

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting September 22, 2022

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

Membership Present

Representative

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	Andrew Swords
New Jersey Governor's Appointee	(not represented)
Pennsylvania Department of Transportation	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	(not represented)
Bucks County	Robert Harvie
	Rich Brahler
Chester County	Josh Maxwell
	Brian O'Leary
Delaware County	Christine Reuther
	Thomas Shaffer
Montgomery County	Valerie Arkoosh
	Scott France
	Matthew Edmond
Burlington County	Tom Stanuikynas
Camden County	Jonathan Young
	Andrew Levecchia
Gloucester County	Jackie Huston
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Michael Carroll
	Eleanor Sharpe
City of Camden	June Morton
City of Trenton	Jeffrey Wilkerson
Non-Voting Members	
Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(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
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
DVRPC Staff

Lou Millan
(not represented)
(not represented)
Tonyelle Cook-Artis
Rohan Hepkins
Donna Rendeiro

Aliyah Stanger

Jonathan Bloom
Tom Coleman

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Maridarlyn Gonzalez, Sean Greene, Brett Fusco, Rick Murphy, Alison Hastings, Thom Stead, Jesse Buerk, Gina Myers, Glenn McNichol, Paul Smith, Shawn Megill Legendre, Tom Edinger, Chris Mulroy, Dan Farina, Kristen Scudder, Najah Jackson, Shoshana Akins, Elise Turner, Tom Keenan, Mike Andrews, Betsy Mastaglio, Cassidy Boulan, and Renee Wise.

Guests

Montgomery County
PennDOT District 6
PennDOT District 6
City of Philadelphia Planning Commission
City of Philadelphia Planning Commission
Office of Senator Casey
Connect the Dots
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force

Matthew Popek
David Alas
Jonathan Korus
David Kanthor
Martine DeCamp
Lara Flynn
Marisa Denker
Lucas Oshman
Eva Hayes
Mary Ann Sandone

Call to Order - Chair's Comments

Chair, Christine Reuther, called the meeting to order at 10:05 a.m. Chair Reuther asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of July 28, 2022

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Mosca*, to approve the minutes of July 28, 2022.

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

2. Transportation Improvement Program (TIP) Actions

Rick Murphy, DVRPC Manager, Office of TIP Development and Maintenance, presented the following TIP actions to the Board:

a. NJ22-066: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County

Gloucester County has requested that DVRPC amend the FY2022 TIP for New Jersey by federalizing the project, Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), replacing the current \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC/\$3.304 M 18-STATE DVRPC) funding with \$3.9 M STBGP-PHILA for FY23 CON.

A public comment was received from John Boyle of Burlington County asking how this TIP Action affects the project timeline and if federalizing the project would delay the start of construction or increase the cost. A response was sent noting that this TIP action would not have a negative effect on the project timeline, and in fact demonstrates a commitment to fund the project. Federalizing the project should not delay the start of construction nor increase the cost of the project.

Financial constraint will be maintained. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

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

NJ22-066, Gloucester County's request that DVRPC amend the FY2022 S/TIP for New Jersey by federalizing the project, Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), replacing the current \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC/\$3.304 M 18-STATE DVRPC) funding with \$3.9 M STBGP-PHILA for FY23 CON.

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

b. NJ22-067: North Olden Avenue (CR 622), Bridge over Amtrak (DB #17412), Mercer County

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a \$21.1 M Bridge Formula Program (BFP)-funded, Study and Development graduate project, North Olden Avenue (CR 622), Bridge over Amtrak (DB #17412), to the TIP as follows: \$1.5 M BFP for FY23 PE, \$1.6 M BFP for FY24 DES, \$1 M BFP for FY25 ROW, \$2 M BFP for FY25 UTI, and \$15 M BFP for FY26 CON.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ22-067, NJDOT's request that DVRPC amend the FY2022 S/TIP for New Jersey by adding a \$21.1 M Bridge Formula Program (BFP) funded, Study and Development graduate project, North Olden Avenue (CR 622), Bridge over Amtrak (DB #17412), to the TIP as follows: \$1.5 M BFP for FY23 PE, \$1.6 M BFP for FY24 DES, \$1 M BFP for FY25 ROW, \$2 M BFP for FY25 UTI, and \$15 M BFP for FY26 CON.

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

c. NJ22-068: Electric Vehicle Infrastructure Program (DB #22350), Statewide

NJDOT has requested that DVRPC amend the FY2022 S/TIP for New Jersey by adding a new \$68.227 million (M) National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program (DB #22350), into the S/TIP for Engineering, Right-of-Way, and Construction (ERC) as follows: \$16.067 M NEVFP in FY23, \$16.709 M NEVFP in FY24, \$17.378 M NEVFP in FY25, and \$18.073 M NEVFP in FY26. These are new Formula funds from the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL) that are additional to the state.

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

d. NJ22-069: PROTECT (DB #22353), Statewide

NJDOT has requested that DVRPC amend the FY2022 S/TIP for New Jersey by adding a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program (PFP) funded Statewide Program line item, PROTECT (DB #22353), into the S/TIP for ERC as follows: \$34.429 M PFP in FY23; \$35.118 M PFP in FY24; \$35.820 M PFP in FY25; \$36.537 M PFP in FY26; \$37.268 M PFP in FY27; \$38.013 M PFP in FY28; \$38.773 M PFP in FY29; \$39.549 M PFP in FY30; and \$40.34 M PFP in FY31. These are new Formula funds

from the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL) that are additional to the state.

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

e. NJ22-070: Carbon Reduction Program, (DB #22352), Statewide

NJDOT has requested that DVRPC amend the FY2022 S/TIP by adding a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K/ \$4.381 M CR-B5K50K/ \$103.377 M CR-FLEX/ \$10.732 M CR-L5K) funded, Carbon Reduction Program (DB #22352), into the S/TIP for ERC as follows:

- FY23: \$12.596 M (\$449,000 CR-50K200K/\$449,000 CR-B5K50K/\$10.598 M CR-FLEX/\$1.1 M CR-L5K);
- FY24: \$12.848 M (\$458,000 CR-B50K200K/\$458,000 CR-B5K50K/\$10.81 M CR-FLEX/\$1.122 M CR-L5K);
- FY25: \$13.105 M (\$467,000 M CR-B50K200K/\$467,000 CR-B5K50K/\$11.026 M CR-FLEX/\$1.145 M CR-L5K);
- FY26: \$13.367 M (\$477,000 CR-B50K200K/\$477,000 CR-B5K50K/\$11.246 M CR-FLEX/\$1.167 M CR-L5K);
- FY27: \$13.634 M (\$486,000 M CR-B50K200K/\$486,000 CR-B5K50K/\$11.471 M CR-FLEX/\$1.191 M CR-L5K)
- FY28: \$13.908 M (\$496,000 CR-B50K200K/\$496,000 CR-B5K50K/\$11.701 M CR-FLEX/\$1.215 M CR-L5K);
- FY29: \$14.186 M (\$506,000 CR-B50K200K/\$506,000 CR-B5K50K/\$11.935 M CR-FLEX/\$1.239 M CR-L5K);
- FY30: \$14.469 M (\$516,000 CR-B50K200K/\$516,000 CR-B5K50K/\$12.173 M CR-FLEX/\$1.264 M CR-L5K); and
- FY31: \$14.758 M (\$526,000 CR-B50K200K/\$526,000 CR-B5K50K/\$12.417 M CR-FLEX/\$1.289 M CR-L5K).

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

Christine Reuther, Delaware County, asked as part of these projects coming out of New Jersey at the county and municipal levels, is there going to be a plan to share information, to make sure that there is mapping of locations for EV charging. Sean Greene, DVRPC Manager of Freight and Clean Transportation, noted that there are a number of websites that identify those locations. New Jersey does a particularly good job and the New Jersey DEP has a website of all the charging stations. This particular program is for the interstate system for identified alternative fuel corridors for the highest power level three chargers; it's a fairly focused program. If you are looking for general information for the general traveler, that is readily available in the state of New Jersey.

Andrew Swords, NJDOT, noted that in addition, as part of putting together the Nevi deployment plan in New Jersey we also had to look at what and where are the proposed locations and also what was on the Pennsylvania side. We submitted our deployment plan on July 30 and we have not yet heard about the decision for approval, but are hoping to hear within the next couple of weeks. Jim Mosca, PennDOT, noted that PennDOT submitted their plan for Approval on July 21 and is also waiting to hear back. Barry Seymour, DVRPC Executive Director, noted that for our Pennsylvania members the similar formula line items will be coming to PennDOT as well. New Jersey just needs to advance them onto the TIP earlier, because of their administrative structure. Pennsylvania is going to be getting a nice chunk of funding under all three of these programs in the future. Mr. Seymour asked about the opportunities for the New Jersey members to identify projects and priorities under these three new programs. Mr. Swords, NJDOT noted that for the electric vehicle program there is going to be work underway to determine a procurement process. Once that gets going there will be opportunities to look at where the charging stations need to be built in order to satisfy Nevi corridor requirements. The goal is to satisfy the corridor requirements first, and then once that is done, there will be an opportunity to build out additional charging. Mr. Swords noted that he is not as familiar with the PROTECT program but there will surely be efforts underway to make sure there is emphasis put on carbon reduction. One of the first required actions is to complete a carbon reduction strategy which is due November 15 of 2023. NJDOT is in the process of getting a consultant on board to assist us, and one of the first things we will do is to set up a carbon reduction working group which will include each of the three.

Michael Carroll, City of Philadelphia, asked if any of the funds would be available for planning. Jim Mosca, PennDOT, pointed out that under the IIJA just recently, PennDOT did distribute the allocations of the SAFE and Accessible funds for FY22-23 and that is \$134,050 to DVRPC and is the same amount that will be allocated for FY23-24. There is a work program amendment that we will be discussing in Pennsylvania that would utilize some of that funding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ22-068, NJDOT's request that DVRPC amend the FY2022 S/TIP for New Jersey by adding a new \$68.227 million (M) National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program (DB #22350), into the S/TIP for Engineering, Right-of-Way, and Construction (ERC) as follows: \$16.067 M NEVFP in FY23, \$16.709 M NEVFP in FY24, \$17.378 M NEVFP in FY25, and \$18.073 M NEVFP in FY26.

NJ22-069, NJDOT's request that DVRPC amend the FY2022 S/TIP for New Jersey by adding a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient,

and Cost-Saving Transportation (PROTECT) Formula Program (PFP) funded Statewide Program line item, PROTECT (DB #22353), into the S/TIP for ERC as follows: \$34.429 M PFP in FY23; \$35.118 M PFP in FY24; \$35.820 M PFP in FY25; \$36.537 M PFP in FY26; \$37.268 M PFP in FY27; \$38.013 M PFP in FY28; \$38.773 M PFP in FY29; \$39.549 M PFP in FY30; and \$40.34 M PFP in FY31. These are new Formula funds from the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL) that are additional to the state.

NJ22-070, NJDOT's request that DVRPC amend the FY2022 S/TIP for New Jersey by adding a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K/ \$4.381 M CR-B5K50K/ \$103.377 M CR-FLEX/ \$10.732 M CR-L5K) funded, Carbon Reduction Program (DB #22352), into the S/TIP for ERC as follows:

- FY23: \$12.596 M (\$449,000 CR-50K200K/\$449,000 CR-B5K50K/\$10.598 M CR-FLEX/\$1.1 M CR-L5K);
- FY24: \$12.848 M (\$458,000 CR-B50K200K/\$458,000 CR-B5K50K/\$10.81 M CR-FLEX/\$1.122 M CR-L5K);
- FY25: \$13.105 M (\$467,000 M CR-B50K200K/\$467,000 CR-B5K50K/\$11.026 M CR-FLEX/\$1.145 M CR-L5K);
- FY26: \$13.367 M (\$477,000 CR-B50K200K/\$477,000 CR-B5K50K/\$11.246 M CR-FLEX/\$1.167 M CR-L5K);
- FY27: \$13.634 M (\$486,000 M CR-B50K200K/\$486,000 CR-B5K50K/\$11.471 M CR-FLEX/\$1.191 M CR-L5K)
- FY28: \$13.908 M (\$496,000 CR-B50K200K/\$496,000 CR-B5K50K/\$11.701 M CR-FLEX/\$1.215 M CR-L5K);
- FY29: \$14.186 M (\$506,000 CR-B50K200K/\$506,000 CR-B5K50K/\$11.935 M CR-FLEX/\$1.239 M CR-L5K);
- FY30: \$14.469 M (\$516,000 CR-B50K200K/\$516,000 CR-B5K50K/\$12.173 M CR-FLEX/\$1.264 M CR-L5K); and
- FY31: \$14.758 M (\$526,000 CR-B50K200K/\$526,000 CR-B5K50K/\$12.417 M CR-FLEX/\$1.289 M CR-L5K).

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

f. NJ22-071: SJ BRT/Avandale Park & Ride (DB #T630), Various Counties

NJ TRANSIT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY22 ERC.

Financial constraint will be maintained by using the remaining unobligated balance from FY21.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ22-071, NJ TRANSIT's request that DVRPC amend the FY2022 TIP for New Jersey by adding a previous TIP project, SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY22 ERC.

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

g. NJ22-072: Locomotive Overhaul (DB #T53E), Various Counties

NJ TRANSIT has requested that DVRPC amend the FY2022 TIP for New Jersey by federalizing the program, Locomotive Overhaul, DB #T53E, by adding \$13.115 M (\$4.085 SECT 5307/ \$9.030 M SECT 5337) of federal funds to the currently STATE-only funded program line item for a new Engineering/Right-of-Way/Construction (ERC) phase in FY22.

Financial constraint will be maintained by using the remaining unobligated balance from FY21, and 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. Young*, seconded by *Mr. Stanuikynas*, to approve TIP action:

NJ22-072, NJ TRANSIT's request that DVRPC amend the FY2022 TIP for New Jersey by federalizing the program, Locomotive Overhaul, DB #T53E, by adding \$13.115 M (\$4.085 SECT 5307/ \$9.030 M SECT 5337) of federal funds to the currently STATE-only funded program for a new Engineering/Right-of-Way/Construction (ERC) phase in FY22.

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

h. NJ22-073: Preventive Maintenance-Rail (DB #T39), Various Counties

NJ TRANSIT has requested that DVRPC modify the FY2022 TIP for New Jersey by increasing the program, Preventive Maintenance-Rail (DB #T39) by \$34.889 M (\$31.789 M SECT 5337/ \$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP), from \$15.348 M to \$50.237 M.

Financial constraint will be maintained by using the remaining unobligated balance from FY21, and 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. Swords*, seconded by *Mr. Young*, to approve TIP action:

NJ22-073, NJ TRANSIT's request DVRPC modify the FY2022 TIP for New Jersey by increasing the program line item, Preventive Maintenance-Rail (DB #T39), by \$34.889 M (\$31.789 M SECT 5337/ \$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP), from \$15.348 M to \$50.237 M.

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

Mr. Murphy called the Board's attention to an administrative TIP action that does not require a Board vote. Mr. Murphy presented information regarding Route 295/42/I-76, Direct Connection, Contract 4 NJDOT, delayed funding.

Administrative TIP Modification

Action: Delay CON from FFY23-FFY26 to FFY24-FFY26

Reason: To make consistent with NJDOT SFY2023 Capital Program and based on Contract 4's updated schedule

Background:

- *Delays \$43.339M NHFP-HWY from FY23 to FY24*
- *Delays \$66.661M NHPP from FY23 to:*
 - *FY24: +\$20M NHPP*
 - *FY25: +\$20M NHPP*
 - *FY26: +\$26.661M NHPP*
- *Administrative action based on MOU*

3. DVRPC FY 2023 Work Program Amendments Incorporating new PL funds from the IIJA

Patty Elkins, DVRPC's Deputy Executive Director, explained that with the passage of the IIJA, DVRPC staff are deeply engaged in leveraging competitive funding programs for improvements to our region. IIJA Planning (PL) funds are allocated to state DOTs and a portion is distributed to MPOs. NJDOT has a funding distribution formula for allocation of the PL funds to its three MPOs. PennDOT is still working on its distribution formula, but DVRPC is expected to receive a portion of the new PL funds.

To access new PL funds, five work program amendments are proposed to incorporate a portion of the newly expected PL funds as follows:

1. Technical Assistance for Member Governments (23-23-080) - Add \$150,000 from NJDOT allocated PL funds to conduct internal and external coordination, maintain an up to date IIJA webpage and communications, and customize IIJA consultations with communities, focusing on disadvantaged places
2. Transportation Improvement Program (23-34-080) - Add \$100,000 from NJDOT allocated PL funds to coordinate IIJA applicants on match feasibility, provide letters of support for applications, and amend the TIP as per IIJA grant awards
3. Competitive Program and Project Management (23-52-060) - Add \$80,000 from NJDOT allocated PL funds to support project sponsors with guidance on federal rules and regulations to facilitate traditional and nontraditional construction projects
4. NJ Travel Monitoring Equipment and Supplies (23-53-015) - Add \$60,000 from NJDOT allocated PL funds to create a new project to support the purchase of bicycle, pedestrian, and vehicular counting equipment and supplies necessary to maintain the count program and keep them in good working order to support travel monitoring activities in the NJ counties
5. PA Travel Monitoring (23-53-010) - Add \$62,500 (\$50,000 from new PL funds from the IIJA contingent on allocation of these funds from PennDOT, and \$12,500 DVRPC Local Match) to support the purchase of bicycle, pedestrian, and vehicular counting supplies to keep the PA equipment in good working order.

Cost and Source of Funds:

- \$390,000 from new PL funds from the IIJA from NJDOT.
- \$50,000 from new PL funds from the IIJA from PennDOT, contingent on PennDOT's allocation of funds
- \$12,500 DVRPC Local Match

Christine Reuther, Delaware County, asked if there will be follow up and communication with technical staff and the appropriate contacts at local communities with information about this. Ms. Elkis responded that as part of our plan that we have already set in motion individual communications focusing on the disadvantaged communities. There is about one hundred and fifty municipalities in our region that have census tracts that will qualify as disadvantaged, and we want to focus on those. There is often a waived match requirement, and also other emphasis through justice. Coincidentally, an email was sent to the planning directors yesterday, showing that list of one hundred and fifty municipalities and asking if they are interested in individual consultations. We will find out in that consultation specifically what their interest is, and then match them up with appropriate staff. We will then have a thirty minute Zoom call to help them figure out what it is they want to do, point them in the right direction, help them out, and then, if there are being commonalities, for example, a number of communities want to do sidewalks, we might be able to bundle a bunch of projects together to make a more successful application.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Young* , *seconded by Mr. Carroll*, to amend:

The FY23 Work Program to add additional funding to the following projects:

1. Technical Assistance for Member Governments (23-23-080) - Add \$150,000 from NJDOT allocated PL funds to conduct internal and external coordination, maintain an up to date IIJA webpage and communications, and customize IIJA consultations with communities, focusing on disadvantaged places
2. Transportation Improvement Program (23-34-080) - Add \$100,000 from NJDOT allocated PL funds to coordinate IIJA applicants on match feasibility, provide letters of support for applications, and amend the TIP as per IIJA grant awards
3. Competitive Program and Project Management (23-52-060) - Add \$80,000 from NJDOT allocated PL funds to support project sponsors with guidance on federal rules and regulations to facilitate traditional and nontraditional construction projects
4. NJ Travel Monitoring Equipment and Supplies (23-53-015) - Add \$60,000 from NJDOT allocated PL funds to create a new project to support the purchase of bicycle, pedestrian, and vehicular counting equipment and supplies necessary to maintain the county program and keep them in good working order to support travel monitoring activities in the NJ counties
5. Travel Monitoring (23-53-010) - Add \$62,500 (\$50,000 from new PL funds from the IIJA contingent on allocation of these funds from PennDOT, and \$12,500 DVRPC Local Match) to support the purchase of bicycle, pedestrian, and vehicular counting supplies to keep the PA equipment in good working order.

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

4. CMAQ Performance Measures – Progress and Targets

Sean Greene, DVRPC Manager of Freight and Clean Transportation, explained that state DOTs are required to develop congestion and emissions performance targets for the Congestion Mitigation and Air Quality (CMAQ) program for the four-year periods 2018-2021, 2022-2025, and subsequent periods. There are two CMAQ congestion measures and one CMAQ emissions measure.

MPOs, such as DVRPC, that are in urbanized areas over one million population, and contain air quality nonattainment and maintenance areas are required to submit a performance plan that demonstrates the progress towards meeting the targets for the first reporting period (2018-2021) and identifies baseline conditions and targets for the second performance period (2022-2025). The plan for the second and subsequent performance periods must also include urbanized areas with a population over 200,000

people. This plan, which contains the progress towards meeting the targets for the first performance period and the targets for the second performance period, is due to the DOTs by October 1, 2022.

The DVRPC Board has previously adopted the CMAQ congestion measure targets (for the years 2022-2025) for the Philadelphia, PA-NJ-DE-MD, Trenton, NJ, New York-Newark, NY-NJ-CT and Allentown, Bethlehem, Easton, PA-NJ Urbanized Areas in July 2022. Staff proposes that the Board support the state DOT targets (for the years 2022-2025) for the on-road mobile emissions measures and include both the congestion and on-road mobile emission performance measures and targets in the DVRPC CMAQ Performance Plan. This plan includes:

- Progress toward the congestion and mobile source emissions reductions targets for the years 2018-2021,
- Baseline conditions and targets for the congestion and mobile source emissions reductions targets for the years 2022-2025,
- Tables that indicate the emissions reduction benefits and status of CMAQ-funded projects in the DVRPC region for the period 2018-2021, and
- Tables that identify CMAQ-funded projects in the DVRPC region that include narrative descriptions about how these projects will help DVRPC meet the congestion and emissions targets for the period 2022-2025.

Michael Carroll, City of Philadelphia, commented that he is concerned with these targets achieving consistency between the TIP and the Long-Range Plan. Mr. Greene noted that for the competitive program, we try and run that as a transparent competitive program so folks know what they're voting for, and what they get, and I think to make the move in that direction we see that the goals of that program are emissions reduction, and congestion reduction. That selection committee has the ability to set up selection criteria that meets those goals and that will certainly help us move in that direction. Mr. Seymour noted that there is a federal proposal right now to add a new performance measure specifically for greenhouse gases. This was floated earlier and is now out for public comment. That is maybe one that would enable us as a region to set our own targets around greenhouse gas emissions which we feel like would get us more focused on some of the goals in the Long-Range Plan, and some of the general carbon reduction goals that the city is working on as well. We just submitted comments on that. There are some administrative problems with that in that it would require not just a regional goal, but a separate, agreed upon target for each urbanized area, which in our case would mean seven different combinations, which we think is completely unworkable. We have commented on that to the feds but hopefully, whatever happens with that, the greenhouse gas performance measure will be an important one, and we will be hearing more from Sean about that in the future as well.

Peter Rykard, City of Chester, asked whether there are measurements to account for congestion and pollution during traffic accidents on highways. Jesse Buerk, DVRPC Manager of Capital Programs, responded that the tools that Mr. Greene referenced and

that DVRPC uses does take that into the account to the extent that we have that information, particularly for interstates. We have pretty good information on how crashes influence traffic in real time, and so I think that does get rolled into it. We may not have quite as much information on some of the arterial roads when it comes to those issues but I think at least for the interstates it is pretty well accounted for.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Ms. Morton*, to adopt:

The CMAQ mobile-source emissions performance targets established by PennDOT and NJDOT and approves DVRPC to submit the CMAQ Performance Plan that demonstrates the progress towards meeting the targets for the first reporting period (2018-2021) and identifies baseline conditions and targets for the second performance period (2022-2025) to the state DOTs for submission to FHWA.

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

PRESENTATION ITEMS

5. Equity Analyses: DVRPC has a number of initiatives underway to examine and apply equity considerations in our work and allocation of resources. Jesse Buerk, Manager of Capital Programs, Shoshana Akins, Senior Public Participation Planner, Thom Stead, Assistant Manager, Office of Mobility, Analysis, and Design, and Cassidy Boulan, Assistant Manager, Bicycle Programs, presented on a) Title VI, environmental justice, and equity at DVRPC; b) Title VI and EJ analysis for PA and NJ TIPs; and c) Mobility Choices: Conversations in three Black and Latino communities in the Greater Philadelphia Region.

Michael Carroll, City of Philadelphia, commented that it would be useful to get ideas about what we could do to support engagement better and if there was more structure to that and how to implement changes with regard to identifying TIP projects with an equity lens. Mr. Buerk noted that starting to identify particular projects that might have issues is something we can start to do right now and looking more closely at individual projects we can see where some of those issues are. The emphasis here is on burdens and that language can be difficult but we do also emphasize that a lot of projects have benefits. It is important to remember that and we try to highlight some projects in that chapter in the TIP as well. We would like to get more guidance from the DOTs about that as well.

Val Arkoosh, Montgomery County, noted that she feels there is a piece missing before this data and that is to look at how we identify individual projects and locations to determine which areas have needs from an equity point of view.

Peter Rykard, City of Chester, asked if in the surveys, especially in the zero car households in Pennsylvania, was there any issue from the participants about the high cost of auto insurance in those particular communities. Ms. Boulan noted that we did not hear anything specific about auto insurance but we did hear from a lot of people that they wanted to drive but were just priced generally priced out of driving due to the cost of car ownership and upkeep.

Andrew Swords, NJDOT, asked if there has been any talk or conversations to that particular community about electric vehicles and EV charging stations in urban communities. Ms. Akins noted that our long-range planning team has been looking into that and putting stations in low-income areas. That was a specific question that was brought up by the Futures Group, and is something that they are still exploring. It is definitely a consideration and though making that a full work program project hasn't happened yet it could be explored. Ms. Boulan noted that something else that we did talk about is electric scooters and other types of modes like electric bikes. There is an upcoming project in Trenton called Trenton Moves which looks at electric bikes and scooters. Mr. Stead noted that this came up in Norristown in particular and that is a place where the topography is much steeper than a lot of the region, and so electric bikes and electric scooters were of interest to people, because, it allows for easier mobility up and downhills.

Ms. Reuther noted that there has been some controversy in Delaware County over where they can be used and how they can be used and it would be nice to have information on the restrictions or guidelines whether it is on trails, roads or other things. Ms. Boulan noted that the Pennsylvania DCNR has come out with some guidance on this and the bicycle coalition prepared some comments in response to that.

Ms. Reuther noted that she is struck by the contrast between macro equity issues and micro issues, especially if you're talking about bus routes and things like that. Some of the long-standing historic inequities, especially in transportation and urban planning, have been in the communities that bear the burden of some of our busiest and most traveled roads. That is really evident in my county not just in terms of the size of those projects, but that historically they have cut through communities and cut them off from each other. Improvements like things as simple as sound walls which help with the impact on the community are not present in those less affluent majority minority communities. We need to focus on how we can address needs within certain underserved majority minority communities, and places where equity hasn't been a focus. It is hugely important to reach out to them and understand what types of plans and projects make a difference. The real question is what are we going to do to address some of the macro problems that we are already living with.

Jonathan Young, Camden County, commented that a lot of it comes down to mindset change and understanding as county officials who actually work with the state and work with our local partners to take an invested interest into the decision making. A prime example is a great project in Whitman Park, for the City of Camden. This was a

building that was a medical facility at one point and it was a big trash dump with trash everywhere and it was right in the middle of the community. The building was demolished and they decided to make it into this beautiful park. The project team for this really involved the community and now they have a stake in that park.

Ms. Reuther noted that it is important to look at how we as counties and municipalities talk to our planners about prioritizing projects, because there's no question we're going to tackle some of the macro projects. For something like extending a train line to an underserved community which is something Commissioner Maxwell discussed at a prior Board meeting, we have to ask how do we all, as a group, speak to our fellow Council members, our fellow Commissioners, our planning departments, and say, what do we want to prioritize in terms of equity.

Ms. Akins commented that all of this very much is part of the conversation because our mission is to have a state of good repair for the entire system. We need to figure out as planners, which are the projects and processes that can have really big impacts and look at how the TIP and Long-Range Plan go towards meeting our mission.

6. One Minute Reports

Michael Carroll, City of Philadelphia, thanked DVRPC for helping us get the RAISE Grant that was awarded to the City of Philadelphia for \$25 million. Mr. Carroll extended an invitation for folks to join us at West Philadelphia High School on October 6 where we will be celebrating our fourth version of Vision Zero.

Val Arkoosh, Montgomery County, reported that the planning commission in Montgomery County is presenting Investing in Open Space; Montgomery County's Return on Environment study. This will be taking place October 25 at the newly opened Challenger Learning Center at the Community College. The county is looking for folks who can help with the National Conference for the American Planning Association. They are coming to Philadelphia in 2023 and it is a chance for us to showcase what we are doing here in the region, and how planning has an impact. The subcommittee on mobile workshops is now seeking ideas for tours of varying links throughout the conference. Currently they can do forty in total. So, if you had suggestions, please contact the Montgomery County planning Commission and the ideas have to be in by October 12.

Andrew Swords, NJDOT, reported that NJDOT was able to authorize \$94 million in federal Highway Safety Improvement program funds in FY22. Mr. Swords noted that the department is hosting a virtual safety summit on Tuesday, October 11, from ten o'clock in the morning to twelve.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that on September 7 the State Planning Commission in New Jersey approved and adopted the warehouse

siting guidance and that is on our website now. We are available to municipalities and counties to have either Q and A sessions, or present the guidance to them.

Jim Mosca, PennDOT, reported that the annual planning partners meeting will be held in Pennsylvania in State College October 18-20. We have not done this since 2019 because of COVID and this is a great opportunity for our MPOs and RPOs across the Commonwealth, our Federal partners, and of course, Pennsylvania Central Office and District staff to get together to talk about many transportation related planning and programming issues.

Brian O'Leary, Chester County, reported that the county will be holding an event this evening on Trails, Transit, and Tractor Trailers and DVRPC's Kristen Scudder will be presenting.

10. Executive Director's Report

Mr. Seymour reported on the following items:

a. FY24 Work Program Development

Mr. Seymour reported that DVRPC has asked for work program submissions and we have heard from some folks, but not everyone. Mr. Seymour encouraged Board members to submit their FY24 work program priorities by the end of the day tomorrow. We will be meeting on October 11 to discuss those priorities. That meeting is our "shark tank" meeting where we review all of the proposals and create a short list for next year's work program.

b. Certification Review

Mr. Seymour pointed out that he sent a note to Board members earlier this week about our upcoming Certification Review. This is where our federal partners come in to review all of our programs and make sure we are in compliance with best practices around transportation planning for the region. Board members are invited to meet with them on October 13 at 9 a. m. For those who cannot make it in person a zoom link was sent.

c. TCDI Press Event

Mr. Seymour called the Board's attention to a TCDI press event which is being held next week with Delaware County Council. We will be celebrating twenty years of TCDI and it is a pretty impressive the number of projects we have been able to complete and have leveraged about \$250 million over those years.

d. Making Trails Happen Funding Opportunity

Mr. Seymour noted that in the Board folders there should be a notice about funding availability for the regional trails program. We have released \$1 million to support early stage planning, design, feasibility, and construction if available, for projects with a focus on disadvantaged communities. We really want to see projects in areas that have not been as well represented in the past. Applications are due November 10.

e. Safe Streets for All Proposal

Mr. Seymour reported that last week we submitted a proposal with all of our member counties under the Safe Streets for All program. If funded we would work to develop safety plans in our eight suburban counties. Philadelphia already has an approved safety plan, and I believe they have submitted for implementation money under that program.

f. Reconnecting Communities Program Proposals

Mr. Seymour called the Board's attention to the fact that we are currently working on applications under the Reconnecting Communities program and are working with the city of Philadelphia, PennDOT and the Chinatown community on the Vine Street expressway. We are also working with Trenton, NJDOT, and Mercer County to look at Route 29.

g. Proposed GHG Performance Measure

Mr. Seymour noted that DVRPC submitted comments on the proposed greenhouse gas performance measure, and they are asking for comments by October 13 even though the program is supposed to begin October 1.

h. Carbon Reduction Strategy

Mr. Seymour reported that DVRPC is starting work to scope out what a carbon reduction strategy for the region might begin to look like. We will work with all of our partners on developing that once that begins.

i. PhilaPort INFRA Grant

Mr. Seymour pointed out that PhilaPort just won a \$20 million INFRA grant award for the Tioga station.

j. SAFR -20 Year Anniversary

Mr. Seymour asked DVRPC's Chris King to inform the Board about the SAFR Incident Task Force and its 20 year anniversary. Mr. King noted that the Southern Area First Responder (SAFR) Incident Management Task Force was established in 2002 in Camden and Gloucester Counties. It generally includes response agencies from along NJ 42, NJ 55, I-676, I-76, I-295, DRPA Bridges, Atlantic City Expressway, and the NJ

Turnpike. The purpose of the task force is to facilitate communication and cooperation among organizations involved in responding to traffic incidents with the goals of improving responder safety and incident clearance, and minimizing impacts on traffic.

k. Board Retreat – December 7, 2022

Mr. Seymour called the Board's attention to the Board Retreat which will be held on December 7, 2022. Mr. Seymour asked Board members to block their calendars for the morning of December 7. Mr. Seymour noted that this will be our annual Board retreat and my last board meeting as well. We are going to be talking about the future of DVRPC and perhaps by that point we will have a new Executive Director identified. We will be bringing in Executive Directors from Washington, Chicago, and Boston to talk about some innovative programs they have there. We will have the opportunity to share information freely with each other, and learn from each other. Some of them are multi-state and cover large, complex metropolitan areas that hopefully we can learn from and you all can carry forward in in the New Year.

l. October Board Meeting – Virtual Only

Mr. Seymour noted that we will be holding October Board meeting all virtual.

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:21 p.m. on a

MOTION by *Mr. Young*, seconded by *Ms. Floyd*, 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