

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting January 27, 2022

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Sean Thompson  
Mike Russo  
Andrew Swords

New Jersey Governor's Appointee  
Pennsylvania Department of Transportation

Rudy Rodas  
Larry Shifflet  
Jim Mosca

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

Gina Burritt  
(not represented)  
Robert Harvie

Chester County

Rich Brahler  
Marian Moskowitz  
Josh Maxwell

Delaware County

Brian O'Leary  
Christine Reuther  
Thomas Shaffer

Montgomery County

Val Arkoosh  
Scott France

Burlington County  
Camden County

Tom Stanuikynas  
Lou Cappelli  
Andrew Levecchia

Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Vince Voltaggio  
Leslie Floyd  
Peter Rykard

City of Camden  
City of Trenton

Mark Squilla  
Chris Puchalsky  
Eleanor Sharpe  
June Morton  
Jeffrey Wilkerson

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

Brian Goodson  
Eugene Porochniak

(not represented)  
(not represented)  
(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	Tom Coleman

DVRPC Staff

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Karen Cilurso, Jesse Buerk, Maridarlyn Gonzalez, Alison Hastings, Kwan Hui, Najah Jackson, Elise Turner, Betsy Mastaglio, Shoshana Akins, Shawn Megill Legendre, Van Doan, Chris Linn, Joe Banks, Joe Natale, Ryan Gallagher, John Coscia, Jr., Kendra Nelson, Andrew Svekla, Tammy DiMeo, Kevin Murphy, Jackie Davis, Tom Edinger, Linda McNeffer, Derek Lombardi, Chris Pollard, Marco Gorini, and Renee Wise.

Guests

PennDOT District 6	Jonathan Korus
Montgomery County	Matthew Popek
Mercer County	Matthew Zochowski
City of Philadelphia Planning Commission	David Kanthor
Public Participation Task Force	Lucas Oshman
Public Participation Task Force	Mary Sandone
Public Participation Task Force	Eva Hayes
City of Philadelphia	Martine DeCamp

Call to Order - Chair's Comments

Board Chair, Lou Cappelli, called the meeting to order at 10:02 a.m. Chair Cappelli asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

DVRPC Executive Director Barry Seymour noted that Commissioner Moskowitz of Chester County would like to make some remarks. Commissioner Moskowitz reported that she will no longer be Chester County's representative on the DVRPC Board and that Commissioner Josh Maxwell will be taking over.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

## 1. Minutes of Meeting of December 8, 2021

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Russo*, to approve the minutes of December 8, 2021.

Motion passed with an abstention from Ms. Floyd (Mercer County).

## 2. Transportation Improvement Program (TIP) Actions

Kwan Hui, DVRPC Manager, New Jersey Capital Programs, presented the following TIP actions to the Board:

### a. NJ22-001: CR 537, CR 628, and CR 660 Guiderail Installation (DB #D1804), Burlington County

Burlington County has requested that DVRPC amend the FY2022 TIP for New Jersey by adding the \$1.7 million STATE-DVRPC funded project, CR 537, CR 628, and CR 660 Guiderail Installation (DB #D1804), back into the TIP for FY22 Construction (CON), accordingly: \$138,000 14-STATE-DVRPC, \$872,000 15-STATE-DVRPC, \$266,000 16-STATE-DVRPC, and \$424,000 17-STATE-DVRPC. The two digits prior to STATE-DVRPC reflect the year that funds were appropriated by the State Legislature for project use.

Funds would provide for the upgrade of the existing guiderail with end treatments and guiderail attachments to county structures. Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading. The project missed the authorization deadline for previous FY21. Locations are listed below.

Hainesport Township:

- Marne Highway (CR 537) and New York Avenue (M.P. 15.34)
- Marne Highway (CR 537) and South Branch Rancocas Creek (M.P. 16.15)

Mansfield Township:

- Jacksonville-Hedding Road (CR 628) (M.P. 5.62)
- Jacksonville-Hedding Road (CR 628) (M.P. 5.85)

Florence and Mansfield Townships:

- Old York Road (CR 660) and NJ Turnpike Bridge (M.P. 4.32)
- Old York Road (CR 660) & East of Brookside Drive

Chesterfield Township:

- Old York Rd (CR 660) (M.P. 4.32)

Financial constraint will be maintained as STATE-DVRPC funds were previously appropriated by the State Legislature and assigned by DVRPC for this project.

**b. NJ22-002: CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (DB #D2015), Gloucester County**

Gloucester County has requested that DVRPC amend the FY2022 TIP for New Jersey by adding the \$3.671 million (\$2.935 million STBGP-PHILA/\$736,000 Local) project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (DB #D2015), back into the TIP for FY22 CON.

This project was originally programmed in the previous FY2020 TIP for a \$3.7 million STBGP-PHILA FY21 CON phase. Due to the discovery of a STBGP-PHILA eligibility issue that needed to be resolved, the project missed the FY21 authorization deadline. Milepost (MP) .60 to 3.85 from Ernst to CR 610 within the project limits will be funded with \$2.83 million federal STBGP-PHILA funds. The portion of the project from Ernst to NJ 47 that is outside of the Philadelphia, PA--NJ--DE--MD Urbanized Area will be funded with \$736,000 non-federal County Aid funds. \$105,000 STBGP-PHILA funds will provide for construction inspection and testing.

The project will improve the riding surface from the existing aged rough surface and improve safety with drainage improvements, as well as improved cross slopes and superelevation. The roadway surface will be milled to reestablish a consistent normal crown cross slope throughout the project limits. A new superelevation will be created through a number of existing horizontal curves. The roadway will be then resurfaced with 2 1/2" of new surface course, and base repairs will be performed. New Roadway Pavement Markers, striping and signing will be included in the project. A bike lane from CR 610 to NJ 47 will also be included.

Financial constraint will be maintained. 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. Stanuikynas*, seconded by *Ms. Morton*, to approve TIP actions:

NJ22-001, Burlington County's request that DVRPC amend the FY2022 TIP for New Jersey by adding the \$1.7 million STATE-DVRPC funded project, CR 537, CR 628, and CR 660 Guiderail Installation (DB #D1804), back into the TIP for FY22 Construction (CON), accordingly: \$138,000 14-STATE-DVRPC, \$872,000 15-STATE-DVRPC, \$266,000 16-STATE-DVRPC, and \$424,000 17-STATE-DVRPC.

NJ22-002, Gloucester County's request that DVRPC amend the FY2022 TIP for New Jersey by adding \$3.671 million (\$2.935 million STBGP-PHILA/\$736,000 Local)

project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (DB #D2015), back into the TIP for FY22 CON.

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

**c. NJ22-003: Paratransit Vehicles (Various DB #s), Various Counties - Flex to NJ TRANSIT Small/Special Services Program (DB #T120) and Section 5310 Program (DB #T150): Burlington County Bus Purchase (DB #D1510), Camden County Bus Purchase (DB #D0601), Gloucester County Bus Purchase (DB #D9807), and Mercer County Bus Purchase (DB #D1011)**

Burlington, Camden, Gloucester, and Mercer Counties have requested, respectively, on behalf of BurLINK, the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC modify the FY2022 TIP for New Jersey by flexing (transferring) a total of \$2.396 million (M) CMAQ funds in FY22 to NJ TRANSIT, accordingly:

-\$1.102 M CMAQ from Burlington County Bus Purchase (DB #D1510, \$230,000) and Camden County Bus Purchase (DB #D0601, \$872,000 CMAQ) to NJ TRANSIT's Small/Special Services Program (DB #T120); and

-\$1.294 M CMAQ from Gloucester County Bus Purchase (DB #D9807, \$203,000 CMAQ) and Mercer County Bus Purchase (DB #D1011, \$1.091 million CMAQ) to NJ TRANSIT's Section 5310 Program (DB #T150).

As part of this request, the action would decrease Burlington County Bus Purchase (DB #D1510) by \$38,000 from \$268,000 CMAQ to \$230,000 CMAQ; decrease Camden County Bus Purchase (DB #D0601) by \$4,000 from \$876,000 CMAQ to \$872,000 CMAQ; increase Gloucester County Bus Purchase (DB #D9807) by \$24,000 from \$179,000 CMAQ to \$203,000 CMAQ; and increase Mercer County Bus Purchase (DB #D1011) by \$176,000 from \$915,000 CMAQ to \$1.091 million CMAQ, all in FY22 to accommodate the requests.

These amounts account for NJ TRANSIT's 10 percent administration cost and latest vehicle price estimates. The CMAQ flex for bus purchases is programmed in the TIP to occur on a biannual basis in FY22, FY23, and beyond.

Burlington County, on behalf of BurLINK, is requesting 2 extended cutaway standard floor vehicles. They will each include a farebox, PA system, destination sign, and stop request and pull chord/tape. The BurLINK bus system is a deviated route service providing transportation to the residents, employees and visitors of Burlington County. The BurLINK bus routes connect with many NJ TRANSIT bus routes and the RiverLINE. The BurLINK system is provided by the Burlington County Board of County Commissioners and operated by Stout's Transportation Services.

The SJTA in Camden County is requesting 6 total vehicles: 3 extended cutaway standard floor and 3 medium duty cutaway vehicles. All vehicles will include additional features: PA system, fare box, destination sign, and stop request and pull chord/tape. The SJTA provides regional transportation service to residents for employment, social

services, shopping, and education purposes, including several “shuttle to work” routes in southern New Jersey for qualified employees. Gloucester County DTS is requesting 2 standard cutaway vehicles in order to provide non-emergency medical, curb-to-curb services for senior citizens, people with disabilities, veterans, and low-income residents of Gloucester County. Mercer County TRADE serves the elderly and people with disabilities in Mercer County and is requesting 11 total vehicles: 3 small eight-seat cutaways, 5 standard cutaways, and 3 extended cutaway standard floor vehicles.

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

Favorable recommendation was received from the Regional Technical Committee.

Lou Millan, NJ Transit, thanked DVRPC and noted that New Jersey Transit is very excited to see this continue.

The Board adopted the following motion:

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

NJ22-003, Burlington, Camden, Gloucester, and Mercer Counties’ request on behalf of BurLINK, the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC modify the FY2022 TIP for New Jersey by flexing (transferring) a total of \$2.396 million (M) CMAQ funds in FY22 to NJ TRANSIT, accordingly:

-\$1.102 M CMAQ from Burlington County Bus Purchase (DB #D1510, \$230,000) and Camden County Bus Purchase (DB #D0601, \$872,000 CMAQ) to NJ TRANSIT’s Small/Special Services Program (DB #T120); and  
-\$1.294 M CMAQ from Gloucester County Bus Purchase (DB #D9807, \$203,000 CMAQ) and Mercer County Bus Purchase (DB #D1011, \$1.091 million CMAQ) to NJ TRANSIT’s Section 5310 Program (DB #T150). As part of this request, the action would decrease Burlington County Bus Purchase (DB #D1510) by \$38,000 from \$268,000 CMAQ to \$230,000 CMAQ; decrease Camden County Bus Purchase (DB #D0601) by \$4,000 from \$876,000 CMAQ to \$872,000 CMAQ; increase Gloucester County Bus Purchase (DB #D9807) by \$24,000 from \$179,000 CMAQ to \$203,000 CMAQ; and increase Mercer County Bus Purchase (DB #D1011) by \$176,000 from \$915,000 CMAQ to \$1.091 million CMAQ, all in FY22 to accommodate the requests.

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

### **3. Pennsylvania Transportation Alternatives Set-Aside Program (TASA) Regionally Selected & Statewide Recommended Projects**

Joe Banks, DVRPC Assistant Manager, Office of PA Project Implementation, explained that the Pennsylvania Transportation Alternatives Set-Aside Program (TASA) is a competitive federal program established for projects that contribute to alternative

transportation projects, including on- and off-road pedestrian and bicycle facilities. The two-year Pennsylvania TASA program provided approximately \$8 million TASA funds for projects in the DVRPC region and at least \$18+ million statewide.

DVRPC received thirty-one (31) project applications requesting approximately \$27 million in TASA funds from the region. The projects were evaluated by the TASA subcommittee using agreed upon selection criteria. The TASA subcommittee has recommended 10 projects to be added to the TASA Line Item (MPMS #64984) at this time totaling \$7,945,000 in regional funds. Each project will be broken out of the Line Item as an individual project at the appropriate time. Also, there are 15 projects, totaling approximately \$11.3 million to be recommended for funding through the Statewide TASA selection process.

The cost and source of funds is \$7,945,000 TAU.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Mr. Harvie*, to approve:

The list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY2021 PA TIP (TIP Action PA21-65) for \$7,945,000 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time).

That the Board approve the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.

Note that the TASA Line Item - MPMS #64984 will be updated to reflect the Bipartisan Infrastructure Law TASA funding allocation to the region once official financial guidance tables are released from FHWA and PennDOT.

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

#### **4. Adoption of Regional Safety Targets to Satisfy MPO Requirements Under the Federal Transportation Performance Management (TPM) Process**

Kevin Murphy, DVRPC Manager, Office of Safe Streets, explained that Roadway Safety is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety Performance Management (Safety PM) Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure

requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as five-year rolling averages and includes:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets. MPOs can either support the state DOT's targets or develop their own regional targets. The DVRPC region has previously supported the respective PennDOT and NJ DOT state targets. In response to requests from some member governments, DVRPC staff conducted an exploration of the regional safety targets option with RTC voting members, meeting three times to present research findings and targets scenarios. This group ultimately recommended adopting regional safety targets based on a non-linear approach. DVRPC will continue working with its local, state, and federal partners to plan and program projects that help improve roadway safety.

Mr. Murphy noted that after this month's RTC meeting we discovered an error in the target table. Specifically, we had not updated the values in the table presented to reflect the values in our working documents. Here we are presenting the original values in the shaded area and the updated values which are final. The updated values are marginally lower than the original, but do not change the rate of change. Upon catching this error, we corrected the presentation and updated the RTC meeting materials and sent a correction email to the full RTC. In practical terms, this does not affect the spirit nor the implications of the action item passed by the RTC which marks an important step forward in our pursuit of regional roadway safety. The TPM process includes an assessment of significant progress - to see how you performed compared to your goals. For MPO's, FHWA does not directly assess progress, though MPO progress may be considered during certification review, or STIP approval. Following the recommendations of our state and federal partners we have identified three areas with unrealized potential where safety can be prioritized, although this is just a start. It is worth mentioning that the IIJA provides new capacity for addressing safety, specifically through the safe streets and roads for all program, which is funded at \$5 billion over five years, and from what we've learned so far safety planning is a priority in this program. Vision Zero is where we want to go and Complete Streets is how we get there, providing safe access for all modes of travel is foundational to complete streets and consistent with our safety goals adopting a Complete Streets Policy. The Vision Zero policy is the important first step needed to rethink our investment decisions to prioritize safety. Mr. Murphy noted that Highland Avenue was just approved for a Complete Streets plan in the TASA presentation and that network is an analysis tool used to identify where on



your network crashes are most concentrated. In this example from Philadelphia's Vision Zero program 80 percent of all traffic deaths and serious injuries occurred on just 12 percent of Philadelphia's streets.

Patty Elkis, DVRPC's Deputy Executive Director, noted that the RTC did recommend approval of the safety targets and as Mr. Murphy mentioned the RTC was shown the first set of targets, which was adjusted. The RTC was sent the revised set on January 18 and these changes do not affect the spirit or implications of what the RTC had recommended.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by Mr. Squilla, seconded by Ms. Arkoosh, that the Board adopt:

The regional safety targets and agree to plan and program projects that contribute toward meeting or exceeding the targets.

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

#### 5. DVRPC Regional Trails Program - Additional Phase 8 Grant Awards

Shawn Megill Legendre, DVRPC Manager Regional Trails Program, explained that the following actions on multi-use trail projects are recommended for Regional Trails Program awards by DVRPC staff in coordination with county and municipal partners. DVRPC will draw funds from previously unspent Regional Trails Program project funds. The Regional Trails Program is supported by the William Penn Foundation.

1. Add \$11,725 to the current award for the D&R Connector - Wellness Loop to Union Street in the City of Trenton to support increased design costs resulting from allocation of federal funds for construction. The awardee is Greater Trenton, Inc.
2. Grant \$59,356 for an engineering assessment and feasibility study of the construction of a trail on the Philadelphia and Reading Railroad Mule Bridge which crosses the Schuylkill River between Lower Merion Township and Philadelphia. The awardee would be the City of Philadelphia.

The two actions above would result in the allocation of \$71,081 in additional funds to trail projects.

Funding will be provided through a grant to DVRPC from the William Penn Foundation.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by Ms. Arkoosh, seconded by Ms. Floyd, that the Board approve:

These two Regional Trails Program awards at a total cost of \$71,081.

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

## **6. Adoption of DVRPC Fiscal Year 2023 Unified Planning Work Program and Approval of TIP Actions**

Patty Elkins, DVPRC's Deputy Executive Director, explained that DVRPC's FY23 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2022 through June 30, 2023. As the federally-designated Metropolitan Planning Organization for the Greater Philadelphia region, DVRPC is required by federal regulation to develop a UPWP. This document reflects the policy direction provided by the Board's Unified Planning Work Program Committee and input from state and federal planning partners, member governments, operating agencies and other regional organizations.

Three Key sections of the document include: 1) DVRPC's Core Work Program, 2) Supportive Regional Highway Planning Program, and 3) Transit Support Program.

At their December 8, 2021 meeting, the DVRPC Board authorized release of the Draft FY23 Unified Planning Work Program for distribution and review, with a public comment period scheduled to run from December 8, 2021 to January 10, 2022. DVRPC staff will prepare responses to comments that were received during the public comment period, address accordingly, and report on these at the January 27 Board meeting.

While additional comments and responses will be addressed at the January Board meeting, there are several known changes to the draft UPWP. The PA and NJ SRHPP will no longer require in-kind matches, and Table 6, Table 7, corresponding program descriptions in Chapters 3A and 3B, and other references will be updated in the final FY23 UPWP.

To support certain projects that the Board has selected for the DVRPC FY23 UPWP, the attached TIP Actions are needed for the FY2022 TIP for New Jersey and FY2021 TIP for Pennsylvania. Information on all TIP actions is contained in the attachments, with "FY2023 UPWP TIP Funds Table Tabloid size" showing all actions for NJ and PA, and the file "FY2023 UPWP Pink Sheet Tables" showing a summary of the federal cost adjustments requiring approval. Table 2 of the DVRPC FY 2023 UPWP is directly from the draft FY23 UPWP for reference.

### **NJ TIP Project Costs**

FY23 UPWP TIP Project Total Costs are \$4,115,600 for the 17 projects listed. Of that, \$1,810,600 is currently programmed in the TIP for FY23 UPWP projects, and a \$2,195,000/\$110,000 match is needed to support these FY23 UPWP projects. Of the total amount, 72% is pass-through to member governments/non-labor expenses and

28% support DVRPC projects for member government benefit and/or to meet federal requirements.

- The Action is to approve increasing funding by \$2,305,000 (\$2,195,000 federal/\$110,000 local) in the FY2022 TIP for New Jersey for the identified FY23 UPWP projects.

#### PA TIP Project Costs

FY23 UPWP TIP Project Total Costs are \$10,864,300 for the 22 projects listed. Of that, \$6,082,400 federal/\$499,000 state match/\$754,000 local match is currently programmed in the TIP for FY23 UPWP projects, and \$3,408,520 federal/a state reduction of \$49,400/\$169,780 local match is needed to support these FY23 UPWP projects. Of the total amount (\$10,864,300), 68% is pass-through to member governments/non-labor expenses and 32% support DVRPC projects for member government benefit and/or to meet federal requirements.

The FY23 UPWP TIP programming is complex this year, and higher than previous years, due to funding for the new TDM base program (for TMAs and other legacy Mobility Alternatives Program (MAP) program grantees) and the competitive Travel Options Program (TOP) program. Both were previously in the TIP, but only the smaller TOP pilot round was shown in the UPWP. The FY23 UPWP TIP amount is also higher this year due to a new round of the competitive Transportation Community Development Initiative (TCDI) program for PA. All of these are pass-through funds to TMAs, partners, and/or member governments. The amount of funding for DVRPC projects (that serve member governments priorities and/or meet federal planning and programming requirements) is consistent with previous years.

- The Action is to approve increasing funding by \$3,528,900 (\$3,408,520 federal increase/a state reduction of \$49,400/\$169,780 local increase) in the FY2021 TIP for Pennsylvania for the identified FY23 UPWP projects.

#### Overall Action

The action is to request Board adoption of the Final FY23 UPWP, pending the resolution of any outstanding comments and issues including funding allocation issues. After Board adoption, relevant edits will continue to be incorporated and the final document will be produced and sent to the funding agencies.

In addition, the Board is requested to approve the actions to the FY2022 TIP for New Jersey and the FY2021 TIP for Pennsylvania to support certain projects that the Board has selected for the DVRPC FY23 UPWP.

Favorable recommendation was received from the Regional Technical Committee.

Val Arkoosh, Montgomery County, thanked Ms. Elkis for that very comprehensive report and noted that at the December Board meeting a number of the Pennsylvania

counties, including Montgomery, raised concerns with how the proposed FY23 Work Program would be funding the county's Supportive Regional Highway Planning pass-through program with funding from the TIP for a second straight year rather than reverting back to the PL funds; despite the expected increase in PL money from the recently passed federal bipartisan infrastructure law. Ms. Arkoosh noted that the counties asked that additional information be made available to the Board before today's meeting and DVRPC did provide that information and has engaged us on this issue. Due to the uncertainty about the amount and timing of the anticipated additional new PL funds, the staffs from the Pennsylvania counties and the DVRPC staff agreed to leave the Supportive Regional Highway Planning program funded from the TIP as proposed in the FY23 Work Program, with the understanding that we will have to reevaluate this situation once we can determine how much new PL funding is available. Ms. Arkoosh thanked DVRPC for working with the counties and understanding our concerns and asked that DVRPC provide us with an update once more information becomes available. Mark Squilla, City of Philadelphia, concurred with Ms. Arkoosh and thanked DVRPC for their work on this. Robert Harvie, Bucks County noted that he echoes Commissioner Arkoosh and Councilman Squilla's comments.

The Board adopted the following motion:

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

The Final FY23 Unified Planning Work Program, pending the resolution of any outstanding comments and issues. Further, that the Board adopt resolution B-FY22-004, and approve the actions to amend or modify the FY2022 TIP for New Jersey and the FY2021 TIP for Pennsylvania as required.

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

## **DISCUSSION ITEMS**

### 7. One Minute Reports

Mike Russo, NJDOT, reported that NJDOT is continuing to assess provisions in the bipartisan bill and will be looking for further guidance from FHWA.

Rudy Rodas, New Jersey Governor's Authorities Unit, reported that he will be leaving the NJ Governor's Authorities Unit and that Janice Venables will be stepping in.

Tom Stanuikynas, Burlington County, thanked DVRPC for the Board retreat.

Lou Cappelli, Camden County, reported that the county, in cooperation with NJ Transit, is working on the planning and redesign of Walter Rand Transportation Center.

Vince Voltaggio, Gloucester County, thanked DVPRC for their support with projects in the county.

Larry Shifflet, PennDOT, reported that similar to NJDOT, PennDOT is continuing to go through the piles of information on the bipartisan infrastructure bill and that things look pretty sound on the formula funding but that we need more guidance on the discretionary programs. Some of that likely will not come before they resolve the Continuing Resolution.

Val Arkoosh, Montgomery County, welcomed Commissioner Maxwell to DVRPC. Montgomery County's Planning Commission's Jon Leshar and Ellis Foley will be presenting a webinar next week on climate change planning for vulnerable neighborhoods. This is part of the APA Pennsylvania chapter's webinar Wednesday series. This session will introduce our countywide climate change vulnerability assessment program as well as other hazard mitigation related projects undertaken by our planning commission. We are especially excited to recognize the assistance and partnership from DVRPC that has gone into this project. Attendees will learn how climate change impacts are not equally distributed among the municipalities and take an inequitable toll on poor and vulnerable people. We hope this work and the tools associated with it will help others consider these issues for their own jurisdictions and we invite all of you to join us.

Jody Holton, SEPTA, reported that SEPTA is working on the comprehensive bus network redesign which we are calling Bus Revolution. We have our first batch of reports complete, including a market analysis and a state of the system report that identifies what markets we are serving. We also have a map inventory dashboard and all of this is available on our website [septabusrevolution.com](http://septabusrevolution.com). We will be having a virtual transit talk on February 3 at 6:30pm and you can sign up for that on the website.

Lou Millan, NJ Transit, reported that NJ Transit has been on a roller coaster ride over the last month and a half and the ridership numbers have been very dynamic. Around the holidays, we saw significant declines but it has turned around, and now we are seeing increases again.

## 8. Executive Director's Report

### a. Board Retreat and Next Steps

Mr. Seymour reported that DVRPC had a meeting of the Board Policy Analysis Committee on January 18 to focus on the new Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law or the BIL. There is a lot happening and a lot of information and it seems like daily new materials are coming out. DVRPC has a web page which you can access from our homepage that we will try to keep up to date as new announcements come up describing some of the new competitive grant programs, schedules, and criteria as they become announced. Staff has been working internally and we have an action team that is assigned to keep track of things. We had a good discussion at that January 18 meeting about possible competitive grant

programs that could best lend themselves to a cooperative regional approach.. We will continue to try to share information about all the grant programs with everybody and support you as you work on applications or as we work on them together to try to bring back as many resources as we can for the region.

b. Upcoming Funding Programs

Mr. Seymour noted that DVRPC has a couple of upcoming funding programs including our Travel Options Program. This is a two part process for which we first asked for expressions of interest and then we will pare those down to a smaller group which is invited to submit more detailed proposals. As of this morning we had about \$10 million dollars in expressions of interest for the program. The program has about two and a half million dollars in funding available so we will have to work hard to pare those down. The other upcoming program launching next week is our Transportation and Community Development Initiative (TCDI). We are now alternating states each year, and this year is for the Pennsylvania communities; that program will be launching on February 1.

c. PA HSIP Set-Aside Projects

Mr. Seymour called the Board's attention to the fact that PennDOT recently announced the Highway Safety Improvement projects for the statewide competition, and the statewide awards have been made. About 40% of those are coming to our five county region with about \$26 million worth of projects.

d. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Data Snapshot 2.6: Series 2, No. 6 Regional Economics: Traveler Accommodations Sector; Travel Market Analysis for NJ TRANSIT Atlantic City Rail Line; DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25); Bicycle LTS and Connectivity Analysis; 2020 Camden CBD Cordon Data; New Jersey Trails Inventory Map; a public engagement web map for a study for Cecil B. Moore Avenue; and a new web map on a limited English proficiency thresholds.

e. Award for Camden Health Element

Mr. Seymour noted that DVRPC's study for the Camden Health Element in the City of Camden, New Jersey, was awarded the outstanding plan award by the New Jersey chapter of the APA. Mr. Seymour congratulated DVRPC's Amy Verbofsky and Derek Lombardi on their work on this report.

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

- (1) Regional Technical Committee

- (2) Public Participation Task Force
- (3) Regional Safety Task Force
- (4) Delaware Valley Goods Movement Task Force
- (5) Healthy Communities 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 11:15 a.m. on a

MOTION by *Mr. Harvie*, 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](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary

