

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting December 7, 2022

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

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
Chester County

Keith Henderson
Sudhir Joshi
Ed Potosnak
Larry Shifflet
(not represented)
Jim Mosca
Evan Stone
Josh Maxwell

Delaware County

Brian O'Leary
Christine Reuther
Gina Burritt

Montgomery County

Thomas Shaffer
Valerie Arkoosh
Scott France
Tom Stanuikynas
Jonathan Young
(not represented)
Matthew Lawson
Peter Rykard
Chris Puchalsky
(not represented)
Michael Kolber

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

(not represented)
Gene Porochniak

(not represented)
(not represented)
(not represented)
(not represented)
Jody Holton
Lou Millan
(not represented)
Sachin Shankar
Tonyelle Cook-Artis

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

Rohan Hepkins
Donna Rendeiro

Michael Shorr

Jonathan Bloom
Tom Coleman

Barry Seymour, Patty Elkins, Keith Hartington, Elizabeth Compitello, Amy Bernknopf, Stacy Bartels, Kim Dean, Jason Crouch, Karin Morris, Greg Krykewycz, Miles Owen, Derek Lombardi, Mike Boyer, Justin Neff, Kristen Scudder, Kendra Nelson, Chris Linn, Brooke Garcher, Beth Wichser, Jackie Davis, Gina Myers, Ethan Fogg, Maridarlyn Gonzalez, Sean Greene, Brett Fusco, Rick Murphy, Alison Hastings, Jesse Buerk, Brad Lane, Glenn McNichol, Paul Smith, Shawn Megill Legendre, Najah Jackson, Elise Turner, Van Doan, Betsy Mastaglio, Chris Mulroy, and Renee Wise.

Guests

Montgomery County
Public Participation Task Force
City of Philadelphia -Streets Department
Bucks County
PennDOT
Delaware County
DRPA

Matthew Popek
Mary Ann Sandone
Nick Baker
Christian Regosch
Crystal Heshmat
Cathy Spahr
Kwan Hui

Call to Order - Chair's Comments

Alternate Chair, Gina Burritt, called the meeting to order at 9:06 a.m. Alternate Chair Burritt asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

DVRPC Executive Director Barry Seymour thanked everyone for coming to the Board meeting and welcomed two new Board members. Mr. Seymour introduced the Board to Edward Potosnak, the New Jersey Governor's appointee, and Keith Henderson who is taking over representation for the NJDCA since Sean Thompson's retirement.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of October 27, 2022

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Stanuikynas*, to approve the minutes of October 27, 2022.

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

2. Transportation Improvement Program (TIP) Actions

Jesse Buerk, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board:

a. PA23-08: Wanamaker Avenue over Darby Creek (MPMS #92323), Delaware County

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by changing the fund source from State 185/State 581 funds to federal NHPP/STU/BRIP/STP/Toll Credit funds and increasing the Construction (CON) Phase cost by \$15,000,000, by removing \$25,460,000 (FY23: \$890,000 State 185, FY24: \$2,340,000 State 185, FY25: \$2,000,000 State 185/\$1,777,000 State 581, FY26: \$4,109,000 State 185, FY27: \$14,344,000 State 185) from the CON Phase and adding \$40,460,000 (FY23: \$7,907,000 NHPP/\$537,000 STP/Toll Credit, FY24: \$3,500,000 STU/\$2,561,000 STP/Toll Credit, FY25: \$5,365,000 NHPP/\$2,500,000 STU/Toll Credit, FY26: \$14,000 BRIP/Toll Credit, FY27: \$14,000 BRIP/Toll Credit, FY28: \$14,000 BRIP/\$2,498,000 STU/Toll Credit, FY29: \$1,314,000 BRIP/\$361,000 STU/Toll Credit, FY30: \$14,000 BRIP/\$7,213,000 STU/Toll Credit, FY31: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY32: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY33: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY34: \$14,000 BRIP/\$1,575,000 STU/\$72,000 STP/Toll Credit) to the CON Phase.

This project will support the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries Wanamaker Avenue over Darby Creek between Tinicum Township and Prospect Park Borough in Delaware County. The existing northbound bridge is a three span, prestressed concrete composite adjacent box beam bridge carrying Northbound PA 420 over Darby Creek. The existing southbound bridge is a three span, steel thru-girder and bascule span bridge. The southbound bridge is in poor condition and posted for load. The superstructure and substructure of the southbound bridge are in poor condition due to the deterioration and section loss of bridge elements. Proposed work includes full replacement of both the northbound and southbound structures (superstructure and substructure) with one bridge structure.

Additional funding will be utilized for the following project components:

- Load transfer platforms and vertical elements, installation of column supported embankments, etc.
- Raising the bridge profile to accommodate the trail passing under the bridge.
- Significant utility relocations with staging requirements to allow for utility service to be maintained during construction while also considering utility companies' needs for future access to their facilities.

A shared use path underpass will be constructed under the bridges adjacent to the southern abutments and will connect the existing parking lots along PA 420 at the John Heinz National Wildlife Refuge. To allow for proper clearances for the shared use path, the profile of the northbound and southbound roadways will be raised several feet. Lighting will be added in this "duck under". In addition to the shared use path connecting the parking lots, a shared use path will be added on the southbound side and will lead north adjacent to the PA 420 roadway, adjacent to a tributary (which requires rock protection to accommodate the path) and terminate near Witmer field. The shared use paths will provide a connection for Prospect Park residents to access the John Heinz National Wildlife Refuge, as well as providing safe crossing of PA 420 via the underpass to access the existing parking lots.

Since the project is adjacent to Federal Lands and a State Park, the project was developed to minimize sensitive environmental resources within the project vicinity including the Morton Homestead State Park, located to the northwest, and the John Heinz National Wildlife Refuge, located to the southeast and southwest. All work associated with both the bridge replacement and shared use paths near the

John Heinz National Wildlife Refuge will take place within the existing PennDOT legal right-of-way. To accommodate the shared use paths, retaining walls were added to the project to minimize impacts to the John Heinz National Wildlife Refuge.

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

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia in support of the shared use path connections under Route 420 and connecting to the Borough of Prospect Park.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by *Mr. Shifflet*, seconded by *Mr. Lawson*, to approve TIP action:

PA23-08, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by changing the fund source from State 185/State 581 funds to federal NHPP/STU/BRIP/STP/Toll Credit funds and increasing the Construction (CON) Phase cost by \$15,000,000, by removing \$25,460,000 (FY23: \$890,000 State 185, FY24: \$2,340,000 State 185, FY25: \$2,000,000 State 185/\$1,777,000 State 581, FY26: \$4,109,000 State 185, FY27: \$14,344,000 State 185) from the CON Phase and adding \$40,460,000 (FY23: \$7,907,000 NHPP/\$537,000 STP/Toll Credit, FY24: \$3,500,000 STU/\$2,561,000 STP/Toll Credit, FY25: \$5,365,000 NHPP/\$2,500,000 STU/Toll Credit, FY26: \$14,000 BRIP/Toll Credit, FY27: \$14,000 BRIP/Toll Credit, FY28: \$14,000 BRIP/\$2,498,000 STU/Toll Credit, FY29: \$1,314,000 BRIP/\$361,000 STU/Toll Credit, FY30: \$14,000 BRIP/\$7,213,000 STU/Toll Credit, FY31: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY32: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY33: \$14,000 BRIP/\$1,574,000 STU/\$74,000 STP/Toll Credit, FY34: \$14,000 BRIP/\$1,575,000 STU/\$72,000 STP/Toll Credit) to the CON Phase.

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

b. PA23-09: Schuylkill River Swing Bridge TIGER VII (MPMS #102274) City of Philadelphia

PennDOT and the City of Philadelphia have requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Schuylkill River Swing Bridge project by \$13,594,000, through removing \$5,000,000 federal STU funds (FY24: \$2,500,000, FY25: \$2,500,000) and adding \$18,594,000 State 185 funds (FY23: \$890,000, FY24: \$2,340,000, FY25: \$1,770,000, FY26: \$3,500,000 and FY27: \$10,094,000).

Construction of this project has faced numerous delays from various factors, including:

- Additional cost due to unforeseen underwater obstructions and conditions that impacted the installation of the new fender system.
- The United States Coast Guard required additional navigational lighting that was not in the original contract.
- Fender construction was delayed due to the impacts from a third-party barge collision which occurred in September 2020.
- Construction was further delayed by a high-wind event in November 2020 that caused a portion of the truss to fall onto itself during painting operations. The truss collapsed and a series of truss modifications were required. Contractor pricing and negotiations for the truss modifications began in January 2022 and are continuing. It is anticipated that approximately 12 months are needed to fabricate the truss modifications.

The contractor has submitted change order requests for the following items: scaffolding systems and related work, additional fender materials, additional truss erection and deck pouring, bridge approach span extras, electrical changes to lighted handrails, additional navigational lights, additional design-build engineering, additional landscaping and clearing. Due to delays in completing the project, the machinery to operate the swing bridge will also need conditioning and modification. These items require an additional construction engineering budget.

Due to the truss issues, the FHWA has indicated that they will not participate in the additional project costs at this time. It is therefore proposed to fund the cost increase with 100% State funds.

This Schuylkill River Swing Bridge project is part of the Schuylkill River Trail and the regional trail network, 'The Circuit.' This project will provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River, allowing users to access destinations and services throughout South, Southwest and Center City Philadelphia. Completing a river crossing near the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge set in the 'open' position since its closing in 1976, will connect the recently completed Grays Ferry Crescent and Bartram's Mile Trails, further connecting with the East Coast Greenway and Cobbs Creek Trail through the TIGER funded Bartram's Garden Trail and 58th Street Connector. The project will utilize portions of the abandoned bridge to construct a multi-purpose bicycle and pedestrian trail structure, replacing the main truss with a smaller, lighter movable span to maintain access for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. The crossing will also accommodate emergency vehicles.

This project was also awarded a 2015 TIGER grant, as part of a three-project application for The City called "Closing the Gaps." These three projects were awarded \$10,265,000 in TIGER Discretionary funding. The other two projects that split this award with the Schuylkill River Swing Bridge were the American Street Streetscapes project (MPMS #70243) and the Westmoreland Street Pedestrian Bridge project (MPMS #106362). Construction on both of these projects has been completed. All three TIGER projects address disruptions to The City's existing transportation network in areas that disproportionately impact low-income and minority communities and better connect those communities to employment and other opportunities.

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

PA23-09, PennDOT and the City of Philadelphia's request to increase the Construction (CON) Phase of the Schuylkill River Swing Bridge project by \$13,594,000, through removing \$5,000,000 federal STU funds (FY24: \$2,500,000, FY25: \$2,500,000) and adding \$18,594,000 State 185 funds (FY23: \$890,000, FY24: \$2,340,000, FY25: \$1,770,000, FY26: \$3,500,000 and FY27: \$10,094,000).

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

c. PA23-10: MLK Drive Bridge (MPMS #108129), City of Philadelphia

PennDOT and the City of Philadelphia has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the MLK Drive Bridge (MPMS #108129) project by \$8,260,000 (FY23: \$2,296,000 BRIP/\$25,000 STU/Toll Credit, FY24: \$2,603,000 BRIP/Toll Credit, FY25: \$1,814,000 BRIP/Toll Credit, FY26: \$1,522,000 BRIP/Toll Credit) and removing \$3,464,000 of State 183 and Local funds (FY24: \$750,000 State 183/\$250,000 LOC, FY25: \$375,000 State 183/\$125,000 LOC, FY26: \$1,473,000 State 183/\$491,000 LOC) from the CON Phase for a total project increase of \$4,796,000.

The proposed work is necessary to prevent continued deterioration and allow the reopening of the bridge to vehicular traffic. Proposed improvements include complete bridge deck replacement, steel repairs, cleaning and painting of existing steel, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The existing single five-foot wide sidewalk, used by both pedestrians and bicycles, will be widened to a 10'-6" shared-use path.

Examples of work to be completed that needs additional funding based on the difference between the estimate and low-bid are: removal of a portion of the existing bridge, epoxy coated reinforcement bars, fabricated structural steel, and painting of the existing structural steel amongst other items found in the PennDOT PMC writeup.

The bridge is presently closed to vehicular traffic due to its poor condition and recent inspection. The project's design estimate was \$17,111,528. The project was let on September 29, 2022 and the low bid was \$20,105,000 plus 10 percent for inspection, resulting in a total construction cost of \$22,115,500. The total amount requested for the construction increase is \$8,259,500 in federal dollars which is comprised of \$3,301,839 to address the low bid increase items and \$4,957,661 to address the remaining

Advance Construct (AC) conversion for the project, which was not carried over from the previous FY2021 TIP.

This bridge was also part of the County Bridge Line Item – MPMS #95447, from the Round 2, summer 2016 selection.

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Puchalsky*, seconded by *Mr. Shifflet*, to approve TIP action:

PA23-10, PennDOT and the City of Philadelphia's request to increase the Construction (CON) Phase of the MLK Drive Bridge (MPMS #108129) project by \$8,260,000 (FY23: \$2,296,000 BRIP/\$25,000 STU/Toll Credit, FY24: \$2,603,000 BRIP/Toll Credit, FY25: \$1,814,000 BRIP/Toll Credit, FY26: \$1,522,000 BRIP/Toll Credit) and removing \$3,464,000 of State 183 and Local funds (FY24: \$750,000 State 183/\$250,000 LOC, FY25: \$375,000 State 183/\$125,000 LOC, FY26: \$1,473,000 State 183/\$491,000 LOC) from the CON Phase for a total project increase of \$4,796,000.

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

3. Adoption of PJMCCC Charter as Educational Tier Member

Elizabeth Compitello, DVRPC Manager, Sustainable Energy, explained that the PJM Cities and Communities Coalition (PJMCCC) is a standalone organization that was launched in 2018 to educate and coordinate the efforts of local governments in the PJM territory that are interested in removing and preventing barriers to decarbonization solutions in their regional wholesale electricity market. PJM is a Federal Energy Regulatory Commission (FERC)-regulated regional transmission organization (RTO) that coordinates, controls, and monitors the electric transmission system serving all or parts of Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia.

PJMCCC is comprised of member local governments including Alexandria, VA; Arlington County, VA; Charlottesville, VA; Chicago, IL; Cincinnati, OH; Columbus, OH; Dayton, OH; Delaware County, PA; Newark, NJ; Philadelphia, PA; Pittsburgh, PA; Richmond, VA; and Washington, DC. The World Resources Institute provides organizational management and facilitation support to the PJM CCC.

DVRPC has been invited to join PJMCCC at the “Educational Member Tier.” From the PJM CCC Charter:

Educational Member Tier: These members will only participate to deepen their understanding of PJM, wholesale electricity markets, and the related ecosystem. Educational Members are welcome to join the educational sessions of monthly calls, to participate in any educational webinars or convenings held by the Coalition, and to receive educational materials prepared for/by the Coalition. These members will not have any ability to support in the development or execution of the Coalition’s agenda. Further, these members will not be referenced by name in descriptions of the Coalition’s membership, or be included, in any way, in engagement activities and/or filings. This membership tier is only available to cities with municipal electric utilities, umbrella organizations (e.g., regional planning commissions) that are unable to speak on behalf of all members, and/or any other case deemed acceptable by the Steering Committee.

PJM CCC Education Tier Members receive:

- Educational and capacity building opportunities around wholesale markets and decarbonization solutions each month from subject matter experts
- Partnerships with and contacts are similarly-aligned organizations
- Collective work to create solutions and drive decarbonization within the PJM region

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Potosnak*, to adopt:

The PJM CCC Charter in the Educational Member Tier.

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

4. New Travel Options Program (TOP) Project – SEPTA Key Advantage

Stacy Bartels, DVRPC Manager, Office of TDM Strategy and Marketing, explained that the Travel Options Program (TOP) is a relatively new program of projects and activities - guided by *A New Route to Better Travel for All: The Regional TDM Plan*, which will help DVRPC and its planning partners better address fast changing Travel Demand Management (TDM) goals and challenges, and the need to reduce congestion and improve air quality. Through a biennial, two-part competitive search process, DVRPC seeks creative ideas that will reduce the number of single occupancy vehicles -- people driving alone to work, school, or entertainment venues, or to run errands -- on the region’s roadways, and improve accessibility to, and equity across, all modes of transportation.

After a pilot program with four projects, the second round of applications and awards presented a new challenge: the funding of proposed construction projects within the two-year grant period. The issue is the time needed to have these projects go through the required steps and approvals of the state DOTs and FHWA, which could take nearly the two-year period. After discussion of several options with the Regional TDM Advisory Committee, it was decided to push funding for the four selected construction projects to the next grant cycle (FY25 and FY26).

The consequence of this decision is that some of the money for the next round will already be allocated to those construction projects selected this round. This means less available funding for new projects in the FYs 25/26 program round; it also means that there was more money left to award during the current round than expected. The strategic preference of the group was to identify a regional project that supports the overall TOP strategy for projects: to conduct a worthwhile TDM experiment, in a way that builds future TDM base program activities.

The Regional TDM Advisory Committee decided to fund the following project with the remaining grant monies.

Project Description:

This project will enable SEPTA to advance the expansion of its new Key Advantage employer-focused program in the region, with a specific emphasis on employers located in *suburban Philadelphia*. Encouraging more regular transit usage helps reduce congestion and allows employers to more efficiently manage parking needs, with the possibility of downsizing parking for employees, offer employees a savings on a commute by transit, while helping the employer reduce FICA and payroll taxes.

SEPTA will not only use data and employer input from their pilot program to fine-tune the Key Advantage program, but also to help direct outreach and sales techniques as they begin to introduce it more widely in the region. This project will allow SEPTA to try new approaches to reaching out to employers and encouraging the implementation of an employee transit benefit program, as well as determine which techniques and tools work best to gain new corporate clients and riders.

Note: A part of this project will also allow separate funding for a similar effort for NJ Transit and PATCO, to better reach more suburban employers in southern NJ with underutilized transit options at or near their doorstep; these two components make the project truly regional.

Contracting (recipient) agency: SEPTA

Collaborating agencies: DVRPC, NJT, PATCO (TMAs)

Cost and Source of Funds:

\$585,254 federal (STBG/STU)

\$146,314 match

\$731,568 Total

Jody Holton, SEPTA, thanked DVRPC for working with SEPTA on this and noted that this has induced ridership. Josh Maxwell, Chester County, asked how the money would

be used by SEPTA for advancing Key Advantage. Ms. Bartels responded that it will be largely for marketing and some related expenses, and staff time. Also new approaches to how they market employer programs and reaching the actual commuters will be analyzed.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

The new Travel Options Program (TOP) Project – SEPTA Key Advantage.

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

5. Release of Draft FY2024 DVRPC Unified Planning Work Program for Review and Comment

Patty Elkis, DVRPC's Deputy Executive Director, explained that authorization is being sought to distribute for review and comment the Draft FY2024 Unified Planning Work Program consisting of: (1) DVRPC's Regular Work Program; (2) Supportive Regional Highway Planning Program (SRHPP); and (3) Transit Support Program (TSP). This document covers the time period from July 1, 2023 to June 30, 2024 and reflects the policy direction provided by the Board's Work Program Committee and the input from member governments, operating agencies and other regional organizations. The draft document will be posted on the DVRPC website at www.dvrpc.org/workprogram/, notices will be sent to tribal governments and regional libraries, and hard copies will be made available upon request. All comments should be directed to public_affairs@dvrpc.org.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Stanuikynas*, to authorize:

Distribution of the DVRPC Draft FY2024 Unified Planning Work Program for review and comment.

6. Appointment of the Recommended Candidate to be the DVRPC Executive Director

Board Chair Christine Reuther explained that Barry Seymour, DVRPC Executive Director, has set his official retirement date as January 16, 2023. DVRPC's Interstate Compact Legislation states: Section 3. Powers and Duties of the Board. The Board shall have the following powers and duties: (a) to create and define the duties of the office of executive director and upon the recommendation of the executive committee to appoint persons to that office to serve at the pleasure of the Board. The Executive Committee

was designated as the "Executive/Search Committee" and a consultant (GovHR) was selected in order to assist the Executive/Search Committee and complete a national search to fill the position. A candidate was selected on November 18, 2022 and Board action to appoint the recommended candidate is being requested.

Ms. Reuther noted that there were over 40 applicants with a really broad range of experience and a lot of qualified people. It included two internal applicants who did go through the full interview process and with the help of Gov.HR we got it down to seven; four of whom were women. It really came down to what set of skills we want the new Executive Director to have, because they all had the skills to do the job. The field was then narrowed to three candidates and it was a strong majority choice to pick Ms. Maron, though we couldn't have gone wrong with any of them.

Ms. Maron is a planner who has long ties to the region. She went to the University of Pennsylvania, where she got her undergraduate degree in economics. She got her city planning degree from MIT. She has a mix of outside consulting and internal government experience, including, a lot of management experience with the city of New York where, among her various roles was starting their department of energy under Mayor Bloomberg to really champion carbon reduction.

Her background is not exclusively transportation planning and it's broader than that. Her lens she brings to the work that we do is really what we are most excited about. We did have a diverse slate of candidates and it is worth noting that Ariella will be the first woman to lead DVRPC as Executive Director.

Favorable recommendation was received from the Executive/Search Committee.

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Mr. Young*, to appoint:

The recommended candidate, Ariella Maron, to the position of DVRPC Executive Director

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

Ms. Maron thanked the Board for the vote of confidence and noted that she is honored and humbled to be chosen. It is a big deal and this is a large organization with a lot of existing challenges that need to be met in the region, and a lot of future ones that are pretty complicated. Ms. Maron thanked Barry Seymour, who spent over an hour and a half on the phone with her before we started the transition, and to the senior team and the staff for just running such an amazing ship and organization. Ms. Maron noted that she has a lot to learn from the senior team, the staff, and all of the Board members. She commented that she is really looking forward to spending one on one time with each of you, getting to know you, getting to know your responsibilities, your goals, your priorities, your challenges, and your concerns. She noted that she will really be in

listening mode the next three to six months since there is so much to absorb. This organization covers a lot of ground. Ms. Maron thanked everyone again and expressed her enthusiasm about taking on this new role.

6. One Minute Reports

Sudhir Joshi, NJDOT, introduced himself to the Board.

Evan Stone, Bucks County, congratulated Mr. Seymour on his retirement.

Rohan Hepkins, PATCO, congratulated Mr. Seymour on his retirement and noted that PATCO ridership is at about 50 percent of pre-COVID levels. The Franklin Square Station reopening is on target for the summer of 2024.

Keith Henderson, NJDCA, introduced himself to the Board and noted that he is excited to see the UPWP and working with DVRPC.

Edward Potosnak, NJ Governor's Appointee, introduced himself to the Board and noted that he is looking forward to working with DVRPC.

Larry Shifflet, PennDOT, noted that he is hoping for the best in terms of the sanctions in Pennsylvania and though we are not across the finish line everything is in place administratively and legislatively. Hopefully there will not be a government shutdown on December 16 and nothing to sanction.

Christine Reuther, Delaware County, reported that the county had our third iteration of our Greenway Grants program. This is the third year in which we have given away just a little bit under \$5 million for a variety of open space, multimodal and planning grants and they did not require a match. This year we were looking for communities to demonstrate that they were leveraging other opportunities to add on to the quality of the projects. Ms. Reuther commented that she has greatly enjoyed working with Mr. Seymour in her role as Board chair. He has been a wonderful mentor and has helped guide her through this process. Ms. Reuther noted that she is looking forward to working with Ariella and getting to know her and that she does have a tough act to follow.

Chris Puchalsky, City of Philadelphia, thanked Mr. Seymour for teaching him and his leadership. Mr. Puchalsky reported that the city's internal team is really focusing on diversity efforts in the implementation of the bipartisan infrastructure law. We are especially focused on diverse contracting and diversifying our workforce.

Michael Kolber, City of Trenton, reported that in the past two months the city has won two awards; the North Trenton Battle Monuments Award and an innovation and planning award from Sustainable Jersey.

7. Executive Director's Report

Mr. Seymour reported on the following items:

a. Executive Director Transition

Mr. Seymour noted that the Executive Committee and Board made a good choice. He had a chance to talk with Ms. Maron yesterday and though he knew a lot of the candidates he had not met Ms. Maron previously. The parallels that they have were interesting. We both grew up in the New York area and chose to come to Philadelphia. Ms. Maron chose to come for college while I chose to come for a job and we both chose to make this our home. It also turned out we both started our careers at the New York City Department of City Planning as well; we have some overlaps that go way back. One thing I was most impressed with was that she asked me a lot of really good, perceptive questions and to me that's the most important characteristic. I know that she's anxious to learn about the dynamics of the Board and get to know all of you. She is anxious to learn about our staff and all the work that we do, and fortunately we will have the next month that I will be around to provide information and help with the transition.

b. FY24 Work Program and Budget

Mr. Seymour called the Board's attention to the fact that the FY24 Work Program will be released for public comment and will come back to the Board in January for adoption. We already know some changes that are going to have to happen. In terms of the budget we will try to get out some information to all the Board ahead of that January meeting just so that everybody understands all the details.

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force
- (3) 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 10:06 a.m. on a

MOTION by *Ms. Arkoosh*, seconded by *Mr. Lawon* 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