

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting September 23, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

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

Sean Thompson
Andrew Swords
Joy-Michele Johnson
Larry Shifflet
Jim Mosca

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

Gina Burritt
(not represented)
Robert Harvie
Evan Stone

Chester County

Marian Moskowitz

Delaware County

Brian O'Leary

Montgomery County

Christine Reuther

Burlington County

Thomas Shaffer

Camden County

Scott France

Gloucester County

Matthew Edmond

Mercer County

Tom Stanuikynas

City of Chester

Lou Cappelli

City of Philadelphia

Andrew Levecchia

City of Camden

Vincent Voltaggio

City of Trenton

Matthew Lawson

(not represented)

Mark Squilla

Eleanor Sharpe

June Morton

Michael Kolber

Non-Voting Members

Federal Highway Administration

Brian Goodson

New Jersey Division

Gene Porochniak

Pennsylvania Division

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

Lou Millan

New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Tonyelle Cook-Artis
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	Donna Rendeiro
Pennsylvania Department of Community and Economic Development	Aliyah Stanger
DVRPC Co-Counsel	
Pennsylvania Co-Counsel	Jonathan Bloom

New Jersey Co-Counsel	William Sasso
DVRPC Staff	Tom Coleman

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Katie Nash, Jesse Buerk, Brett Fusco, Maridarlyn Gonzalez, Alison Hastings, Rick Murphy, Kwan Hui, Najah Jackson, Andrew Svekla, Ben Gruswitz, Amani Bey, Elise Turner, Derek Lombardi, Ian Schwarzenberg, Van Doan, Natalie Scott, Will Stevens, Betsy Mastaglio, Sonia Lee, Miles Owen, Chris Linn, and Renee Wise.

Guests

Gloucester County	Jacqueline Huston
Montgomery County	Matthew Popek
Montgomery County	Rena Pinhas
Mercer County	Matthew Zochowski
City of Philadelphia	Martine Decamp
Philadelphia Chamber of Commerce	Renee Anrockitis
PennDOT District 6	Jonathan Korus
City of Philadelphia Planning Commission	David Kanthor
Camden County	Digna Townsend
Public Participation Task Force	Eva Hayes
Public Participation Task Force	Mary Sandone
NJDOT	James Vari
NJDOT	Eric Powers
The Enterprise Center	Tiffany Spraggins-Payne
NJTPA	Beverly Morris
Bicycle Coalition of Greater Philadelphia	Sarah Clarke Stuart
Bicycle Coalition of Greater Philadelphia	Patrick Monahan
Residents for Regional Traffic Solutions	Susan Herman
Resident of Yardley	Judith Hoechner
Mott MacDonald	Richard Hammer
The Partnership TMA of Montgomery County	Jacqui Baxter-Rollins

Call to Order - Chair's Comments

Board Chair, Lou Cappelli, called the meeting to order at 10:05 a.m. Chair Cappelli 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 stated by Sarah Clarke Stuart of the Bicycle Coalition of Greater Philadelphia. Ms. Stuart thanked DVRPC for folding in three projects that were recommended for the Long-Range Plan and noted that it is great that the goal of reaching 500 miles of circuit trails by 2025 is now incorporated in the Plan. In order to meet these goals, we need to accelerate that pace since at the current pace we will not reach this 500 mile goal until 2034. Ms. Clarke also submitted written comments. Judith Hoechner of Yardley, Pennsylvania, commented that she is unhappy that some funds in the New Jersey TIP will be for projects at the Trenton-Mercer airport which threaten the health of the residents of the region due to the highly toxic chemicals, PFAs. Ms. Hoechner also submitted written comments. Susan Herman, of Residents for Regional Traffic Solutions, Inc., commented that she fully supports Ms. Hoechner's comments.

ACTION ITEMS

1. Minutes of Meeting of July 22, 2021.

The Board adopted the following motion:

MOTION by *Ms. Moskowitz*, seconded by *Mr. Squilla*, to approve the minutes of July 22, 2021.

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

2. Transportation Improvement Program (TIP) Actions

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

a. PA21-56: Bristol Road Intersection Improvements (MPMS #13727), Bucks County

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Bristol Road Intersection Improvements project (MPMS #13727) by \$6,810,000 STU/Toll Credit in FY22. The CON phase is increasing from \$8,190,000 (FY21: \$1,409,000 STU/Toll Credit; FY22: \$1,095,000 STU/\$1,443,000 STP/Toll Credit; FY23: \$2,000,000 STU/\$2,243,000 STP/Toll Credit) to \$15,000,000 (FY21: \$1,409,000 STU/Toll Credit; FY22: \$7,905,000 STU/\$1,443,000 STP/Toll Credit; FY23: \$2,000,000 STU/\$2,243,000 STP/Toll Credit).

The project scope has grown over time as a result of ongoing coordination between Bensalem Township, PennDOT District 6-0 Utility and Traffic Units, and over 60 property owners involved in right-of-way negotiations. Right-of-way negotiations with property owners and utility field coordination for the project were severely impacted due to COVID-19 restrictions, which caused the project letting to be delayed to November 2021. The cost increase is needed to cover numerous utility impacts that were identified through extensive utility coordination and additional review by the District's Traffic Unit,

which resulted in increased traffic control measures and additional signal improvements. Additional funds are also required for significant stormwater management and drainage improvements.

This project includes widening and rehabilitation of the existing pavement for just over two miles of Bristol Road. Work will include milling and overlay of the existing pavement, roadway widening, drainage improvements, intersection improvements, the reconstruction of five existing traffic signals, and the installation of one new traffic signal. Improvements will include a two-way center turn lane with additional improvements to intersections, in order to improve safety and mobility along the corridor and reduce congestion. Stormwater management and drainage improvements will address roadway flooding in select locations. Pedestrian accommodations will be provided from the Neshaminy Mall to Pasqualone Boulevard.

Financial constraint will be maintained by adjusting 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. Shifflet*, seconded by *Mr. Harvie* that the Board approve TIP action:

PA21-56, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Bristol Road Intersection Improvements project (MPMS #13727) by \$6,810,000 STU/Toll Credit in FY22. The CON phase is increasing from \$8,190,000 (FY21: \$1,409,000 STU/Toll Credit; FY22: \$1,095,000 STU/\$1,443,000 STP/Toll Credit; FY23: \$2,000,000 STU/\$2,243,000 STP/Toll Credit) to \$15,000,000 (FY21: \$1,409,000 STU/Toll Credit; FY22: \$7,905,000 STU/\$1,443,000 STP/Toll Credit; FY23: \$2,000,000 STU/\$2,243,000 STP/Toll Credit).

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

b. PA21-57: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC accept the listed Statewide Multimodal Transportation Fund projects, as well as their additional funds into the FY2021 TIP for Pennsylvania. These funds are additional to the region and are outside the Core Funding distributions. Nineteen (19) projects with the total amount of \$28,217,000 State 411 will be added to the TIP for construction.

The Multimodal Transportation Fund (MTF) is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of

Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety and transit revitalization.

The following is the list of 19 new Statewide Multimodal Transportation Fund projects awarded funding in the DVRPC region:

Bucks County

Route 332 Bypass and I-295 Interchange (2021-22) (MPMS #116258) - \$3,000,000 State 411 for increasing the capacity of the Route 332 and I-295 interchange, signal upgrades, and construction of a multi-use trail along Stony Hill Road to complete a missing link in the local trail system in Lower Makefield Township.

Penridge School District Transportation Improvements (2021-22) (MPMS #TBD1) - \$303,000 State 411 to provide West Rockhill Elementary School with a secondary entrance to alleviate congestion that occurs along Washington Avenue.

Pennsylvania Avenue and Trenton Avenue Intersection Signals (2021-22) Morrisville Borough (MPMS #TBD2) - \$228,000 State 411 for pedestrian and traffic signal improvements at the intersection of Pennsylvania Avenue and Trenton Avenue.

Yardley Borough Sidewalks (2021-22) (MPMS #TBD3) - \$312,000 State 411 for the construction of 1,200 linear feet of sidewalk along North Main Street as well as related stormwater and pedestrian facility improvements.

Chester County

Ship Road Couplet (2020-21) (MPMS #115755) - \$940,000 State 411 for the construction of a pair of parallel one-way streets that carry traffic in opposite directions for Ship Road at the intersection of US 30 Business in West Whiteland Township. The present location of Ship Road will become northbound only, and this project will construct a southbound leg of road as well as a ten-foot-wide multimodal trail.

Kennett Township Roundabout (2021-22) (MPMS #116264) - \$2,194,000 State 411 for the installation of a roundabout to replace a 5-Points intersection, the installation of a perimeter sidewalk, crosswalks, curb ramping, and signage.

West Brandywine Township Roadway Reconstruction (2021-22) (MPMS #TBD4) - \$1,697,000 State 411 for embankment stabilization, drainage, and roadway reconstruction of a section of Pratts Dam Road to lessen environmental impacts and to make it operational and safe for vehicular traffic.

West Nottingham Township Intersection Improvements (2021-22) (MPMS #TBD5) - \$843,000 State 411 for adding a left turn lane for eastbound Route 272 and adding a right turn lane for southbound Baltimore Pike.

Valley Township Roadway Reconstruction (2021-22) (MPMS #TBD6) - \$1,500,000 State 411 for reconstruction of a collapsed portion of Wagontown Road, including a concrete retaining wall and associated drainage improvements in Valley Township.
Delaware County

Aston Township Congestion and Air Quality Mitigation (2020-21) (MPMS #115756) - \$1,800,000 State 411 for the construction of two roundabouts along Concord Road.

Ellis Preserve West Chester Pike Improvements (2021-22) (MPMS #116262) - \$2,251,000 State 411 for an additional eastbound and westbound through lanes at two intersections on PA 3, signal upgrades, new pedestrian facilities, new ADA curb ramps, and stormwater upgrades at the Ellis Preserve at Newtown Square mixed-use development in Newtown Township. This project is the final two (2) phases of five (5) along PA 3/West Chester Pike related to the Ellis Preserve development

Burmont and Glendale Road Intersection Improvement (2021-22) (MPMS #TBD7) - \$1,000,000 State 411 for the realignment of an existing intersection with improvements to the pedestrian crossing, and adding an extension of a pedestrian trail approximately 1,300 feet from its current terminus to the intersection in Haverford Township.

Aldan Borough LED Street Lights (2021-22) (MPMS #TBD8) - \$155,000 State 411 for the replacement of 250 existing street light fixtures with LEDs, and the replacement of 13 deteriorated light poles with new metal light poles.
Montgomery County

Whitemarsh Township Roadway Improvements (2021-22) (MPMS #TBD9) - \$1,108,000 State 411 for the installation of a traffic signal at the intersection of Flourtown Road and Colonial Drive, roadway widening for dedicated left turn lanes at Colonial Drive and Wildflower Drive, the construction of a portion of Cross County Trail, and bike lanes along Flourtown Road.

Sumneytown Pike Bridge over Wissahickon Creek (2021-22) (MPMS #TBD10) - \$1,244,000 State 411 for the reconstruction of the deteriorating Sumneytown Pike Bridge over Wissahickon Creek in Upper Gwynedd Township.

Lower Providence Township Roadway Alignment (2021-22) (MPMS #TBD11) - \$2,746,000 State 411 for the alignment of the minor approaches, including two box culvert structures, retaining wall, new traffic signal, widening for left turn lanes on Park Avenue, and the installation of drainage and stormwater management facilities.

City of Philadelphia

Old City Market Street Enhancements (2021-22) (MPMS #112203) - \$2,650,000 State 411 for the construction of multimodal transportation safety improvements along Market Street from 2nd Street to 6th Street.

Saint Joseph's University Pedestrian Safety Underpass (2021-22) (MPMS #TBD12) - \$3,000,000 State 411 for the construction of a bridge structure below City Avenue to create a pedestrian bypass for university students, commuters, and local residents.

Palmer Street Extension (2021-22) (MPMS #TBD13) - \$1,246,000 State 411 for the construction of an extension and accompanying sidewalk that will provide direct access to the Delaware River waterfront at the Delaware Station Power Plant site in Fishtown, Philadelphia and will connect to a new waterfront trail.

All projects listed contribute to fiscal constraint. These are additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

TIP Action PA21-57 and accept the listed Statewide Multimodal Transportation Fund projects, as well as their additional funds into the FY2021 TIP for Pennsylvania. These funds are additional to the region and are outside the Core Funding distributions. Nineteen (19) projects with the total amount of \$28,217,000 State 411 will be added to the TIP for construction:

Bucks County

- Route 332 Bypass and I-295 Interchange (2021-22) (MPMS #116258) - \$3,000,000 State 411
- Pennridge School District Transportation Improvements (2021-22) (MPMS #TBD1) - \$303,000 State 411
- Pennsylvania Avenue and Trenton Avenue Intersection Signals (2021-22) Morrisville Borough (MPMS #TBD2) - \$228,000 State 411
- Yardley Borough Sidewalks (2021-22) (MPMS #TBD3) - \$312,000 State 411

Chester County

- Ship Road Couplet (2020-21) (MPMS #115755) - \$940,000 State 411
- Kennett Township Roundabout (2021-22) (MPMS #116264) - \$2,194,000 State 411
- West Brandywine Township Roadway Reconstruction (2021-22) (MPMS #TBD4) - \$1,697,000 State 411

- West Nottingham Township Intersection Improvements (2021-22) (MPMS #TBD5) - \$843,000 State 411
- Valley Township Roadway Reconstruction (2021-22) (MPMS #TBD6) - \$1,500,000 State 411

Delaware County

- Aston Township Congestion and Air Quality Mitigation (2020-21) (MPMS #115756) - \$1,800,000 State 411
- Ellis Preserve West Chester Pike Improvements (2021-22) (MPMS #116262) - \$2,251,000 State 411
- Burmont and Glendale Road Intersection Improvement (2021-22) (MPMS #TBD7) - \$1,000,000 State 411
- Aldan Borough LED Street Lights (2021-22) (MPMS #TBD8) - \$155,000 State 411

Montgomery County

- Whitemarsh Township Roadway Improvements (2021-22) (MPMS #TBD9) - \$1,108,000 State 411
- Sumneytown Pike Bridge over Wissahickon Creek (2021-22) (MPMS #TBD10) - \$1,244,000 State 411
- Lower Providence Township Roadway Alignment (2021-22) (MPMS #TBD11) - \$2,746,000 State 411

City of Philadelphia

- Old City Market Street Enhancements (2021-22) (MPMS #112203) - \$2,650,000 State 411
- Saint Joseph's University Pedestrian Safety Underpass (2021-22) (MPMS #TBD12) - \$3,000,000 State 411
- Palmer Street Extension (2021-22) (MPMS #TBD13) - \$1,246,000 State 411

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

3. Adoption of Conformity Determination of the Draft *Connections 2050* Long-Range Plan, FY 2021 TIP for Pennsylvania, and Draft FY 2022 TIP for New Jersey

Mike Boyer, DVRPC Associate Manager, Comprehensive Planning, explained that transportation conformity is a process established by the Clean Air Act to ensure that

federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the Draft *Connections 2050* Long-Range Plan (Plan), FY 2021 TIP for Pennsylvania, and Draft FY 2022 TIP for New Jersey.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual PM_{2.5} (Delaware County Maintenance Area);
- Annual and 24-hour PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area); and
- Annual and 24-hour PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Maintenance Area).

DVRPC held a public comment period from August 6 to September 8, 2021, and hosted two virtual public meetings, one on August 11 and one on August 18, 2021. Public comments to the Draft Conformity determination will be addressed at the Board Meeting on September 23, 2021.

Favorable recommendation was received from the Regional Technical Committee.

Bob Harvie, Bucks County, asked whether the comparisons between New Jersey and Pennsylvania are for the entire state or just the DVRPC region. Mr. Boyer responded that this is for the DVRPC region. Christine Reuther, Delaware County, asked where the responsibility lies for trying to address the gap in Delaware County because we are part of DVRPC and this emissions assessment is being done at DVRPC. Delaware County has a number of industrial installations that probably contribute to this problem, in addition to heavy traffic from roads that are under DVRPC supervision but the question is how to address this gap. Mr. Boyer responded that there is a little bit of a disconnect and that Delaware County is in non-attainment because the monitoring site in Delaware County did not meet the national ambient air quality standard. Part of that is where you locate these monitors and that has a big impact. If they are located along transportation facilities or are near industrial sources, they are more likely to not meet those standards. Having said that, air quality in general is not a localized problem, this is really a problem for our entire region. In terms of addressing that regionally, we are looking to move to cleaner vehicles, and improving the air quality for the entire region.

The Board adopted the following motion:

MOTION by *Mr. Swords*, seconded by *Mr. Stanuikynas* that the Board adopt:

The conformity finding action of the Draft *Connections 2050* Long-Range Plan, FY 2021

Transportation Improvement Program (TIP) for Pennsylvania, and Draft FY 2022 TIP for New Jersey in the DVRPC planning area by adopting resolution number B-FY22-001.

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

4. Board Adoption of the *Connections 2050 Long-Range Plan for Greater Philadelphia (Plan)*

Brett Fusco, DVRPC Manager, Long-Range Planning, explained that as the metropolitan planning organization for Greater Philadelphia, DVRPC is required to update its long-range plan for the region every four years and maintain at least a 20-year planning horizon. The *Connections 2050 Plan for Greater Philadelphia* updates the *Connections 2045 Plan for Greater Philadelphia*, adopted in October 2017, as the region's comprehensive long-range plan.

The Plan consists of two documents. The primary document is the *Connections 2050 Policy Manual*, which crafts a vision for regional growth and development, identifies strategies to obtain the vision, and contains a summary of the financial plan. The *Connections 2050 Process and Analysis Manual* documents the Plan's outreach and background material that informs the plan's vision and strategies, in addition to containing a detailed financial plan.

The Plan helps to prepare the region for a forecasted increase of more than 500,000 residents (+9 percent) and over 465,000 jobs (+15 percent) from 2015 to 2050. As part of the update, DVRPC worked with the Futures Group to create a set of scenarios—*Dispatches from Alternate Futures*—built around uncertainties related to rising inequality, climate change, and the digital revolution. It used these scenarios to further explore potential ways in which highly automated vehicles could be deployed in the region over the next 30-plus years in *Preparing Greater Philadelphia for Highly Automated Vehicles*. An interactive *Tracking Progress* website was built and updated to identify regional strengths and weaknesses, as well as check on how the region is doing in terms of obtaining the Plan's vision. A series of visioning workshops, public survey, and targeted outreach through community conversations and youth engagement helped to inform the Plan's vision. After that, a series of strategy workshops aimed to identify recommendations to help achieve the vision.

Connections 2050 identifies Greater Philadelphia's regional vision around three overarching principles: equity, resiliency, and sustainability. It applies these principles to four focus areas—the environment, communities, transportation, and the economy—to create a vision for an equitable, resilient, and sustainable region that:

- Preserves and restores the natural environment.
- Develops inclusive, healthy, and walkable communities.
- Grows an innovative and connected economy with broadly shared prosperity.
- Maintains a safe, multimodal transportation network that serves everyone

The Plan includes a set of 15 key strategies to achieve the vision and a fiscally-constrained financial plan for investing in regional transportation infrastructure.

The transportation infrastructure vision seeks to achieve and maintain a state-of-good repair for existing transportation infrastructure, expand bike and pedestrian facilities, make operational improvements and limited new road capacity, and maintain, improve, and expand transit service. The vision would cost about \$152 billion over the life of the Plan. However, there are just \$67 billion in federal, state, local, and bond funds identified as reasonably available revenue. Since identified needs are greater than anticipated funding, the financial plan prioritizes projects for funding by allocating the revenue to categories of projects based on need and policy, evaluating major regional projects with the TIP-LRP Project Benefit Evaluation Criteria, and selecting specific regionally significant projects for funding in the Plan.

A public comment period was held from July 28, 2021 to August 30, 2021. The draft document was posted online and was available for viewing at various public libraries around the region. The comment period was advertised by legal notice in area newspapers, on the DVRPC web page, via email to over 12,000 recipients on DVRPC's distribution list, and to its list of tribal governments. As part of the comment period, two online public information sessions were held on August 11 at 2 PM and August 18 at 7 PM, via webinar and a call-in function. Comments could be submitted during the August meetings, or by mail, email, or online form at www.dvrpc.org/2050. 492 comments were received during this comment period. A summary of these comments were provided, and a full document of comments and responses were mailed out prior to the Board meeting and posted on the Plan's web page (www.dvrpc.org/2050).

Michael Kolber, City of Trenton, asked if there were any changes to the actual projects in the Plan or just changes to the descriptions and clarifications. Mr. Fusco responded that there were not changes to the , as that would require agreement from the RTC and Board prior to adoption.

Scott France, Montgomery County, commented that the county absolutely supports the aspirations of the plan and commitment to sustainability, resiliency, and equity, and we agree on the need for a balanced transportation system that invests in public transit, roadways and our trails. However, we do recognize that our Federal and State legislators determine not only the amount of transportation funding that we receive but also how much goes to the various modes. We face very real limitations on how much of these funds can be switched between public transit, bike and pedestrian facilities, and roadway projects. On a practical level the Plan must live within much of the transportation policy set by our elected legislative branches at the federal and state level. We have a diverse region and Montgomery County definitely believes that it's important that we have a regional Plan that funds all modes. That is why there is an urgent need for federal and state action to create a more flexible transportation policy and one that increases investment in public transit, inner city rail and bicycle and

pedestrian facilities, along with roadway maintenance and expansion. The County also urges our fellow Pennsylvania counties and elected leaders to continue the pursuit of local funding mechanisms that enable regional transportation projects of all types, to be pursued outside of these limitations.

Jody Holton, SEPTA, commented that some of the public comments were submitted regarding how much funding we have available for transit projects and our ability to expand transit in the region; we have \$53.5 billion worth of identified investment needs over the next three decades. As Mr. Fusco mentioned, less than half of that is actually funded and of that, federal and state sources of funding make up 97 percent of that. We were not able to realize the full vision of the Plan without additional funding and of the total funding only 2.5 percent comes from local sources for transit. In the future, expanding the amount of funding that we have to reach some of the goals and the projects that are outlined in the vision of Plan would be necessary. The Plan does an excellent job prioritizing the projects that we can accomplish with the funding available, but in the long run we do need more funding to really realize the full vision of the Plan.

Lou Millan, NJ Transit, commented that there are a lot of aspirations for transit expansion and doing more with transit but with the funding scenarios and projections we are not able to realize all of those projects. It is a challenge, because as time passes, these projects become more expensive with more complicated regulations and rule changes that can affect them. It is important to understand all of those factors and how things change. A great example is things like positive train control and the separation required between freight and passenger traffic. These are requirements that didn't exist 10 to 15 years ago but now add substantially to the cost of delivering projects like the West Trenton line.

Mark Squilla, City of Philadelphia, thanked DVRPC for all of the work on the Plan and noted that Philadelphia will be abstaining from the vote today. The City appreciates the efforts of DVRPC and all the partners over the last year to support the projects here in Philadelphia, and right now the city is evaluating the impact of climate change in all of our policies. The City looks forward to continuing to work with DVRPC and all the partners in different counties to prioritize sustainability and livability.

Christine Reuther, Delaware County, thanked DVRPC for all of the work that went into this and noted that it is always a work in progress as circumstances change. The funding is a critical issue, and there is an opportunity that we have, as counties, as municipalities, to work together collectively within our own legislative delegations, and as members of this organization to bring this need to our state and federal legislators since they control the purse strings and the dollars that we need to access. Ms. Reuther urged that whether we do it through DVRPC or independently we need to try to come together on those projects where there is large agreement as to the priorities and seek ways to make sure that the importance of these projects is understood and the need for

additional funding to move them forward is communicated effectively. Going forward, outside of these meetings we need to find a way to come together to advocate effectively for funding.

Andrew Swords, NJDOT, commended DVRPC on a very well thought out and well executed Plan. One aspect in particular that is notable is the tremendous work done on public involvement and visioning and really thinking that process through. In addition to that, in terms of the content of the Plan itself and the way in which the plan links the principles and strategies to the funding categories, is commendable. NJDOT will be working on a State Long-Range Plan in New Jersey so plans like DVRPC's are really helpful for us moving forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Lawson* that the Board adopt:

The *Connections 2050 Plan for Greater Philadelphia*, as the region's official Long-Range Plan, including its vision and goals, recommended key strategies, and financial plan, by adopting Resolution B-FY22-002.

Motion passed, with an abstention from the City of Philadelphia.

5. Adoption of the Draft DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25) with Recommended Changes

Kwan Hui, DVRPC Manager, NJ Capital Programs, explained that a Transportation Improvement Program (TIP) is required by federal law and planning regulations for the metropolitan region to be eligible to receive and spend federal transportation funds. The TIP is required to cover a minimum of four federal fiscal years (FY) of programming and must be consistent with the Long-Range Plan. DVRPC TIP documents for both New Jersey and Pennsylvania cover a longer planning and programming horizon (10 years for NJ; 12 years for PA) to better understand expected resources and provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. DVRPC updates the Pennsylvania TIP or the New Jersey TIP on alternating years. At this time, staff will present the Draft DVRPC FY2022 TIP for New Jersey (FY22–FY25) with Recommended Changes for adoption by the DVRPC Board. The List of Recommended Changes is one of the attachments in this packet.

DVRPC develops the TIP in cooperation with member governments, the state Department of Transportation, and transit operators, and must provide an opportunity for public input and comment. Work on the development of the FY2022 TIP for New

Jersey commenced in October of 2020. The New Jersey Subcommittee of the RTC (“NJ TIP Subcommittee”) under the direction of DVRPC staff has worked to develop a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, Long-Range Plan consistency, Performance-Based Planning and Programming, and Environmental Justice.

The Draft DVRPC FY2022 TIP for New Jersey contains 133 projects over the First-Four Years (FY22 to FY25) that are worth \$2.128 billion (an average of \$532 million per year): \$1.373 billion for projects addressing the highway system and nearly \$755 million for the transit system (approximately \$681 million for NJ TRANSIT and close to \$74 million for DRPA/PATCO).

The projects in the Draft TIP represent a consensus of the regional priority improvements to be made. It has been fiscally constrained based on the financial resources identified by NJDOT and transit operators NJ TRANSIT and the DRPA/PATCO, as negotiated for this region’s projects. All non-exempt projects have been included in the regional conformity analysis for air quality. For information purposes, there are 17 project studies displayed in the Draft TIP’s Study and Development Program that are technically “pre-TIP” and could advance to engineering/design/construction in the future. The Draft TIP also displays 105 NJDOT-managed statewide highway programs for the State of New Jersey worth \$4 billion over the First-Four Years.

Public Involvement:

A minimum 30-day public comment period must be conducted prior to a formal action to adopt the TIP. The Draft TIP, including the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT, were open for public review and comment on July 21, 2021 at 5:00 p.m. and closed on August 23, 2025 at 5:00 p.m.

Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, the Courier Post, Trenton Times, Al Dia, Philadelphia Tribune, South Jersey Times, and the Burlington County Times. The public comment period was announced on the DVRPC homepage at www.dvrpc.org. An email notice was also sent to over 3,500 individuals, organizations, and DVRPC affiliated groups. In addition, DVRPC utilized social media outlets (Twitter, Instagram, Facebook, and LinkedIn) to highlight the Draft TIP and promote the public comment period. All TIP-related documents were published on the Internet; hardcopies were mailed to major public libraries throughout the New Jersey region and in Philadelphia; and printed documents were distributed to many stakeholders.

DVRPC’s website and online presence continue to play a vital part in public outreach efforts. An enhanced, interactive web-based online commenting application at

www.dvrpc.org/TIP/Draft was available for the public's convenience to directly submit comments to DVRPC about the draft program or a particular project listed in the draft program. A dedicated email address, tip@dvrpc.org, was available for anyone who preferred to send their comments via email. The Draft TIP and Draft STIP documents were placed on DVRPC's website along with the virtual public meeting/

informational session dates and times, locations of libraries where the printed Draft TIP is displayed, general information about the TIP and how it was developed, and all the project listings and financial information.

To abide by public health guidelines for public gatherings, DVRPC invited the public to join one or both online public meetings/information sessions via Zoom webinar or by phone in listen-only mode on Wednesday, August 11, 2021 from 2:00 PM—3:00 PM and Wednesday, August 18, 2021 from 7:00 PM—8:00 PM. DVRPC staff presented the Draft TIP to the public and provided them an opportunity to ask questions and/or verbally present comments to state, county, transit, and DVRPC staff members.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities, as well as to the region as a whole. Per DVRPC's language access plan, the Public Notice and Draft TIP Highlights document were translated into Spanish and distributed to the public libraries. DVRPC also sent the Public Notice to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, and other interest groups. DVRPC also notified tribal governments that the draft program was available for review and consultation.

Public Involvement Results:

A total of 85 individuals from the general public including those on behalf of advocacy groups submitted 124 written comments about the Draft TIP primarily through the web-based online commenting application, followed by email, and then regular mail. Since some individuals stated more than one issue in their submitted comments, DVRPC assigned each issue an "Item #" that is used to track the responses provided by the appropriate DVRPC regional planning partner agencies that are included in the attachments. Listed below, the 124 comments contain 135 issues, which are categorized into seven issue types.

Issue Types (Percentage of All Issues):

1. Combined requests for Circuit trail funding (CMAQ and TA Set-Aside), the inclusion of safety and bicycle/pedestrian elements in TIP projects, and support for certain TIP projects (62 percent)
2. Project concerns, questions, and/or suggestions (19 percent)

3. Supports project or other TIP related item (7 percent)
4. Requests for a new TIP project/line item/study (5 percent)
5. DVRPC Competitive CMAQ Program request or comment (3 percent)
6. General concerns, questions, and/or suggestions (3 percent)
7. Opposes project or other TIP related item (1 percent)

Included with the DVRPC Board mailing that was sent out are the Public Comments Index (an abridged summary of comments received during the public comment period) and Original Public Comments (displaying the full content of comments, including those that submitted letters and comments with supporting documents). DVRPC and many of DVRPC's partner agencies provided responses to these written submissions, which was also included as part of the mailing.

Rohan Hepkins, PATCO, thanked DVRPC for securing this funding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Swords*, seconded by *Mr. Stanuikynas* that the Board approve:

The Draft DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey(FY 22–FY25) with recommended changes as the region's official selection of transportation projects for federal funding, by passing resolution number B-FY22-003.

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

DISCUSSION ITEMS

6. One Minute Reports

Vincent Voltaggio, Gloucester County, thanked everyone for their help with the tornado cleanup.

Matthew Lawson, Mercer County, reported that the City just adopted a new Open Space Plan and Preservation Plan.

Michael Kolber, City of Trenton, reported that the City just released for public comment its new land development ordinance. This is a complete rehab and there are major changes anticipated. We are very excited to be proposing the elimination of mandatory minimum parking in the city, which will be replaced by transportation demand management studies for large developments which will set these parking standards. We are welcoming as much public comment as possible and this will be going on until November. There will be a presentation at tonight's Planning Board meeting about this.

Larry Shifflet, PennDOT, reported that PennDOT is continuing to monitor the infrastructure bill and see what happens with that. PennDOT is updating its statewide long-range plan and that is out for public comment now.

Christine Reuther, Delaware County, reported that Delaware County's greenway grant application process opened up with \$5.5 million available. The county eliminated the matching funds so that some of the smaller municipalities could make use of it and 74 applications were received requesting over \$13 million. Most of them were for planning and design with a few for acquisitions.

Scott France, Montgomery County, reported that the county just had a groundbreaking on the Chester Valley Trail extension and this is the 3.8 mile extension of the Chester Valley Trail from Exton into King of Prussia. Ultimately, it will connect to the north and be a major connective element to the circuit. The county looks forward to wrapping up the project at the end of 2022. Next Thursday the county has a Planning Smarter event called Soak Up More Stormwater: Partnering with Businesses and Homeowners. This event will look at issues of stormwater and highlight successful projects and programs where municipalities and environmental groups have collaborated with and incentivized individual property owners (residents, institutions, businesses) to retrofit properties.

Mark Squilla, City of Philadelphia, reported Mayor Kenney will be talking about Vision Zero on October 6 at a ribbon cutting which will include a look at North Broad Street and analysis of crash data on Philadelphia's roads from 2020. This was a difficult year for the city and there were over 150 people killed in traffic crashes; that was an increase of upwards of 80 percent. The report looks at the installation of speed cameras on Roosevelt Boulevard which resulted in a reduction of 95 percent of violations in the first nine months. Additionally, the city has Walk to School Day scheduled for October 6 and the city is working on getting elementary schools to relaunch their Walk to School Bus program. Partners and guests are invited to join a Bike to School event on October 19 with a group ride to school and biking and activities.

Jody Holton, SEPTA, reported that SEPTA just kicked off its Reimagining Regional Rail Plan process this week and we have a public survey out now. This process will take about 12 months and we are looking to put together a long-range vision for the regional network with some short term opportunities to increase ridership on regional rail. This is the third of a planning effort that we have started this year. Bus Revolution and our Wayfinding Rail Transit Masterplan are also under way and these all stem from our SEPTA Forward Strategic Plan, with the goal of providing and delivering a more seamless transit network to the region. For the Regional Rail Master Plan, we did form an advisory committee that includes all county planning members, members of the city, and a number of DVRPC staff who are helping with some of the modeling that will go into the Plan. After a public comment and visioning period over the fall, in the spring, we anticipate having some alternatives for the public to react to.

Lou Millan, NJ Transit, reported that NJ Transit's total commuter ridership is at 37 percent of pre-pandemic levels, bus ridership is at 62 percent, Access Link is at 63 percent, and Light Rail is at 64 percent.

Rohan Hepkins, PATCO, reported that bridge traffic is at 90 percent of pre-pandemic levels. PATCO ridership is now over 40 percent of pre-pandemic levels after Labor Day.

Tonyelle Cook-Artis, DRPA, reported that the bid should be going out soon on the new PATCO station at Franklin Square Park.

Gene Porochniak, FHWA PA, reported that as far as he is aware there is no extension planned of the FAST Act and the proposed continuing resolution for the appropriations bill. Federal highway is funded out of the Highway Trust Fund which gets its authorization from the highway infrastructure bill. This is completely separate and has nothing to do with the continuing resolution that would keep the majority of the government running and funded. Ultimately either the FAST Act needs to be extended by October 1 or reauthorization of a new transportation infrastructure bill needs to happen. Hopefully in another week or so we will have some more clarity on all these funding situations.

7. Executive Director's Report

a. Plan, TIP and Conformity adoption

Mr. Seymour noted that today is a big day because we adopted the Long-Range Plan, NJ TIP, and Conformity adoption. Mr. Seymour thanked staff for all of their work and noted that there was a lot of innovation in the Plan.

b. Development of FY23 Work Program

Mr. Seymour reported that DVRPC has had rounds of meetings with our partners around development of the FY23 Work Program. We are asking for your project submittals by tomorrow. You should have all received an invitation to the October 14 meeting where we will discuss ideas and prioritize.

c. DVRPC Board Retreat

Mr. Seymour called the Board's attention to the fact that DVRPC is looking at ideas around the annual Board retreat now. This could possibly be a hybrid meeting but we will have to see. We could have speakers and focus around certain topics. We could discuss the infrastructure bill and how it relates to the Long-Range Plan.

Mr. Seymour asked Board members to think about this.

d. Federal Infrastructure proposal

Mr. Seymour noted that he initially planned to do a presentation but will instead send out an email with a summary of the draft bill. It was anticipated that the House would vote on September 27 but the infrastructure bill is getting tied up with the reconciliation bill, which is the “social infrastructure” bill and is about \$3 trillion. Mr. Seymour noted that in the summary he will be sending there is a lot interesting information such as competitive grants. It would be great if we can pull those together as regional proposals rather than competing on our own.

e. Status of Office Reopening

Mr. Seymour reported that DVRPC is still primarily remote. Our Board Room will not be ready to do hybrid meetings in October but the hope is that we will be ready to do that in December and that case counts are down and we are all comfortable meeting again in-person. Our office is a 100 percent vaccinated office, and that is our condition for coming in and the city of Philadelphia still requires masking inside common spaces. We will keep sharing information as things develop.

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 12:04 p.m. on a

MOTION by Mr. Harvie, seconded by Ms. Reuther.

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