

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting September 24, 2020

Location: *This meeting was held via remote webinar*

Membership Present

Representative

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

Sean Thompson  
Andrew Swords  
Craig Ambrose  
Jim Mosca  
Gina Burritt  
Nedia Ralston  
Robert Harvie  
Rich Brahler  
Marian Moskowitz  
Brian O'Leary  
Kevin Madden  
Linda Hill  
Val Arkoosh  
Scott France  
Matthew Edmond  
Tom Stanuikynas  
Carol Thomas  
Andrew Levecchia  
Theresa Ziegler  
Leslie Floyd  
Peter Rykard  
Mark Squilla  
Chris Puchalsky  
Eleanor Sharpe  
(not represented)  
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  
Gene Porochniak  
  
(not represented)  
(not represented)  
(not represented)  
Uzoma Anukwe  
Jody Holton

New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development  
DVRPC Co-Counsel  
Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Lou Millan  
(not represented)  
(not represented)  
William Shanahan  
Rohan Hepkins  
Donna Rendeiro

Michael Shorr

Andy Bockis  
Tom Coleman

### DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Katie Nash, Jesse Buerk, Van Doan, Jackie Davis, Will Stevens, Maridarlyn Gonzalez, Alison Hastings, Shoshana Akins, Najah Jackson, Rick Murphy, Andrew Svekla, Kwan Hui, Brett Fusco, Sean Greene, Tom Edinger, Shawn Megill Legendre, Brad Lane, Derek Lombardi, Karen Cilurso, Logan Axelson, Spencer Gober, Chris Pollard, and Renee Wise.

### Guests

PennDOT District 6  
PennDOT District 6  
PennDOT's Traffic Signal Equipment  
DRPA  
Philadelphia City Planning Commission  
Delaware County  
Citizen of Chester City  
PPTF  
Residents for Regional Traffic Solutions, Inc.

David Alas  
Jonathan Korus  
Ammon Baker  
Tonyelle Cook-Artis  
David Kanthor  
Corey Brown  
Reverend Glen Benson  
Francis Harwell  
Susan Herman

### Call to Order - Chair's Comments

Board Chair, Councilman Mark Squilla, called the meeting to order at 10:04 a.m. 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

Mr. Seymour noted that three public commenters would like to speak. Reverend Glen Benson of Delaware County commented that he is concerned that the lot next to his home has overgrown weeds which are encroaching on his property and causing him not to be able to enjoy being outside with his family. Reverend Benson submitted written public comments as well. Another comment was received from Susan Herman of Residents for Regional Traffic Solutions regarding concerns over the Trenton-Mercer Airport's (TTN) plans for expansion. Ms. Herman submitted written public comments as well. Ammon Baker of PennDOT's Traffic Signal Equipment department regarding any

projected fiscal effects of COVID and that there does not seem to be less money projected for the TIP than last year. DVRPC Executive Director Barry Seymour noted that Mr. Baker should keep an eye on DVRPC's website to see how projects and schedules may be shifted in the future. Mr. Seymour noted that a public comment was also submitted via the DVRPC website from John Butler of Delaware County who commented that Delcora is going to redirect sewerage now going to the plant at the Philadelphia airport to the Chester plant where sludge is incinerated. Chester already has a poor air quality and is an EJ community. Philadelphia has to upgrade their plant and it could become a biodigester plant creating RNG reducing carbon emissions. A response from DVRPC followed.

## ACTION ITEMS

### 1. Minutes of Meeting of July 23, 2020

The Board adopted the following motion:

MOTION by *Mr. Madden*, seconded by *Mr. Thompson*, to approve the minutes of July 23, 2020.

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

### 2. CMAQ Interim Period Performance Plan

Sean Greene, DVRPC Air Quality Programs Manager, explained that state DOTs were required to submit congestion and emissions performance targets for the Congestion Mitigation and Air Quality (CMAQ) program to FHWA in May 2018. There are two CMAQ congestion measures and one CMAQ emissions measure. The state targets were developed through regional consultation among the DOTs and MPOs in the Philadelphia urbanized area for the congestion targets and among PennDOT, NJ DOT, and the relevant MPOs for the emissions targets.

MPOs, such as DVRPC, that serve over one million people and contain air quality nonattainment and maintenance areas were required to submit a performance plan that identifies baseline conditions for the performance targets, includes a description on how the MPO will meet the two- and four-year performance measure targets, and include a description of projects identified for funding that will contribute to achieving targets. The CMAQ Transportation Performance Management (TPM) Rule requires that MPOs submit an interim performance plan to the state DOTs that identifies the progress toward meeting the targets established in the 2018 CMAQ TPM Baseline Plan.

The findings of the Interim CMAQ Performance Report were presented and it was requested that the Board adopt the mobile-source emissions performance targets established by PennDOT and NJDOT in 2020 and approve DVRPC staff to submit the CMAQ Interim Period Performance Plan for 2018-2019 to the state DOTs for

submission to FHWA.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Mr. Madden* that the Board adopt:

The Subpart H mobile-source emissions performance targets established by PennDOT and NJDOT in 2020 and approves DVRPC to submit the CMAQ Interim Period Performance Plan for 2018-2019 to the state DOTs for submission to FHWA.

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

### 3. Federal Functional Classification Changes, Chester County

Brad Lane, DVRPC Principal Transportation Engineer, Office of Travel Trends and Forecasts, explained that changes are proposed to the Federal Functional Classification of three roadway segments in East Bradford Township, Chester County:

1. SR 3072, Business 322. Segments 0010-0012 (US 322 to PA 162) from Other Principal Arterial (FC 3) to Minor Arterial (FC 4).
2. SR 2001 Birmingham Road. Segment 70 (Sconnelltown Road to Plum Run Stream) from Major Collector (FC 5) to Local Road (FC 7).
3. SR G106 Sconnelltown Road. Segments 0010-0020 (Birmingham Road to West Milner Street) from Major Collector (FC 5) to Local Road (FC 7).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. O'Leary*, seconded by *Mr. Harvie* that the Board approve:

These Federal Functional Classification changes.

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

## PRESENTATION ITEMS

### 4. Community Impacts of Multifamily Development

Andrew Svekla, DVPRC Manager, Office of Smart Growth, explained that multifamily housing is a key component of smart growth. However, proposals to build new apartment buildings are often met with public opposition. This presentation highlighted new research that can help our planning partners better evaluate the potential

transportation, economic, and community impacts and opportunities created by multifamily development.

Donna Rendeiro, Office for Planning Advocacy, commented that the presentation was very interesting and she is looking at how to influence local municipalities on where and how to develop. Ms. Rendeiro noted that she will be reaching out to Mr. Svekla on further information from his presentation.

Kevin Madden, Delaware County, commented that as Delaware County is coming through this pandemic there has been a lot of conversation around housing and what the implications will be. There is a desire to make multifamily housing more available. Mr. Madden asked if there was a causation or correlation specifically around vehicle trips and the nature of the housing type and if there any way to isolate for socio-economic status or age or other things that may be correlated.

Mr. Svekla commented that he thinks there are lot of factors that go into these things in certain places in dense urban locations near transit. There may be certain types of residents that are self-selecting into those locations, and they may already be predisposed to walk or bike or don't own a car and may not be interested in a car. Multifamily developers are building units and research is showing that the mix of these projects has evolved over time and there is growth in studios and junior one bedrooms, and one bedrooms, two bathrooms. It is very rare to have a three-bedroom apartment being built today. Developers seem to be responding to demographic and market forces and we know there is certainly growth in those types of smaller households. There are multiple factors going on and it is difficult to explain from a statistical perspective. We don't have the ability at this stage to tease out some of those things.

Leslie Floyd, Mercer County, commented that the multifamily housing that is happening in Mercer County is all related to the county's affordable housing requirements. Ms. Floyd asked whether there are any findings that look at affordable housing and noted that the number of units being proposed is very high and there's a lot of pushback in the community.

Mr. Svekla noted that if we were looking at data about condominiums and housing or affordable housing you might expect to see travel patterns and household size be a little bit different in affordable housing units than it is for recently constructed housing.

Commissioner Bob Harvie, Bucks County, noted that development like this in Bucks County has been age restricted for those over 55. He asked if that is something that figured into the analysis done on the trip generation and also on the number of children.

Mr. Svekla responded that it did not figure into the analysis and noted that we view that as a second or a separate segment of the multifamily universe. Mr. Svekla noted that it deserves study, and that you would expect to see different travel patterns and school aged children, perhaps lower in both cases than even our market rate apartments that were the focus.

Val Arkoosh, Montgomery County, asked if this study looked at surrounding property values and what these multifamily developments do for those areas. Also does this study look at issues around safety and security and density of neighborhoods that currently are not very dense and just generalized anxiety around that.

Mr. Svekla responded that individuals do have an aversion to density and perceptions that we believe may be outdated about the kind of folks who live in multifamily housing and whether they will be good neighbors or not. Mr. Svekla noted that this study did not look at that specifically from an economic perspective and that part of the reason we decided not to look at that is because of the scope of our project, but also because there has been lot of research on that nationally and we didn't expect to see a wide difference in our region. Mr. Svekla noted that he could point out some housing literature and some documents that inventory this information. Some of those studies say developers are wanting to develop multifamily housing where there was growth happening and that in a lot of cases that interest is really a sign of upward economic development. As a result, the single-family homes in that area may be appreciating at a higher rate than some of their neighbors who are not in areas where multifamily development is even being targeted. That is also part of our smart growth message which is that many of those centers are places with rail transit access and that there will likely be a premium associated with that in the future. Mr. Svekla noted that he hopes that some of the data can at least give a little bit more ammunition to public officials and elected officials who want to have better conversations about these issues, especially looking at some of the data we have on higher education attainment of multifamily residents.

DVRPC Executive Director Barry Seymour added that a lot of these new developments are actually at a higher price point than some of the surrounding single-family homes and that the other point is that design really matters here. Quality design or poor design can certainly influence the property values as it relates to that development.

##### 5. Dispatches from Alternate Futures - Scenario Planning Exercise and Report

Jackie Davis, Senior Planner, Office of Long-Range Planning, explained that DVRPC conducted an exploratory scenario planning exercise with the Futures Working Group (FWG) in the first half of 2019. The process to identify and evaluate forces affecting the region, which were used to create an expansive range of plausible future scenarios for the region were presented. Each of the four scenarios were discussed, along with how they will help inform the vision, goals, and strategies for the *Connections 2050* Long-Range Plan.

Peter Rykard, City of Chester, asked whether there is a vision of how COVID-19 and the Black Lives Matter movement will affect things and if they may cause black people to move out of the inner city. Ms. Davis noted that for each of the scenarios some modeling was done but was not presented today, including Impact 2016 to project our population and employment and then Urban Sim to model where those jobs and those houses would go in the future. We didn't specifically talk about demographics moving out of the city, but we are developing our vision now and we received comments which

we are now coding. Equity is definitely a top concern so that is something that we expect to be a top strategy goal part of our vision

## DISCUSSION ITEM

### 6. One Minute Reports

Andrew Swords, NJDOT, reported that there are two local aid programs that are accepting applications right now. One is the Local Freight Impact Fund which has \$30.1 million available and applications are due November 10. The second is the Local Bridges Fund with a total of \$47.3 million available and the focus is on county bridges. Applications are due November 6. NJDOT will be holding its 22<sup>nd</sup> annual Research Showcase and will be held over the course of three days; October 28, 29, and 30<sup>th</sup>. The theme for this showcase is preparing today for a resilient tomorrow and there is more information on that on the department's website.

Theresa Ziegler, Gloucester County, noted that this is the last week of the 2020 Census and asked everyone to remember to complete theirs.

Leslie Floyd, Mercer County, thanked DVRPC's Patty Elkis for a great kickoff yesterday of our Return on Environment study.

Jeffrey Wilkerson, City of Trenton, reported that the city has a new office, the Office of Returning Citizens, which helps with workforce development of individuals involved in the criminal justice system; this is part of our master planning process.

Nedia Ralston, PA Governor's Policy and Planning Office, reported that the Governor and Secretary Levine announced the COVID Alert PA application (app). That app is now available and can be downloaded through the Apple App Store. This app will give you notifications for exposures and let individuals know updated information as it relates to COVID-19 in Pennsylvania.

Jim Mosca, PennDOT, reported that as federal fiscal year 2020 comes to a close, the department will be closing the financial books on Monday, September 28. Over \$1.95 billion was allocated in federal fiscal year 2020, most of that was coordinated and processed remotely which was new territory. Out of that \$1.95 billion that was obligated statewide, \$505.2 million was obligated in District 6-0 for the Pennsylvania portion of the region. Mr. Mosca thanked DVRPC and the Pennsylvania counties in District 6-0 for moving projects to achieve that number and obligations for federal fiscal year 2020. Mr. Mosca noted that many of us are paying close attention to what is happening in Washington and the House of Representatives Committee on Appropriations did issue a continuing resolution that would fund federal government programs from October 1 through December 11. Speaker Pelosi and Treasury Secretary Mnuchin have reached an agreement and hopefully that will move forward. As part of that continuing resolution a proposed extension of the Fast Act, the current transportation legislation, is contained within that resolution with an additional \$13.6 billion added to maintain the solvency of the Highway Trust Fund. That extension

would maintain federal programs at 2020 levels so we are all hoping that that can be resolved by September 30 and that we can move forward on October 1.

Val Arkoosh, Montgomery County, reported that the county has selected Scott France as our Director of the Montgomery County Planning Commission. We are so excited to have him in this role and really look forward to having all of you get to know him better and continuing to work together. The Board of Commissioners adopted the County Trail Access Diversity and Awareness plan on September 17. It was initiated by the county's planning commission out of a desire to better understand and identify solutions to barriers that prevent equitable use of the county's trail system by a variety of users. The county's trails were originally developed as just recreational amenities, but over time the uses have really shifted, including playing an important role as a transportation alternative which has become evident in this era of COVID. The study was done as part of the TCDI program and there were three goals for this effort; to gain a better understanding about trail users' diversity, to increase the awareness, visibility, and ease of access to the county trail system for all users, and to modernize trail designs to take into account the changing and diverse needs of our trails. The plan's release really comes at a perfect time as we looked at increase use of our trail system during this COVID era. As the county continues to focus on issues of social equity DVRPC's indicators of disadvantage were used to highlight areas of the trail system where we wanted to look for ways to better engage specific communities so that the trails are viewed as an asset for everyone. The study offers a number of general guidelines for making regional and local trails accessible and useful for diverse populations.

Mark Squilla, City of Philadelphia, reported that the city of Philadelphia has launched an engagement effort for our project on Broad, Germantown and Erie. The project will transform the intersections with better transit, new public space, and more welcoming streetscapes. The city's Office of Transportation, OTIS, the Planning Commission, and the Commerce Department are collaborating with engaging strategies to reach out to the neighbors both online and in person, while still adhering to the COVID guidelines. Local residents, transit riders, and business owners are able to learn and provide feedback on landscaping designs via videos, and online surveys. This Thursday and next Thursday over 1,300 postcards were sent to get the word out, and you can find more information on the city's website.

Jody Holton, SEPTA, reported that SEPTA in the last month has released its recovery plan and it documents three different scenarios for how we see the recovery going in terms of ridership and it also looks at the financial implications of that and on our operating budget side and also discusses our challenges on the capital budget side. With those things in mind SEPTA has some planning efforts that will help to guide us through the next few years including a strategic plan and an efficiency program that will help us meet the demand. Additionally, SEPTA has started and kicked off a way-finding rail transit branding and master plan. The rail transit system is the Market Frankfort line, the Broad Street line, the trolleys and the Norristown High Speed Line and the suburban trolleys. SEPTA is looking at branding the whole network as well as improving the way-finding signage in terms of literacy.

Lou Millan, NJ Transit, reported that the hardest hit segment of our market has been the commuter rail system where we are seeing slow growth. Now it is still at about 20 percent of pre-pandemic ridership levels. On light rail things are a bit better and the River Line is probably well over 50 percent of its prior ridership. In terms of buses, the system-wide number is about 47 percent and the local bus network, which would include the Philadelphia network we operate is at almost about 70 percent ridership levels. The interstate services that we run to New York City are down to 35 percent and our Access Link paratransit systems are at about 50 percent.

Rohan Hepkins, PATCO, reported that PATCO returned to the regular schedule last Monday, September 14. In an effort to maintain social distancing guidelines PATCO is at 25 percent of our normal ridership.

Tonyelle Cook-Artis, PATCO, reported that DRPA is up to about 80 percent on bridges mostly because of commercial vehicles.

Brian Goodson, FHWA NJ, reported that it is Rail Safety Week and there are \$50 million in grants for commuter rail agencies working to improve safety railway and highway crossings.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the agency is about to present to the State Planning Commission at the next meeting, which is October 7. Revised guidelines will be discussed that will incorporate requirements as a result of executive orders for both climate change and equity requirements in the planning process. Several months were spent putting that together with all of our state agencies. This was reviewed by a subcommittee of the SPC, so it was a fairly major effort of herding a lot of cats. We are hoping the Commission will approve it at the October meeting.

Michael Shorr, PA DCED, reported that the PA DCED multimodal program is closing at the end of the month. It was extended from July 31 to September 30 so any projects that are in at that point can now come up for review.

## 7. Executive Director's Report

### a. Work Program Development

Mr. Seymour reported that on September 15 the Work Program Committee reviewed a number of ideas that we are looking to consider. Mr. Seymour reminded Board members and alternates that all of our member government project ideas for our next work program are due on October 2. Mr. Seymour asked everyone to get those to him or John Ward and they will be compiled. The Committee will come back for a meeting on October 9 at 10 a.m. to review all those projects.

### b. Regional Trails Program

Mr. Seymour called the Board's attention to some funding opportunities for the regional trails program which is around \$2.5 million. We are looking primarily to cap projects at about \$300,000 with a 20 percent match. Those are due November 13.

c. NJ Transportation Alternatives Program

Mr. Seymour noted that applications for New Jersey Transportation Alternatives projects are due November 24 and for the first time those criteria have been revised to give some support and preference for projects in communities of concern. We have been reaching out to communities in our region to encourage them to apply and NJDOT has added design assistance for those projects.

d. 2020 Census

Mr. Seymour commented that the 2020 census and timeline for that was originally scheduled to end at the end October but the administration is trying to advance that to the end of September, which is next week. In the lawsuit the judge temporarily stayed the action to try to push back the original date of October 31. As of last night that has not been settled.

e. Annual Board Retreat

Mr. Seymour called the Board's attention to the fact that DVRPC's annual Board retreat which we have been doing in September, we will be doing at as part of our December Board meeting. Mr. Seymour asked Board members and alternates to please mark their calendars for the morning of December 9. The plan is to have the Board retreat from 9 a.m. to 11 a.m. and then the Board meeting from 11am to noon. Richard Rothstein who is the author of a book called *The Color of Law*, which is really a seminal book that looks at the history of planning as it relates to racial injustice, has been confirmed. We will have a public session and a closed session just for Board members.

f. Office Renovations

Mr. Seymour noted that DVRPC's office renovations are now out to bid. We will be selecting a contractor and advancing forward with the renovations which will modernize the office, add additional office space, and offices for our staff which will improve our efficiency and make a pleasant environment.

g. TIP Administrative Packet

Mr. Seymour reported that there are some administrative actions that do not require board action but reflect smaller changes to the TIP that happen every month. A link to that is on the agenda as part of the web page.

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

- (1) Regional Technical Committee

- (2) Public Participation Task Force
- (3) Futures Group
- (4) Information Resources Exchange Group

#### OLD BUSINESS

No old business was stated.

#### NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:58 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](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary