engineering (PE), \$1 M NHPP for FY24 Final Design (DES), \$2 M NHPP for FY25 Right-of-Way (ROW), and \$7.6 M NHPP for FY26 Construction (CON).

The purpose of the project is to improve the safety, accessibility, and mobility of bicyclists and pedestrians within a two-mile segment of Route 73 in Maple Shade and Mount Laurel Townships. There is currently a lack of sidewalks and bicycle facilities along this section of Route 73. High levels of pedestrian and bicycle activity occur throughout the corridor, and pedestrians have been observed crossing Route 73 at mid-block locations where a median barrier and curbed grass median are present. Several fatal pedestrian crashes have occurred in recent years within this segment.

The Preliminary Preferred Alternative that was identified during Concept Development involves installing the following elements: an 8' to 10' wide Shared Use Path along Route 73 NB and SB between the Waverly Avenue and Fox Meadow Drive signalized intersections and at locations where there are existing sidewalk gaps and worn paths to accommodate both pedestrians and bicyclists; barrier curb-mounted fence and chain link fence in the median of Route 73 to reduce mid-block pedestrian crossings; and ADA-compliant curb ramps at intersections and major driveways. In addition, the following improvements are proposed at the Route 73 and Waverly Avenue signalized intersection: high-visibility crosswalks, relocation of traffic signal equipment behind the sidewalk, pedestrian count heads and pushbuttons, ADA-compliant curb ramps, and a Leading Pedestrian Interval for pedestrians crossing Route 73. NJDOT held a Virtual Public Information Center for the project in December 2020.

Financial constraint will be maintained with federal resources made available by the Omnibus Appropriations Bill.

d. NJ22-049: Route 206, Bridge over Springers Brook (DB #16335), Burlington County

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a \$13.62 M Study and Development graduate project, Route 206, Bridge over Springers Brook (DB #16335), into the TIP, as follows: \$1 M BFP for FY23 PE, \$2.05 M BFP for FY24 DES, \$1.4 M BFP for FY25 ROW, and \$9.17 BFP for FY26 CON.

The purpose of this project is to address the structurally deficient Route 206 over Springers Brook Bridge in Shamong Township. It is a three-span simply supported reinforced concrete slab bridge that was built in 1929. The bridge deck and

superstructure are in poor condition. Inspection revealed various spalls, cracks, and scaled areas to the substructure with corrosion to the reinforcement. Anticipated improvements include replacement of the existing bridge with a new single-span structure on an existing alignment, increased total deck width, and upgraded approach roadway guiderail to meet current standards. It is anticipated that the new structure will remain within the existing right-of-way. NJDOT held a Public Information Center on July 9, 2019 and received positive input from stakeholders.

Financial constraint will be maintained due to a new statutory formula program that was established under the IJJA/BIL.

e. NJ22-050: CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (DB #17411), Burlington County

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a \$10.45 M Study and Development graduate project, CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (DB #17411), into the TIP, as follows: \$1.5 M BFP for FY23 PE, \$1.45 M BFP for FY24 DES, \$500,000 BFP for FY25 ROW, and \$7 M BFP for FY26 CON.

The Farnsworth Avenue (CR 545) Bridge over Conrail in Bordentown Township is structurally deficient and functionally obsolete. The proposed project will improve safety by replacing the bridge. This project will also improve pedestrian mobility by reconstructing the sidewalk and curb ramps along Farnsworth Avenue within project limits (where needed), so they are ADA compliant. NJDOT held a Public Information Center for the project on January 24, 2019.

Financial constraint will be maintained due to a new statutory formula program that was established under the IJJA/BIL.

f. NJ22-051: Route 64, Bridge over Amtrak (DB #15317), Mercer County

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a Study and Development graduate project, Route 64, Bridge over Amtrak (DB #15317), into the TIP with a \$2.7 M BFP funded PE phase in FY23.

The single-span Route 64 Bridge over Amtrak in West Windsor Township was built in 1939. Approximately 0.32 miles long and spanning over five tracks of the Amtrak Northeast Corridor line, the structure currently carries a 14' travel lane, a 6' sidewalk, 5' shoulders in each direction, and a 4' concrete medium divider. The Preliminary Preferred Alternative proposes a full bridge replacement, keeping the 6' sidewalks, widening the shoulders from 5' to 8', replacing the 4' concrete medium with a 12' striped median, and expanding from one to two travel lanes in each direction (12' wide each). A full bridge replacement is proposed due to the structure's age, the poor quality of the original concrete, the concrete reinforcements not meeting current standards, the

need to raise the bridge under clearance to 24'-6" (because it is over an electrified railroad), and the need to make geometric improvements to the existing alignment of Route 64. The replacement will provide the bridge a 75-year service life.

Route 64 is an Urban Principal that connects the eastern and western segments of Mercer County Route 571, also known as Hightstown Road, to the east of the bridge and Washington Road to the west of the bridge. The bridge is located near the Princeton Junction Train Station.

Financial constraint will be maintained due to a new statutory formula program that was established under the IIJA and by federal resources made available by the Omnibus Appropriations Bill.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Morton*, seconded by *Mr. Swords*, to approve TIP actions:

NJ22-048, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding an \$11.6 M Study and Development graduate project, Route 73, Granite Avenue to Route 41 (DB #18383), into the TIP, as follows: \$1 M NHPP for FY23 PE, \$1 NHPP for FY24 DES, \$2 M NHPP for FY25 ROW, and \$7.6 M NHPP for FY26 CON.

NJ22-049, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding a \$13.62 M Study and Development graduate project, Route 206, Bridge over Springers Brook (DB #16335), into the TIP, as follows: \$1 M BFP for FY23 PE, \$2.05 M BFP for FY24 DES, \$1.4 M BFP for FY25 ROW, and \$9.17 BFP for FY26 CON.

NJ22-050, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding a \$10.45 M Study and Development graduate project, CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (DB #17411), into the TIP, as follows: \$1.5 M BFP for FY23 PE, \$1.45 M BFP for FY24 DES, \$500,000 BFP for FY25 ROW, and \$7 M BFP for FY26 CON.

NJ22-051, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding a Study and Development graduate project, Route 64, Bridge over Amtrak (DB #15317), into the TIP with a \$2.7 M BFP funded PE phase in FY23.

g. PA21-91: PA 309, Sellersville Bypass, Resurfacing (PM1) (MPMS #86923),

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the FY22 CON phase for the PA 309, Sellersville Bypass, Resurfacing (PM1) project (MPMS #86923), by \$6,396,000 (\$5,117,000 NHPP/\$1,279,000 State 581) from \$5,992,000 NHPP to \$12,388,000 (\$11,109,000 NHPP/\$1,279,000 State 581). The total CON estimate is \$20,353,000.

The cost increase is attributed to ramp repair work, additional drainage structure cleanout, binder safety wedge, additional concrete spall and beam repairs, and clear zone protection during construction. The amount of the construction cost increase resulting from work items is \$6,051,000. The difference between the construction cost amount requested (\$6,396,000) and the cost increase due to work items is \$345,000 (\$276,000 NHPP/\$69,000 State 581). This \$345,000 portion of the requested cost increase is to address the Advance Construct funds remaining to be converted on the phase.

This project is for preventative maintenance and pavement preservation on State Route (SR) 309 in Bucks and Montgomery counties from the Unionville Pike to Tollgate Road in Hatfield Township, Montgomery County and West Rockhill and Richland Townships, Bucks County. The scope of work includes resurfacing, concrete patching, saw and seal, repairing or upgrading guiderails, milepost sign repair and replacement, pavement marker, drainage, and safety signage installation for approximately 17.34 segment miles.

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Carroll*, seconded by *Mr. Levecchia*, to approve TIP action:

PA21-91, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the FY22 CON phase for the PA 309, Sellersville Bypass, Resurfacing (PM1) project (MPMS #86923), by \$6,396,000 (\$5,117,000 NHPP/\$1,279,000 State 581) from \$5,992,000 NHPP to \$12,388,000 (\$11,109,000 NHPP/\$1,279,000 State 581). The total CON estimate is \$20,353,000.

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

h. PA21-92: MLK Drive over Schuylkill River (Bridge) (MPMS # 108129), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by advancing the construction (CON) phase to FY22, changing the CON fund source from federal STU/State 183/local funds to 100% federal BRIP, and increasing the CON cost by \$5,887,000 from the FY22-25 CON cost of \$13,113,000 (10,490,000 STU/\$1,967,000 183/\$656,000 LOC) to \$19,000,000 BRIP for FY22 CON.

The BRIP (Bridge Improvement Program) is a new program from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) that provides funding

for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length.

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. The MLK Drive bridge is currently closed to vehicular traffic due to its poor condition and recent inspection. Work will include complete bridge deck replacement, steel repairs, cleaning and painting of existing steel, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single five-foot sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path.

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

Two public comments were submitted. One comment was submitted by Don Knieriem of Delaware County stating that it is not necessary to open the bridge and it should just be closed to cars, making the rest of MLK Drive open to pedestrians. A response was provided by the City of Philadelphia (attached here). A comment was also submitted by Christopher Aho of the City of Philadelphia suggesting to make this bridge with just two general purpose lanes and allocate more space to allow for separated and protected bike and pedestrian facilities. A response was received from the City of Philadelphia and is also attached here.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-92, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by advancing the construction (CON) phase to FY22, changing the CON fund source from federal STU/State 183/Local funds to 100% federal BRIP, and increasing the CON cost by \$5,887,000 from the FY22-25 CON cost of \$13,113,000 (\$10,49,000 STU/\$1,967,000 State 183/\$656,000 Local) to \$19,000,000 BRIP for FY22 CON.

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

3. DVRPC FY 2023 Work Program Amendment: FTA Transit-Oriented Development Grant - Norristown High Speed Line - King of Prussia Extension Value Capture/Multimodal Accessibility Study

Brian McFadden, SEPTA's Director, Capital Budget & Grant Development Department, explained that on December 15, 2020, SEPTA was selected to receive \$360,000 under the FTA FY 2020 Pilot Program for Transit-Oriented Development (TOD) Planning to

perform the King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study. The purpose of the TOD Pilot Program is to fund comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations.

The King of Prussia Rail Extension (KOP Rail) is a four-mile, five station extension that would extend fixed guideway rail service through Upper Merion Township in Montgomery County, PA. The existing Norristown High Speed Line (NHSL) has characteristics of both heavy and light rail transit and serves destinations between 69th Street in Upper Darby and the Norristown Transportation Center. The KOP Extension recently completed 15% preliminary design and is currently in the 30% design phase. The project received environmental approval in January 2021 and entered the Project Development phase of the FTA New Starts Capital Investment Grant Program in September 2021. The five stations along the future KOP extension will serve a range of land uses from one of the largest enclosed malls on the east coast to business parks to a hotel/casino.

SEPTA will utilize the grant to study the potential application of Value Capture (VC) financial tools and the recommended multimodal accessibility network for stations along the KOP Rail Extension. The scope of work includes updating a 2015 market study of the project corridor, Value Capture Conditions Assessment, Value Capture Tools and Financial Assessment, and an assessment of multimodal network improvements. The project aims to enhance economic development, facilitate multimodal connections, increase access to transit hubs, enable mixed use development, and identify infrastructure needs for multimodal connections.

This study is being funded by a grant through the Federal Transit Administration's Pilot Program for Transit Oriented Development. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Amending the DVRPC UPWP to include the project is a requirement of the FTA grant program.

Cost and Source of Funds is \$360,000 FTA TOD; \$90,000 Local Match from SEPTA.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Akoosh*, seconded by *Mr. Thompson*, to amend:

The FY23 Work Program to add the *FTA Transit-Oriented Development Grant - Norristown High Speed Line – King of Prussia Extension Value Capture/Multimodal Accessibility Study* to the UPWP as a requirement from the Federal Transit Administration (FTA) per the FY 2020 Pilot Program for Transit-Oriented Development Planning requirements.

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

4. FY23 UPWP Amendment - Update to DVRPC 2015 Land Use File

Barry Seymour, DVRPC's Executive Director, explained that though this action was discussed at the RTC meeting and we originally thought we would have to use funds from the TIP, after further consideration we have identified PL funding in the IJA that could be used. We are asking to move forward with today's action, pending the availability of that funding.

Mark Gatti, DVRPC Associate Manager, Office of GIS, explained that since 1990, the DVRPC Land Use File has been updated every five years. The 2020 update was delayed due to the pandemic, and DVRPC is now proposing to restart the collection of this valuable data layer.

For the 2015 analysis, the previous 31 discrete land use categories were expanded to 73 "enhanced" land use categories, including new categories of "mixed use". Updating the land use file, especially with the 73 "enhanced" categories, is labor intensive and requires specific skill sets, and is most efficiently and effectively conducted by outside consultants.

Since we are now in 2022, and the aerials are flown several times a year by NearMap as opposed to the previous flight schedule every five years, we also seek a 2022 file, as there are economies of scale that can produce a file for both years and having an up to date file provides additional benefits.

The land use file has multiple uses by many partners, including long range planning, tracking development patterns, county and municipal comprehensive planning, corridor and other transportation planning, environmental resource inventories, open space plans, economic development plans, etc.

The cost to update the 2015 land use file for both 2020 and 2022 is estimated at up to \$325,000, to be proportionally split by approximate land area in the region: 60% PA (\$195,000) and 40% NJ (\$130,000). The source of funds is proposed to be additional PL funds to be allocated to the region from state departments of transportation from the Infrastructure Investment and Jobs Act.

Val Arkoosh, Montgomery County, asked if the 2020 flyover was a complete flyover and it is just that data was collected and not interpreted and why we would need to do another one in 2022 if we usually do them every five years. Mr. Gatti responded affirmatively and noted that a lot of the corridor studies and environmental studies utilize this data and there would not be a lot of cost or time added to this new analysis.

Patty Elkis, DVRPC's Deputy Executive Director, explained that the Regional Technical Committee discussed this action but did not vote on it. After discussing funding options for this we were happy to identify IIJA funding for this.

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Mr. Maxwell*, to approve:

Moving forward with an update to the 2015 Land Use file, including the next step of issuing an RFP to select a consultant, contingent on receiving additional IIJA allocated PL funds from DOT partners to assign to this initiative.

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

5. FY 2023 Pennsylvania Project Selection for the Transportation and Community Development Initiative (TCDI) Program

Spencer Gober, Associate Manager, Office of Community and Economic Development, explained that the Transportation and Community Development Initiative (TCDI) provides grants to local governments, transit agencies, and Transportation Management Associations (TMA) to undertake initiatives that strive to implement the region's long-range plan, *Connections 2050*, and enhance or improve the efficiency of the regional transportation system. Awardees may receive up to \$100,000 for single municipal projects and \$175,000 for multi-municipal projects. To ensure projects are right-sized, there is also a soft award floor of \$50,000.

For FY2023, there was \$1.2 million available for Pennsylvania projects. DVRPC received 33 applications totaling \$2,840,500, with eight new applicants participating in this round. The Pennsylvania TCDI Review Committee (Review Committee) representing the DVRPC counties, state agencies, transit agencies, public participation task force, departments of transportation, and academic institutions is currently reviewing the projects based on a set of quantitative criteria and selected funding priorities for the FY2023 round. The Review Committee met on May 31, 2022, finalized the list of recommended FY2023 TCDI Pennsylvania Projects, and provided the list to the Regional Technical Committee (RTC) for consideration at its meeting on June 7, 2022.

Cost and Source of Funds is \$1,200,000 STU/Toll Credit, MPMS # 117904.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Squilla*, seconded by *Mr. Rykard*, to approve:

The list of recommended FY2023 TCDI Pennsylvania projects and authorizes the Executive Director to enter into a Memorandum of Understanding with each selected project sponsor and if applicable, contract with a qualified consultant to undertake the project in accordance with the scope of work and awarded amount.

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

6. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process

Patty Elkins, DVRPC Deputy Executive Director, explained that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed TIP to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable requirements.

The Infrastructure Investment and Jobs Act (IIJA), which reauthorizes the nation's surface transportation legislation (as well as other infrastructure) was signed into law November 15, 2021, but new regulations and guidance for MPOs' self-certification process are not yet available. DVRPC will continue to follow the current 23 CFR 450 Planning Regulations and FAST Act guidelines until such time as new guidance from the IIJA becomes available.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.
4. The TIP is financially constrained and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques.

5. The Congestion Management Process requirements for non-attainment Transportation Management Areas have been met.
6. A performance-based planning approach to transportation decision making is integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners to fulfill Transportation Performance Management requirements, including tracking performance measures, setting data-driven targets for each measure, selecting projects to help meet those targets, and describing the anticipated effect toward achieving the established performance targets.
7. A Coordinated Public Transit-Human Services Transportation Plan has been jointly developed by DVRPC and its state, county, and transit agency partners who periodically convene to maintain and update the plan.
8. DVRPC continues to work with its planning partners to address all ten Planning Factors under 405.306(b).
9. The provision of 49 CFR part 20 regarding restrictions on certain influencing activities has been met.
10. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
11. Environmental justice analysis for low income and minority populations is being included in the regional transportation planning process, including the LRP and TIP.
12. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs.
13. The Americans with Disabilities Act of 1990 and US DOT regulations entitled Transportation for Individuals with Disabilities, and Section 504 of the Rehabilitation Act of 1973 have been met.
14. DVRPC's 4-year Federal Certification Review was conducted by FTA and FHWA in October 2018 and resulted in several Commendations, several Recommendations, and one Corrective Action which was related to the need to update the Title VI Assurances that are contained in all DVRPC's agreements. DVRPC updated the necessary Title VI Assurances effective January 14, 2019 which was prior to the completion of the Certification Review Final Report, dated February 20, 2019, and the report indicated that the Federal Review Team considers this Corrective Action addressed. DVRPC's next four year federal certification review is scheduled for October 12-13, 2022.
15. Regarding transit agency representation on MPO policy boards, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d)(4) by

reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item.

16. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Mr. Stanuikynas*, to certify:

That the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation and Executive Orders, and approve Resolution No. B-FY22-005.

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

7. Election of Fiscal Year 2023 Board Officers

Barry Seymour, DVRPC Executive Director, first thanked the FY2022 Board Officers for their service, and especially Board Chair Commissioner Lou Cappelli.

Mr. Seymour presented the nominating committee recommendations for Fiscal Year 2023 (July 1, 2022 through June 30, 2023) DVRPC Board Officers. Mr. Seymour asked if there were any nominations from the floor. Hearing no nominations from the floor, the Board considered the recommended slate of candidates from the nominating committee.

The recommended candidates are as follows:

Chair, Christine Reuther, Delaware County
Vice Chair, Michael Russo, NJDOT
Treasurer, Thomas Stanuikynas, Burlington County
Secretary, Valerie Arkoosh, Montgomery County

Christine Reuther from Delaware County, with Thomas Shaffer as alternate, was selected to represent the Pennsylvania counties on the Executive Committee. Tom Stanuikynas from Burlington County, with Carol Thomas as alternate, was recommended to serve as the New Jersey counties representative on the Executive Committee. For the DVRPC Executive Director search a county member from each

state will be participating. For Pennsylvania, Valerie Arkoosh from Montgomery County will be part of this and for New Jersey Tom Stanuikynas will be participating.

The Board adopted the following motion:

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

The slate of nominees for FY2023 DVRPC Board Officers as recommended by the Nomination Committee.

DISCUSSION ITEMS

8. One Minute Reports

Andrew Swords, NJDOT, reported that NJDOT is getting ready for the performance measure requirements for infrastructure and system performance which is due October 1. These include the full four-year period report for the first performance period, as well as developing targets for the second performance period. Mr. Swords thanked DVRPC staff for their assistance in collaborating in that effort.

Lou Cappelli, Camden County, reported that this will be his last DVRPC Board meeting and that his colleague Jonathan Young will be replacing him. Mr. Cappelli thanked DVRPC for all of the work and support he has received and noted that he will miss being involved with the Board. DVRPC Executive Director Barry Seymour noted that Mr. Cappelli has a long history with DVRPC and is the longest serving Board member to date. DVRPC really appreciates all of Mr. Cappelli's service. Mr. Seymour thanked Mr. Cappelli and wished him well.

Leslie Floyd, Mercer County, thanked DVRPC for the Return on Environment study that was done for Mercer County and noted that she had the privilege of presenting on a panel at last week's New Jersey Planning and Redevelopment conference about the study.

Larry Shifflet, PennDOT, reported that it is state budget season and we will be using the next few days to get to an agreement.

Josh Maxwell, Chester County, reported that after passing a Complete Streets Resolution Ordinance for the county we are working with our 73 municipalities to pass the same. We finally crested over 30 percent of our county being permanently preserved open space which is a long stated goal. The first meeting for the Schuylkill Passenger Rail Authority which is a joint effort between Montgomery, Chester, and Berks County, was July 6 and is being recognized by the tri-county chamber this afternoon for our joint effort to bring track service back to the Norristown/Phoenixville/Pottstown area.

Christine Reuther, Delaware County, thanked DVRPC for moving forward with the Chester Pike Route 291 road diets and multimodal study. This is a pretty key corridor that parallels I-95 and gets a lot of traffic and it moves through some of our poorest communities. Taking a look at it and making sure that we are taking steps to make it attractive and usable is very important. It moves through residential and industrial communities and it is a cut through for a lot of traffic so it is really vital to look at this area.

Val Arkoosh, Montgomery County, noted that Commissioner Maxwell shared her update, which was just to let everybody know that the Schuylkill Passenger Rail Authority is kicking off the first meeting in Reading on July 6. There is a lot of collective excitement about this and we are all very committed and very excited to be able to move this project forward.

Mark Squilla, City of Philadelphia, reported that Philadelphia Parks and Recreation, OTIS, and the international design firm Design Workshop announced the launch of Reimagining Ben Franklin Parkway. This planning effort and partnership with the Parkway Council will last about 18 months and we will work with the community to create a world class public realm plan for people. There will be some permanent changes to dramatically improve the appeal, the use of traffic safety, functionality, and the beauty of the parkway. There is also a survey that just opened up to the community about what that vision of the parkway will be. The results will be studied and reviewed to achieve this vision.

Peter Rykard, City of Chester, reported that Chester City Council is concerned about a TIP action which was on the 2019 TIP (MPMS #5773). The issue is the Lloyd Street Bridge over Amtrak's SEPTA lines which has seen long delays in project completion even though funding has been approved. It appears that someone from PennDOT District six contacted the city's engineers saying that they would not be able to begin the construction on that bridge. They are asking to delay that construction. The concern for city council is about some of the projects that have been on ongoing for a long time. The bridge has been closed for about 10 years now and to delay that even further would really inconvenience the people in the city.

Jody Holton, SEPTA, reported that SEPTA is in the middle of the public involvement phase for Reimagining Regional Rail and the Bus Network Redesign, Bus Revolution. SEPTA is actively taking feedback from customers and riders and non-riders alike on various network options for both of those services. At SEPTA's Board meeting they will be approving the Operating Budget for this coming year, as well as the Capital Budget and 12-year program. This Capital Budget is of historic levels since it is over a billion dollars. There are a number of contributing factors as to why it is over a billion dollars. The IJA funds, the bondable revenues from the state and our ability to bond against them will lead us to have this increase of funding.

Lou Millan, NJ Transit, reported that NJ Transit is involved in some planning work and getting public input on our new bus system redesign effort for Burlington, Camden, and Gloucester counties and we are nearing the end of our Atlantic City Rail Operations study. Mr. Millan noted that NJ Transit has seen an interesting uptick from May to June in all modes. As usual, the local modes are leading the charge, with local bus ridership now at 79 percent of pre-pandemic levels. Light rail is at 81 percent and commuter rail is still the lowest but there has been a jump from 47 percent to 49 percent.

Rohan Hepkins, PATCO, reported that PATCO has seen a slight uptick in ridership, to about 48 percent.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the warehouse siting guidance was released for public comment and will be open until the end of July. One item of note is that this is voluntary guidance, it is not mandated. For those municipalities and counties that want to look at this guidance there are three main categories. One category is looking at it from a regional approach, the second is municipal factors that can be considered as part of determining where they want warehouses to be, and the third is looking at it proactively; once an application comes in, it is too late. Looking at things from a master planning and zoning ordinance view is looking at it proactively.

9. Executive Director's Report

a. IIJA Updates

Mr. Seymour reported that the Commission is doing what we can to share information, competitive grant applications, and support your individual applications. Mr. Seymour introduced Mike Boyer, DVRPC Director of Regional Planning, to further discuss the IIJA.

Mr. Boyer introduced some new Notice of Funding Opportunities (NOFOs)

The Discretionary Bridge Investment Program which opened on June 10 has \$2.4 billion available in this round. Applications will be solicited for three categories of funding opportunities including: (1) Planning Grants; (2) Bridge Projects (with eligible costs less than \$100 million); and (3) Large Bridge Projects (with eligible costs greater than \$100 million). Eligible applicants (including state DOTs, MPOs, and local governments) may submit applications for any of the three funding categories, but each category has distinct eligibility and selection criteria and application deadlines.

Stipulations on the maximum amount of grants include: Large Bridge Projects (\$100 million or more) could receive up to 50 percent of project cost; Bridge Projects (<\$100 million) can receive up to 80 percent of the project cost, and off-system bridges can receive up to 90 percent.

Planning Grant applications are due by July 25; Bridge Projects applications are due by September 9, and Large Bridge Projects are due August 9.

DVRPC will be reaching out to the state DOTs and counties to offer assistance in identifying a pool of candidate bridges, using performance data.

There are three open NOFOs including:

1) Safe Streets and Roads for All new discretionary program to fund regional and local initiatives to improve roadway safety for all users, including pedestrians, bicyclists, transit users, and motorists. Up to \$1 billion is available in this first round.

There are two types of grants available including:

a) Grants to develop an Action Plan

b) Implementation Grants for Safety Project Design & Construction

Projects applying for Implementation Grants must be identified in a qualifying Vision Zero/Safety Action Plan. Currently only Philadelphia is eligible.

This NOFO encourages “Joint applications that engage multiple jurisdictions in the same region”

DVRPC is talking with member governments about applying for a grant to develop a Regional Vision Zero Action Plan. We are also talking with NJDOT about conducting more in-depth, detailed county-level Local Road Safety Plans that would be able to be incorporated into the regional safety action plan. The intent is to get a region-wide coordinated safety plan done as soon as practical in order to tee up municipalities and counties in the region for the Implementation Grants in future rounds.

The planning grant requires a 20 percent local match, which could include in-kind services.

Applications are due September 15, 2022 and awards will be at the end of 2022 or early 2023.

2) Enabling Middle Mile Broadband Infrastructure

This grant is to expand and extend middle mile infrastructure to reduce the cost of connecting unserved and underserved areas to internet; and to create alternative network connection paths to strengthen broadband connection resiliency.

Applications are due September 30, 2022 and awards will be February, 2023.

There is also significant funding coming to the states in two other Broadband NOFOs which is still to be announced.

3) Clean School Bus Rebate Program

The NOFO for EPA's new Clean School Bus Rebate Program to replace existing school buses with zero-emission and low-emission models was released last month and EPA is offering \$500 million through the first round of this program. It closes August 19th with awards announced in October.

Upcoming NOFOs

1) Railroad Crossing Elimination Program is expected this month. This NOFO funds rail grade-crossing improvement projects to improve safety and mobility of people and goods (such as grade separation, track relocation, & protective device installation); Planning, Environmental Review, Design, Construction are all eligible activities.

2) Reconnecting Communities Pilot Program – Expected this Summer: To remove, retrofit or mitigate the impacts of transportation facilities that create barriers to community connectivity; with a focus on economically disadvantaged communities; Planning, Construction, Technical Assistance are eligible.

3) Healthy Streets Program – Release date TBD: To expand the use of cool pavements and green street strategies (such as porous pavement and expanded tree coverage). Planning and Construction are eligible activities. DVRPC is looking at a regional approach working with various partners (primarily Montgomery and Delaware counties to date) on a Regional Sidewalk Repair and Street Tree Replacement Program.

Mr. Boyer noted that DVRPC will be holding IIJA Consultations with DVRPC Staff for municipalities on the various IIJA complete grant programs. These are approximately 30-minute virtual meetings to discuss specific projects or priority-setting, project scope, application questions or partnering opportunities

Municipalities may Sign-up via a Google Form on the IIJA Web Page.

To date we have had five requests and three consultations have already taken place, with two scheduled and happening this week. Three of the five were asking for assistance with SS4A, with one bridge investment program request and one water facility inquiry. Topics included funding source help, application guidance, regional plan guidance, and EJ community classification. We will be sending a targeted email offering consultations to disadvantaged communities next month.

b. NARC Conference

Mr. Seymour noted that he recently attended the NARC conference last week in Columbus Ohio and heard many times of the “Columbus Way.” That phrase really refers to intense and deliberate collaboration. There was also a lot of discussion about the IIJA and how different regions are approaching that and looking to pull together regional scale and local approaches to securing funding. NARC is advocating for funding for two programs which are the Healthy Streets program and the Active Transportation program, which would support our regional trails program. We are hoping that next year these will be fully funded. Mr. Seymour noted that he was also on a panel to talk about the Circuit and our regional trails network. No other region has done so much to further trails and everyone was very impressed with all of our work to advance trails. Mr. Seymour was also honored with the Walter Scheiber Leadership award which is an award given to an Executive Director of an MPO. Mr. Seymour thanked DVRPC’s Patty Elkis and Alison Hastings, as well as Camden County Commissioner Lou Cappelli for helping to put him forward for that award. Mr. Seymour also noted that there are many Board members that participate in NARC and if any Board members are interested in engaging with NARC we are happy to help you get involved.

c. PA TIP Public Meeting

Mr. Seymour called the Board’s attention to the fact that DVRPC held a PA TIP public meeting on June 16. We are accepting comments for about another week and that document will be coming to you for adoption next month.

d. FY24 Work Program Development

Mr. Seymour reported that we have begun discussions about the development of the FY24 Work Program and Patty Elkis will be reaching out to member governments. By October we will be identifying projects and will have a draft document by the end of the year. More information will be upcoming.

e. Federal Certification Review

Mr. Seymour noted that the federal certification review will take place on October 12 and 13 and that the morning of October 13 from 9 a.m. to 10 a.m. we have blocked off time for Board members to meet with the team.

f. Webinars: Cultivating a Homegrown Economy

Mr. Seymour called the Board's attention to some webinars we will be doing around cultivating a homegrown economy and an email notice about the first event went out already. One will focus on economic sustainability, one will focus on environmental sustainability, and one will focus on social sustainability. Those will be on July 15, August 5, and September 9.

g. July Board Meeting

Mr. Seymour noted that he intends to hold the July Board meeting as a hybrid meeting, with an in person option.

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

(1) Regional Technical Committee

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

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

MOTION by *Ms. Reuther*, seconded by *Mr. O'Leary*, to adjourn the Board meeting and move into the Executive Committee meeting.

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on

DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary