

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting February 25, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Maria Connolly
Mike Russo
Andrew Swords

New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Rudy Rodas
Larry Shifflet
Jim Mosca

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

Gina Burritt
Nedia Ralston
Rich Brahler
Marian Moskowitz

Delaware County

Brian O'Leary
Elaine Schaefer
Linda Hill

Montgomery County

Val Arkoosh
Scott France
Matthew Edmond

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

Tom Stanuikynas
Andrew Levecchia
(not represented)
Matthew Lawson
Peter Rykard
Mark Squilla
Chris Puchalsky
(not represented)
Jeffrey Wilkerson

City of Camden
City of Trenton

Non-Voting Members

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

Brian Goodson
(not represented)

(not represented)
(not represented)
(not represented)
(not represented)
Jody Holton
Lou Millan

New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Delaware River Port Authority

(not represented)
(not represented)
William Shanahan
Tonyelle Cook-Artis
Rohan Hepkins
Donna Rendeiro

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

Aliyah Stanger

Andy Bockis
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Katie Nash, Jesse Buerk, Van Doan, Will Stevens, Paul Smith, Brett Fusco, Maridarlyn Gonzalez, Alison Hastings, Shoshana Akins, Rick Murphy, Kwan Hui, Shawn Megill Legendre, Sonia Lee, Jason Crouch, Tom Edinger, Linda McNeffer, Elise Turner, and Renee Wise.

Guests

PennDOT District 6
PennDOT District 6
Stradley Ronan
Philadelphia City Planning Commission
Montgomery County
PPTF
PPTF
Resident of Delaware County

Jonathan Korus
David Alas
Jonathan Bloom
Martine Decamp
Matthew Popek
Michael Clemmons
Mary Ann Sandone
Reverend Glen Benson

Call to Order - Chair's Comments

Board Chair, Mark Squilla, called the meeting to order at 10:03 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

Public Comments were submitted by Reverend Glen Benson of Delaware County regarding the condition of his home at 1210 Kerlin Street in Chester City.

ACTION ITEMS

1. Minutes of Meeting of January 28, 2021.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Stanuikynas*, to approve the minutes of January 28, 2021.

Motion passed, with an abstention from Maria Connolly of the New Jersey Department of Community Affairs.

2. Transportation Improvement Program (TIP) Actions

Rick Murphy, DVRPC Manager, PA Capital Programs, presented the following TIP actions to the Board:

a. PA21-18: Capital Asset Lease Program (MPMS #59966), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$59,166,000 of CARES Act funding, and removing \$59,166,000 (\$47,333,000 FTA Section 5337/ \$11,451,000 State 1514/ \$382,000 Local) from the Capital Asset Lease (CAL) phase in FY21 of the Capital Asset Lease program (MPMS #59966). There is no net change in the total amount programmed. CARES Act funds are additional funds to the region.

SEPTA is utilizing \$59,166,000 of their CARES Act funding by programming it on this project and also removing the originally programmed FTA Section 5337 funds and the associated State and Local match. Due to the fiscal impacts of COVID-19, SEPTA will utilize \$104,416,000 of its CARES Act funding for this action and a future action (See TIP Action PA21-19 for additional TIP Actions). Utilizing additional CARES Act funding for capital projects presents opportunities for SEPTA to reprogram FY21 capital funds and priorities. These actions are shown in subsequent formal actions as well as administrative actions found in SEPTA's fiscal constraint charts. CARES Act funding can be programmed at 100% federal and does not need a State and Local match.

The Capital Asset Lease program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following SEPTA capital assets: communications antennas, copiers, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint. CARES Act funds are additional to the region.

b. PA21-19: Federal Preventive Maintenance (MPMS #60317), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$45,250,000 of CARES Act funding, and removing \$45,250,000 (\$36,200,000 FTA Section 5337/ \$9,050,000 Local) from the Operations (OP) phase in FY21 of the Federal Preventive Maintenance program (MPMS #60317). There is no net change in the total amount programmed. CARES Act funds are additional funds to the region.

SEPTA is utilizing \$45,250,000 of their CARES Act funding by programming it on this project and also removing the originally programmed FTA Section 5337 funds and the associated State and Local match. Due to the fiscal impacts of COVID-19, SEPTA will utilize \$104,416,000 of its CARES Act funding (See TIP Action PA21-18 for additional TIP Actions). Utilizing additional CARES Act funding for capital projects presents opportunities for SEPTA to reprogram FY21 capital funds and priorities. These actions are shown in subsequent formal actions as well as administrative actions found in SEPTA's fiscal constraint charts. CARES Act funding can be programmed at 100% federal and does not need a State and Local match.

The Federal Preventive Maintenance program provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint. CARES Act funds are additional to the region.

Lou Millan, NJ Transit, commented that the DVRPC Board will see something similar come from New Jersey Transit. Jody Holton, SEPTA, thanked the DVRPC Board for voting to approve these actions and noted that SEPTA is grateful for this funding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Burritt*, seconded by *Ms. Arkoosh* that the Board approve TIP actions:

PA21-18, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$59,166,000 of CARES Act funding, and removing \$59,166,000 (\$47,333,000 FTA Section 5337/ \$11,451,000 State 1514/ \$382,000 Local) from the Capital Asset

Lease (CAL) phase in FY21 of the Capital Asset Lease program (MPMS #59966). Funding programmed in FY21 will increase from \$0 CARES Act to \$59,166,000 CARES Act and reduce \$47,333,000 FTA Section 5337 to \$0 FTA Section 5337, reduce \$12,359,000 State 1514 to \$908,000 State 1514, and reduce \$412,000 Local to \$30,000 Local. There is no net change in the total amount programmed. CARES Act funds are additional funds to the region.

PA21-19, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$45,250,000 of CARES Act funding, and removing \$45,250,000 (\$36,200,000 FTA Section 5337/ \$9,050,000 Local) from the Operations (OP) phase in FY21 of the Federal Preventive Maintenance program (MPMS #60317). Funding programmed in FY21 will increase from \$0 CARES Act to \$45,250,000 CARES Act and reduce \$36,200,000 FTA Section 5337 to \$0 FTA Section 5337, and reduce \$9,050,000 Local to \$0 Local. There is no net change in the total amount programmed. CARES Act funds are additional funds to the region.

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

c. PA21-20: SEPTA Bus Purchase Program (MPMS #90512), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$19,954,000 (FY21: \$9,206,000 FTA Section 5339/ \$2,308,000 State 1514/ \$77,000 Local; FY22: \$2,180,000 FTA Section 5307/ \$4,826,000 State 1514/ \$157,000 Local; FY24: \$960,000 FTA Section 5307/ \$232,000 State 1514/ \$8,000 Local) to the Purchase (PUR) phase of the Bus Purchase Program (MPMS #90512).

FTA Sections 5339 and 5307, along with requisite matching funds, had become available due to SEPTA utilizing \$104,416,000 of CARES Act funding in previous TIP Actions. This extra funding has allowed SEPTA to advance the purchase of their 525 40-foot New Flyer Diesel Electric Hybrid buses. This purchase is fully funded and will be completed in calendar year 2021. Funding that is programmed in FY22 and FY24 will support SEPTA's next procurement of replacement buses, which is anticipated to begin in FY22.

The Bus Purchase program provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes.

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses are being delivered over a period of time that began in 2017 and will be completed in 2021.

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

John Ward, DVRPC Deputy Executive Director, noted that at the RTC meeting there was a question as to whether SEPTA's buses will be all electric. SEPTA has indicated that they are working on a Battery Electric Bus Master Plan and that has to be finalized before an electric fleet can be operational.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Arkoosh* approve TIP action:

PA21-20, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$19,954,000 (FY21: \$9,206,000 FTA Section 5339/ \$2,308,000 State 1514/ \$77,000 Local; FY22: \$2,180,000 FTA Section 5307/ \$4,826,000 State 1514/ \$157,000 Local; FY24: \$960,000 FTA Section 5307/ \$232,000 State 1514/ \$8,000 Local) to the Purchase (PUR) phase of the Bus Purchase Program (MPMS #90512). Funding programmed in FY21 will increase from \$0 FTA Section 5339 to \$9,206,000 FTA Section 5339, \$4,136,000 State 1514 to \$6,444,000 State 1514, and \$135,000 Local to \$212,000 Local. FY22 will increase from \$14,991,000 FTA Section 5307 to \$17,171,000 FTA Section 5307, \$9,987,000 State 1514 to \$14,813,000 Section 1514, and \$333,000 Local to 490,000 State 1514. FY14 will increase from \$45,711,000 FTA Section 5307 to \$46,671,000 FTA Section 5307, \$17,420,000 State 1514 to \$17,652,000 State 1514, and \$585,000 Local to \$593,000 Local.

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

d. PA21-21: Projects of Significance (MPMS #115472), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing funding of the Projects of Significance program (MPMS #115472) by \$40,360,000 (\$36,800,000 FTA Section 5307/ \$360,000 FTA Section 5305/ \$3,096,000 State 1514/ \$104,000 Local) in FY21 for two projects. The first is to add \$40,000,000 to fully fund and advance the King of Prussia Rail Extension 30% Design. The second is to add a new competitive FTA Transit-Oriented Development grant, the Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study Project to the Projects of Significance program (MPMS #115472). FTA Section 5305 funds are additional to the region.

King of Prussia Rail Extension Project 30% Design (\$40,000,000):

On January 8, 2021, SEPTA and FTA signed the combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD) for the Norristown High Speed Line King of

Prussia Rail Extension project. SEPTA's King of Prussia Rail Project will extend the existing Norristown High Speed Line (NHSL) four miles into King of Prussia, providing a high-speed, "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown. The project will connect the three largest employment centers in the region: Center City, University City, and King of Prussia. The project will include the construction of four miles of elevated rail (eight track miles); five new fully ADA accessible stations; and two park-and-ride facilities. It is anticipated that the project will increase the ridership on the NHSL by 6,755 daily trips and provide a less than forty-minute travel time from Center City to King of Prussia.

In January 2019, SEPTA awarded a contract for the Project Development phase (preliminary engineering). The project is currently at the 15% design level; the same contract will be utilized to proceed to the 30% design level. Final design, construction, and acquisition of new railcars is estimated to cost \$2 billion.

Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study (\$360,000):

On December 15, 2020, SEPTA was selected to receive \$360,000 through the Federal Transit Administration Pilot Program for Transit-Oriented Development Planning to support the Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study. The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. SEPTA will study the potential for Value Capture and the recommended multimodal accessibility network for stations along the Norristown High Speed Line - King of Prussia Rail Extension. This portion of the amendment will only increase Federal dollars to this program as the matching funds will be provided in-kind.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint. FTA 5305 funds for the FTA TOD grant are additional to the region.

Jody Holton, SEPTA, commented that over the summer and fall SEPTA worked with the FTA and partners to get this ROD ahead of schedule so that this action could be taken today. Barry Seymour, DVRPC Executive Director, noted that there has been a lot of press around this action and that SEPTA will be taking action on this later today.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by Ms. Arkoosh, seconded by Ms. Burritt that the Board approve TIP action:

PA21-21, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by \$40,360,000 (\$36,800,000 FTA Section 5307/ \$360,000 FTA Section 5305/ \$3,096,000 State 1514/ \$104,000 Local) in FY21 for two projects. The first is to add \$40,000,000 to fully fund and advance the King of Prussia Rail Extension 30% Design. The second is to add a new competitive FTA Transit-Oriented Development grant, the Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study Project to the Projects of Significance program (MPMS #115472). Funding in FY21 will increase from \$9,365,000 (\$9,063,000 State 1514/\$302,000 Local) to \$49,725,000 (\$36,800,000 FTA Section 5307/\$360,000 FTA Section 5305/\$12,159,000 State 1514/\$406,000 Local). FTA Section 5305 funds are additional to the region.

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

e. PA21-22: Safety and Security Improvements (MPMS #107011), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new \$585,000 FTA Section 5312 funded, Mass Transit Vehicle Air Ventilation and Purification Technologies Evaluation project to the Safety and Security Improvements (MPMS #107011) program in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase. SEPTA is also requesting to increase the FY21 ERC phase by \$1,000,000 (\$800,000 FTA Section 5307/ \$194,000 State 1514/ \$6,000 Local); and increase FY22 by \$2,947,000 (\$2,851,000 State 1514/\$96,000 Local) to meet current program needs. FTA Section 5312 funds are additional to the region.

On January 19, 2021, SEPTA was awarded \$585,000 of special Section 5312 funds through the FTA's Public Transportation COVID-19 Research Demonstration Grant Program. SEPTA is partnering with Drexel University to evaluate air ventilation and surface cleaning technologies in preventing the transmission of COVID-19. In July 2020, SEPTA and Drexel entered into a partnership with the shared goals of finding innovative solutions to enhance disinfecting capabilities and to win back the confidence of public transit riders. Members of this partnership will develop models of airborne exposure risk to COVID-19 on transit vehicles, test the efficacy of various mitigation strategies, and synthesize the findings from the models and testing into recommendations for transit industry standards for minimizing risk of airborne exposure to COVID-19. This project is designed to improve passenger safety and strengthen public confidence to return to mass transit during this public health emergency. The total cost of this project is \$785,000, with non-federal in-kind match from Drexel University (\$160,000) and SEPTA (\$40,000).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint. FTA Section 5312 funds are additional to the region.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-22, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new \$585,000 FTA Section 5312 funded, Mass Transit Vehicle Air Ventilation and Purification Technologies Evaluation project to the Safety and Security Improvements (MPMS #107011) program in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase. SEPTA is also requesting to increase the FY21 ERC phase by \$1,000,000 (\$800,000 FTA Section 5307/ \$194,000 State 1514/ \$6,000 Local); and increase FY22 by \$2,947,000 (\$2,851,000 State 1514/\$96,000 Local) to meet current program needs. Funding in FY21 will increase from \$23,080,000 (\$4,000,000 FTA Section 5307/\$10,900,000 CARES Act/\$742,000 FTA Section 5312/\$7,198,000 State 1514/\$240,000 Local) to \$24,665,000 (\$4,800,000 FTA Section 5307/\$10,900,000 CARES Act/\$1,327,000 FTA Section 5312/\$7,392,000 State 1514/\$246,000 Local). Funding in FY22 will increase from \$21,491,000 (\$19,898,000 State 1514/\$1,593,000 Local) to \$24,438,000 (\$22,749,000 State 1514/\$1,689,000 Local).

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

f. PA21-23: US 322, Featherbed Lane to I-95 (Section 102) (MPMS #69817), Delaware County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Right-of-Way (ROW) phase back in to the TIP and also reducing the construction phase of the US 322, Featherbed Lane to I-95 (Section 102) project (MPMS #69817). The net change for the project is an increase of \$2,932,000. The ROW phase will increase in the amount of \$11,354,000 (\$9,083,000 SXF/\$2,271,000 State 581) in FY21 and the construction phase will be reduced by \$8,422,000 (addition: \$5,912,000 STU; remove: \$12,650,000 SXF/\$1,684,000 State 581) in FY24 for the US 322, Featherbed Lane to I-95 (Section 102) project (MPMS #69817).

The additional ROW funding will fully cover both Section 102 (US 322, Featherbed Lane to I-95 – MPMS #69817) and Section 103 (US 322: Chelsea Parkway to Market St. Interchange - MPMS # 114034) property acquisitions. Section 103 was originally part of Section 102 but has been broken out to help facilitate project delivery. The change in fair market value cost compared to initial project cost estimates have led to the increased ROW costs. The construction cost estimate has been updated as well.

The project involves widening and improving US 322 to a four-lane typical section with a grassy median strip from east of Mattson Road/Featherbed Lane near Clayton Park and

the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township, Delaware County.

The following improvements will be implemented:

- The existing two-lane section of US 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.
- Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.
- A new traffic signal will be constructed at the intersection of Garnet Mine Road and the US 322 eastbound ramps.
- Left turns from and into Colonial Drive will be eliminated.
- The existing traffic signal at the Bethel Road Connector and left turn lanes on US 322 will be reconstructed.

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

John Ward, DVRPC Deputy Executive Director, noted that at the February RTC meeting a question was raised by Delaware County about why there was a cost reduction and whether something was removed from the project. PennDOT indicated that nothing was dropped from the project but that this was just a more current cost estimate.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA21-23, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania adding the Right-of-Way (ROW) phase back in to the TIP and also reducing the construction phase of the US 322, Featherbed Lane to I-95 (Section 102) project (MPMS #69817). The net change for the project is an increase of \$2,932,000. The ROW phase will increase in the amount of \$11,354,000 (\$9,083,000 SXF/\$2,271,000 State 581) in FY21 and the construction phase will be reduced by \$8,422,000 (addition: \$5,912,000 STU; remove: \$12,650,000 SXF/\$1,684,000 State 581) in FY24 for the US 322, Featherbed Lane to I-95 (Section 102) project (MPMS #69817). Funding programmed in the FY2021 TIP for the ROW phase will increase from \$0 to \$11,354,000 (\$9,083,000 SXF/\$2,270,000 State 581) in FY21 and construction funding programmed will decrease from \$118,422,000 (FY24: \$12,650,000 SXF/\$3,162,000

State 581; FY25: \$1,000,000 STU/\$250,000 State 581; FY26: \$1,000,000 STU/\$250,000 State 581; FY27: \$8,045,000 STU/\$2,012,000 State 581; FY28: \$13,348,000 STU/\$3,337,000 State 581; FY29: \$13,348,000 STU/\$3,337,000 State 581; FY30: \$13,348,000 STU/\$3,337,000 State 581; FY31: \$13,348,000 STU/\$3,337,000 State 581; FY32: \$18,651,000 STU/\$4,662,000) to \$110,000 (FY24: \$5,912,000 STU /\$1,478,000 State 581; FY25: \$1,000,000 STU/\$250,000 State 581; FY26: \$1,000,000 STU/\$250,000 State 581; FY27: \$8,045,000 STU/\$2,012,000 State 581; FY28: \$13,348,000 STU/\$3,337,000 State 581; FY29: \$13,348,000 STU/\$3,337,000 State 581; FY30: \$13,348,000 STU/\$3,337,000 State 581; FY31: \$13,348,000 STU/\$3,337,000 State 581; FY32: \$18,651,000 STU/\$4,662,000).

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

PRESENTATION ITEMS

3. Preparing Greater Philadelphia for Highly Automated Vehicles

Brett Fusco, DVRPC Manager, Long-Range Planning, explained that DVRPC staff has been researching the uncertainty around highly automated vehicle (HAV) development and extended the Dispatches from Alternate Futures scenarios to consider different timelines and ways HAVs could be deployed. This presentation focused on key takeaways on preparing the region for AV deployment from the report.

Valerie Arkoosh, Montgomery County, asked if there is a sense of the impact to transit ridership. Mr. Fusco responded that this is a real risk but the level of impact depends on the mode. Rail, which moves at a quick pace and operates in its own right of way might fare better than other modes of transportation. There is an opportunity to experiment at level four and level five on fixed routes or within small areas. Chris Puchalsky, City of Philadelphia, noted that there has been a lot of attention around HAVs and a lot of promises made and one of those was that we would have highly automated vehicles for sale now. Those promises haven't come to fruition yet and several of the large corporations who are working in development have decided to drop out of the market such as Uber. Mr. Puchalsky asked why it is taking so long and if Mr. Fusco thinks that level four will be coming in the next year or so. The public sector really needs to start paying a lot of attention and coming up with plans. Mr. Fusco responded that level fours could come in the next year but that it is probably more likely on a five to 10 year time frame. We have to start preparing for that and in fact Waymo is operating a passenger service that has level four capabilities right now. Gatwick is one company that is running level four trucks for Walmart. The pandemic has impacted the development of automated vehicles so the types of vehicles that are coming are probably not those that people are going to go out and own but they could be services. Donna Rendeiro, NJ Office for Planning Advocacy, commented that she worked with the New Jersey's Governor's Office to address some of the issues around this that we may not yet have solutions for. We did identify what some of the issues might be for New Jersey and a number of things came to light that were thought provoking on the passenger side and on the residential side. From the land use perspective automated vehicles may increase sprawl because if you have somebody else or something driving your car, you can commute and do work at the same time.

There is the impact of pedestrians and handicapped persons at intersections and parking needs may be different. From the goods movement perspective, one of the things we talked about was the importance of regulations in neighboring states being similar because if you have a truck that is going from Pennsylvania to New York through New Jersey those regulations need to be coordinated. There are also issues like insurance and who is liable. If there is nobody driving a car and there is an accident, what happens in terms of liability. Additionally we need to look at what happens when law enforcement pullover a level five vehicle. There are a number of different questions around this issue but if you want to do any kind of coordination in New Jersey, then we can help facilitate that.

Marian Moskowitz, Chester County, commented that this is very exciting because her son is an engineer at Mobileye so she does hear a lot of what is going on. One thing that is going to keep us from moving into stage five is the weather, because they haven't been able to achieve anything that handles rain or snow on the cameras and that is going to be a big stumbling block going forward. Matt Lawson, Mercer County, asked if the intentions of DVRPC are to add a project to the work program to help support an Advanced Mobility Partnership or to undertake some other effort that would need Board approval for advancing some sort of partnership effort. DVRPC Executive Director Barry Seymour responded that we would not need a separate action to add this to the Work Program and that DVRPC is scheduled to adopt the overall Long Range Plan this fall and we have talked about follow up efforts around this.

DISCUSSION ITEM

4. One Minute Reports

Larry Shifflet, PennDOT, reported that PennDOT's Pathways Program has been announced and there has been a lot of media around it. To support the program PennDOT has an alternative funding plan and a Planning and Environmental Linkages (PEL) study that is underway. That study will look to identify both near and long term funding solutions, as well as establishing methodology for their evaluation. One of the early findings out of that is that tolling of major bridges is a viable near-term solution to funding for either rehabilitation or replacement of those large significant bridges. This particular funding alternative is happening simultaneously with PennDOT's bigger overarching program initiative. Out of that is the Major Bridge P3 initiative and PennDOT announced nine candidate bridges. There is a lot that has to go on with each one of those bridges before we get to a point where we are saying we are putting a toll on it. In mid to late April there'll be an opportunity for another round of public engagement as some of the things we found related to this program and through the PEL study. In one 24 hour period PennDOT went from about 3,000 comments received through our website to 17,000 within 24 hours so there is a lot of interest.

Elaine Schaefer, Delaware County, thanked everyone for the warm welcome.

Valerie Arkoosh, Montgomery County, reported that the county approved its first Commercial Property Assessment Clean Energy financing, otherwise known as see C-

PACE. This new construction/rehabilitation project for Concord Keystone Sora West, LLC, enabled Sora West, LLC, to borrow \$9,999,740 from Greenworks Lending, LLC, to fund energy improvements for the construction of a 127-room mixed-use hotel and rehabilitation of a historic fire station. This is the largest project funded so far through the Pennsylvania C-PACE program as well as the first project funded outside Philadelphia County. Improvements include those to the HVAC system, high efficiency elevators, and wall, roof, and attic insulation. Annually, these measures will save an estimated 350,000 kWh of electrical energy, 74.2 kW of electrical demand, and 4,900 therms of natural gas, resulting in an annual estimated energy cost savings of nearly \$27,000. Construction for this project is expected to be completed in 2022. Matthew Popek, one of Montgomery County's planners chairs the events committee for the American Planning Association of the Pennsylvania southeast section and tonight, they are hosting a Planner Office hours from five to six p.m. on Zoom.

Mark Squilla, City of Philadelphia, reported that on Monday, the City of Philadelphia released the full Transit Plan vision for 2045. The plan contains policy suggestions, such as the low income fare program, prioritizing a set of corridors for bus lanes and a proposal for 15 minute frequencies on our regional rail system.

Andrew Levecchia, Camden County, reported that on Sunday at one o'clock the Phillies will be playing their first spring training game and spring is right around the corner.

Matthew Lawson, Mercer County, thanked the DVRPC capital program staff for their work on the TIP update in New Jersey. They did some really good work, trying to pay for some big projects out of very constrained funds in the urbanized area block grant Program. If anyone is interested, the Mercer County Park Commission is undertaking a master plan for the Moores Station Quarry which is in the Northwest corner of Mercer County. This is a Trap Rock quarry that's been under lease but is on county property and is going to come back to us in 2023. We had a public meeting last night about the master plan process and some of the concepts that are being considered. This could potentially be a pretty important regional resource for open space.

Jody Holton, SEPTA, reported yesterday was SEPTA's Safety Day. It was the first one for 2021 and we had employees all over the system handing out masks and reminding customers about the importance of wearing masks. We are following it up with our campaign called Mask Force Philly, which is a joint campaign with a number of transit operators along the mid-atlantic and east coast. We are handing out masks and making sure we reach a good level of mask compliance on the system. Right now we are at about 85 to 90 percent of our traveling public wearing masks properly.

Rohan Hepkins, PATCO, reported that Cherelle Parker is the new DRPA/PATCO Chairwoman. She also currently represents the ninth district on Philadelphia's City council and she was a former Pennsylvania State Representative. With the advent of COVID the homeless population has increased without alacrity on both sides of the river. We have homeless camps on the Camden side by City Hall and Broadway and on the Philadelphia side it's probably even worse by 12th and Locust streets, and along

the Market-Frankford line. PATCO is on a task force to try to mitigate that issue. PATCO is encouraging our employees to get vaccinated and though we cannot force anyone to do so, we are encouraging all our employees to get the vaccine.

Aliyah Stanger, PA DCED, reported that the Greenway Trail and Recreation Program is now open and it closes May 31. The Multimodal Transportation Program which is separate from PennDOT's program opens March 1 and will be closing July 31.

5. Executive Director's Report

a. Federal infrastructure Investments

Mr. Seymour indicated that there is a COVID relief bill now under discussion in the US House of Representatives with a \$20B line item for transit agencies and it is expected that SEPTA will receive some of that funding, additionally there is \$350 billion for state and local governments. It is expected that it will mostly go to operating expenses that everyone is facing, but the administration is already talking about focusing more on infrastructure and whether that is part of the reauthorization for the Fast Act, which expires this year, or whether it's a separate standalone infrastructure bill.

b. Regional Infrastructure Investments

Mr. Seymour called the Board's attention to the fact that DVRPC was contacted by the Philadelphia Alliance, who is a group of businesses in the city, who asked us if there were to be a major new stimulus bill what would we put on the table to consider. Mr. Seymour noted that DVRPC staff did a little bit of brainstorming around regional infrastructure investments through the lens of the administration's priorities which are around equity, climate mitigation, infrastructure, efficiency and systems improvement, and economic development and jobs. They asked us to come up with 10 or 12 big ticket items that meet all of those objectives. We wanted to share our list with the Board for information only. This is not any kind of official recommendation. Just a bit of brainstorming among staff. Our list includes: School Building Upgrades, Roosevelt Boulevard improvements, King of Prussia Rail extension, Green Stormwater Management, Northeast Corridor High-Speed Rail, Trolley Modernization, South Jersey Rail, Rooftop Solar, Offshore Wind, Navy Yard Extension, Regional Rail Upgrade, and one that's a little bit out there, the Hyperloop.

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 11:23 a.m. on a

MOTION by *Mr. Lawson, seconded by Mr. Levecchia.*

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, 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