

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting March 24, 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
(not represented)

New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Larry Shifflet
Jim Mosca
Gina Burritt
(not represented)

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

Robert Harvie
Evan Stone

Chester County

Rich Brahler
Josh Maxwell

Delaware County

Brian O'Leary
Christine Reuther
Thomas Shaffer

Montgomery County

Val Arkoosh
Matthew Edmond?

Burlington County
Camden County

Tom Stanuikynas
Lou Cappelli
Andrew Levecchia

Gloucester County
Mercer County
City of Chester
City of Philadelphia

Jackie Huston
Leslie Floyd
(not represented)

City of Camden
City of Trenton

Mark Squilla
Chris Puchalsky
June Morton
(not represented)

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 was there
Pennsylvania Department of Community and Economic Development	Michael Shorr
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, Maridarlyn Gonzalez, Alison Hastings, Kwan Hui, Najah Jackson, Elise Turner, Betsy Mastaglio, Van Doan, Andrew Svekla, Tammy DiMeo, Kevin Murphy, Jackie Davis, Tom Edinger, Linda McNeffer Derek Lombardi, Betsy Mastaglio, Spencer Gober, Ben Gruswitz, and Renee Wise.

Guests

PennDOT District 6	Jonathan Korus
NJDOT	Eric Powers
Montgomery County	Matthew Popek
City of Philadelphia Planning Commission	David Kanthor
Public Participation Task Force	Lucas Oshman
Public Participation Task Force	Mary Sandone
City of Philadelphia	Martine DeCamp
City of Trenton	C. Andre Daniels

Call to Order - Chair's Comments

Board Chair, Lou Cappelli, called the meeting to order at 10:03 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

C. Andre Daniels, City of Trenton, noted that he would like to make comments regarding TIP action 2j and will do so after that action is presented.

ACTION ITEMS

1. Minutes of Meeting of February 24, 2022

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Mr. Squilla*, to approve the minutes of February 24, 2022.

Motion passed with an abstention from Mr. Maxwell (Chester County). Was that the case? Or was that last month?

2. Transportation Improvement Program (TIP) Actions

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

a. NJ22-022: Electrical Cable Replacement (DB #DR008), DRPA/PATCO

DRPA/PATCO has requested that DVRPC amend the FY2022 TIP for New Jersey by adding a \$3.85 million (M) (\$3.080 M SECT 5337/\$770,000 DRPA) DRPA/PATCO project, Electrical Cable Replacement (DB #DR008), back into the TIP for Engineering/Right-of-Way/Construction (ERC), accordingly: FY22 (\$200,000 SECT 5337/\$50,000 DRPA), FY23 (\$960,000 SECT 5337/\$240,000 DRPA), FY24 (\$960,000 SECT 5337/\$240,000 DRPA), and FY25 (\$960,000 SECT 5337/\$240,000 DRPA). This action reflects the FY2022 DRPA Capital Budget.

The project will provide for systemwide replacement of electrical cable to improve reliability and fire resistance of the PATCO (Port Authority Transit Corporation) Speedline.

Financial constraint will be maintained. Through a series of informational, administrative, and formal actions, the DRPA/PATCO estimates an additional \$10.129 M (\$1.43 M SECT 5307/\$7.05 M SECT 5337/\$1.649 DRPA) over the First-Four Years (FY22-25) of the TIP for various projects, including this project, listed in the fiscal constraint charts as a result of the Bipartisan Infrastructure Law (BIL).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Thompson*, seconded by *Mr. Squilla*, to approve TIP action:

NJ22-022, DRPA/PATCO's request that DVRPC amend the FY2022 TIP for New Jersey by adding a \$3.85 million (M) (\$3.080 M SECT 5337/\$770,000 DRPA) DRPA/PATCO project, Electrical Cable Replacement (DB #DR008), back into the TIP for Engineering/Right-of-Way/Construction (ERC), accordingly: FY22 (\$200,000 SECT 5337/\$50,000 DRPA), FY23 (\$960,000 SECT 5337/\$240,000 DRPA), FY24 (\$960,000 SECT 5337/\$240,000 DRPA), and FY25 (\$960,000 SECT 5337/\$240,000 DRPA).

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

b. NJ22-023: PATCO Station Platform Rehabilitation (DB #DR1803),
DRPA/ PATCO

DRPA/PATCO has requested that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Station Platform Rehabilitation (DB #DR1803) Engineering/Right-of-Way/Construction (ERC) phase by \$600,000 (\$480,000 SECT 5307/\$120,000 DRPA) over the First-Four Years (FY22-25) from \$12 million (M) (\$9.6 M SECT 5307/\$2.4 M DRPA) to \$12.6 M (\$10.08 M SECT 5307/\$2.52 M DRPA), accordingly: FY24 (\$160,000 SECT 5307/\$40,000 DRPA) and FY25 (\$320,000 SECT 5307/\$80,000 DRPA). This action will also decrease the line item by \$15.6 M (\$12.48 M SECT 5307/\$3.12 M DRPA) over the Out-Years (FY26-31) as follows: FY26 (\$2.08 M SECT 5307/\$520,000 DRPA decrease), FY27 (\$6.4 M SECT 5307/\$1.6 M DRPA decrease), FY28 (\$8 M SECT 5307/\$2 M DRPA decrease), FY29 (\$4 M SECT 5307/\$1 M DRPA decrease), FY30 (\$4 M SECT 5307/\$1 M DRPA increase), and FY31 (\$4 M SECT 5307/\$1 M DRPA increase). These modifications will result in an overall \$15 M (\$12 M SECT 5307/\$3 M DRPA) 10-year period (FY22-31) decrease from \$48 M (\$38.4 M SECT 5307/\$9.6 M DRPA) to \$33 M (\$26.4 M SECT 5307/\$6.6 M DRPA). Program cost adjustments reflect the FY2022 DRPA Capital Budget.

Funds will provide for planning, design, and reconstruction activities of the region's PATCO station platforms. Work will include rehabilitation, as well as replacement of concrete platforms and supporting structures.

Financial constraint will be maintained. Through a series of informational, administrative, and formal actions, the DRPA/PATCO estimates an additional \$10.129 M (\$1.43 M SECT 5307/\$7.05 M SECT 5337/\$1.649 DRPA) over the First-Four Years (FY22-25) of the TIP for various projects, including this project, listed in the fiscal constraint charts as a result of the Bipartisan Infrastructure Law (BIL).

c. NJ22-024: PATCO Viaduct Preservation (DB #DR2007), DRPA/PATCO

DRPA/PATCO has requested that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Viaduct Preservation Project (DB #DR2007) Engineering/Construction (EC) phase by \$6.5 million (M) (\$5.2 M SECT 5337/\$1.3 M DRPA) over the First-Four Years (FY22-25), from \$1 M (\$800,000 SECT 5337/\$200,000 DRPA) to \$7.5 M (\$6 M SECT 5337/\$1.5 M DRPA), accordingly: FY23 (\$3.6 M SECT 5337/\$900,000 DRPA) and FY24 (\$1.6 M SECT 5337/\$400,000 DRPA). The action will also increase the line item by \$6.25 M (\$5 M SECT 5337/\$1.25 M DRPA) over the Out-Years (FY26-31), as follows: FY29 (\$1 M SECT 5337/\$250,000 DRPA), FY30 (\$1.5 M SECT 5337/\$375,000 DRPA), and FY31 (\$2.5 M SECT 5337/\$625,000 DRPA). As a result of this action, the 10-year period (FY22-31) will increase by \$12.75

M (\$10.2 M SECT 5337/\$2.55 M DRPA) from \$1 M (\$800,000 SECT 5337/\$200,000 DRPA) to \$13.75 M (\$11 M SECT 5337/\$2.75 M DRPA). This action reflects the FY2022 DRPA Capital Budget.

The purpose of this project is to improve and protect the Collingswood and Westmont viaducts and extend the useful life of this portion of the PATCO infrastructure.

Financial constraint will be maintained. Through a series of informational, administrative, and formal actions, the DRPA/PATCO estimates an additional \$10.129 M (\$1.43 M SECT 5307/\$7.05 M SECT 5337/\$1.649 DRPA) over the First-Four Years (FY22-25) of the TIP for various projects, including this project, listed in the fiscal constraint charts as a result of the Bipartisan Infrastructure Law (BIL).

d. NJ22-025: PATCO Interlocking & Track Rehabilitation (DB #DR1501), DRPA/PATCO

DRPA/PATCO has requested that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Interlocking & Track Rehabilitation (DB #DR1501) Engineering/Construction (EC) phase by \$5.3 million (M) (\$4.24 M SECT 5307/\$1.06 M DRPA) over the First-Four Years (FY22-25) from \$7.5 M (\$6 M SECT 5307/\$1.5 M DRPA) to \$12.8 M (\$10.24 M SECT 5307/\$2.56 M DRPA), accordingly: FY23 (\$960,000 SECT 5307/\$240,000 DRPA), FY24 (\$1.44 M SECT 5307/\$360,000 DRPA), and FY25 (\$1.84 M SECT 5307/\$460,000 DRPA). This action will also increase the line item by \$14.7 M (\$11.760 M SECT 5307/\$2.94 M DRPA) over the Out-Years (FY26-31), as follows: FY26 (\$1.84 M SECT 5307/\$460,000 DRPA), FY27 (\$5.12 M SECT 5307/\$1.28 M DRPA), and FY28 (\$4.8 M SECT 5307/\$1.2 M DRPA). These modifications will result in an overall 10-year period (FY22-31) increase of \$20 M (\$16 M SECT 5307/\$4 M DRPA) from \$7.5 M (\$6 M SECT 5307/\$1.5 M DRPA) to \$27.5 M (\$22 M SECT 5307/\$5.5 M DRPA). This action reflects the FY2022 DRPA Capital Budget.

This program will provide for the rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall PATCO system safety, reliability, and minimal service disruptions.

Financial constraint will be maintained. Through a series of informational, administrative, and formal actions, such as this one, the DRPA/PATCO estimates an additional \$10.129 M (\$1.43 M SECT 5307/\$7.05 M SECT 5337/\$1.649 DRPA) over the First-Four Years (FY22-25) of the TIP for various projects listed in the fiscal constraint charts as a result of the Bipartisan Infrastructure Law (BIL).

e. NJ22-026: PATCO Stations Modernizations (DB #DR2006), DRPA/PATCO

DRPA/PATCO has requested that DVRPC modify the FY2022 TIP for New Jersey by decreasing the project line item, PATCO Stations Modernizations (DB #DR2006)

Engineering/ Construction (EC) phase by \$3.5 million (M) (\$2.8 M SECT 5337/\$700,000 DRPA) over the First-Four Years (FY22-25), accordingly: FY23 (\$4 M SECT 5337/\$1 M DRPA decrease), FY24 (\$400,000 SECT 5337/\$100,000 DRPA increase), and FY25 (\$800,000 SECT 5337/\$200,000 DRPA increase). The action will also increase the line item by \$15 M (\$12 M SECT 5337/\$3 M DRPA) over the Out-Years (FY26-31), as follows: FY26 (\$3 M SECT 5337/\$750,000 DRPA), FY27 (\$1 M SECT 5337/\$250,000 DRPA), FY29 (\$500,000 SECT 5337/\$125,000 DRPA), FY30 (\$2.5 M SECT 5337/\$625,000 DRPA), and FY31 (\$5 M SECT 5337/\$1.25 M DRPA). As a result of this action, the 10-year period (FY22-31) will increase by \$11.5 M (\$9.2 M SECT 5337/\$2.3 M DRPA) from \$9.5 M (\$7.6 M SECT 5337/\$1.9 M DRPA) to \$21 M (\$16.8 M SECT 5337/\$4.2 M DRPA). This action reflects the FY2022 DRPA Capital Budget.

The project will modernize all PATCO commuter stations and extend the useful life of the stations and their major components. This funding will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property.

Financial constraint will be maintained. Through a series of informational, administrative, and formal actions, the DRPA/PATCO estimates an additional \$10.129 M (\$1.43 M SECT 5307/\$7.05 M SECT 5337/\$1.649 DRPA) over the First-Four Years (FY22-25) of the TIP for various projects, including this project, listed in the fiscal constraint charts as a result of the Bipartisan Infrastructure Law (BIL).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ22-023, DRPA/PATCO's request that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Station Platform Rehabilitation (DB #DR1803) Engineering/Right-of-Way/Construction (ERC) phase by \$600,000 (\$480,000 SECT 5307/\$120,000 DRPA) over the First-Four Years (FY22-25) from \$12 million (M) (\$9.6 M SECT 5307/\$2.4 M DRPA) to \$12.6 M (\$10.08 M SECT 5307/\$2.52 M DRPA), accordingly: FY24 (\$160,000 SECT 5307/\$40,000 DRPA) and FY25 (\$320,000 SECT 5307/\$80,000 DRPA). This action will also decrease the line item by \$15.6 M (\$12.48 M SECT 5307/\$3.12 M DRPA) over the Out-Years (FY26-31) as follows: FY26 (\$2.08 M SECT 5307/\$520,000 DRPA decrease), FY27 (\$6.4 M SECT 5307/\$1.6 M DRPA decrease), FY28 (\$8 M SECT 5307/\$2 M DRPA decrease), FY29 (\$4 M SECT 5307/\$1 M DRPA decrease), FY30 (\$4 M SECT 5307/\$1 M DRPA increase), and FY31 (\$4 M SECT 5307/\$1 M DRPA increase).

NJ22-024, DRPA/PATCO's request that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Viaduct Preservation Project (DB #DR2007) Engineering/Construction (EC) phase by \$6.5 million (M) (\$5.2 M SECT 5337/\$1.3 M

DRPA) over the First-Four Years (FY22-25), from \$1 M (\$800,000 SECT 5337/\$200,000 DRPA) to \$7.5 M (\$6 M SECT 5337/\$1.5 M DRPA), accordingly: FY23 (\$3.6 M SECT 5337/\$900,000 DRPA) and FY24 (\$1.6 M SECT 5337/\$400,000 DRPA). The action will also increase the line item by \$6.25 M (\$5 M SECT 5337/\$1.25 M DRPA) over the Out-Years (FY26-31), as follows: FY29 (\$1 M SECT 5337/\$250,000 DRPA), FY30 (\$1.5 M SECT 5337/\$375,000 DRPA), and FY31 (\$2.5 M SECT 5337/\$625,000 DRPA).

NJ22-025, DRPA/PATCO's request that DVRPC modify the FY2022 TIP for New Jersey by increasing the project line item, PATCO Interlocking & Track Rehabilitation (DB #DR1501) Engineering/Construction (EC) phase by \$5.3 million (M) (\$4.24 M SECT 5307/\$1.06 M DRPA) over the First-Four Years (FY22-25) from \$7.5 M (\$6 M SECT 5307/\$1.5 M DRPA) to \$12.8 M (\$10.24 M SECT 5307/\$2.56 M DRPA), accordingly: FY23 (\$960,000 SECT 5307/\$240,000 DRPA), FY24 (\$1.44 M SECT 5307/\$360,000 DRPA), and FY25 (\$1.84 M SECT 5307/\$460,000 DRPA). This action will also increase the line item by \$14.7 M (\$11.760 M SECT 5307/\$2.94 M DRPA) over the Out-Years (FY26-31), as follows: FY26 (\$1.84 M SECT 5307/ \$460,000 DRPA), FY27 (\$5.12 M SECT 5307/\$1.28 M DRPA), and FY28 (\$4.8 M SECT 5307/\$1.2 M DRPA).

NJ22-026, DRPA/PATCO's request that DVRPC modify the FY2022 TIP for New Jersey by decreasing the project line item, PATCO Stations Modernizations (DB #DR2006) Engineering/ Construction (EC) phase by \$3.5 million (M) (\$2.8 M SECT 5337/ \$700,000 DRPA) over the First-Four Years (FY22-25) from \$9.5 M (\$7.6 M SECT 5337/\$1.9 M DRPA) to \$6 M (\$4.8 SECT 5337/\$1.2 M DRPA), accordingly: FY23 (\$4 M SECT 5337/\$1 M DRPA decrease), FY24 (\$400,000 SECT 5337/ \$100,000 DRPA increase), and FY25 (\$800,000 SECT 5337/\$200,000 DRPA increase). The action will also increase the line item by \$15 M (\$12 M SECT 5337/ \$3 M DRPA) over the Out-Years (FY26-31), as follows: FY26 (\$3 M SECT 5337/\$750,000 DRPA), FY27 (\$1 M SECT 5337/\$250,000 DRPA), FY29 (\$500,000 SECT 5337/\$125,000 DRPA), FY30 (\$2.5 M SECT 5337/\$625,000 DRPA), and FY31 (\$5 M SECT 5337/\$1.25 M DRPA).

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

f. PA21-70: East College Avenue over Pennsylvania Canal (CB #55) (Act 13) (MPMS #103606) and Old Bethlehem Pike over Three Mile Run (CB #258) (Act 13) (MPMS #103617), Bucks County

Bucks County has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding two new bridge projects to the TIP totaling \$2,900,000 from Bucks County's Act 13 allocation: East College Avenue over Pennsylvania Canal (CB #55) (Act 13), (MPMS #103606) for \$1,600,000 total and Old Bethlehem Pike over Three Mile Run (CB #258) (Act 13), (MPMS #103617) for \$1,300,000 total. Funds will be programmed as follows:

- FY22 Preliminary Engineering (PE): \$150,000 per bridge

- FY22 Final Design (FD): \$100,000 per bridge
- FY23 Right-of-Way (ROW): \$25,000 per bridge
- FY23 Utility (UTL): \$25,000 per bridge
- FY23 Construction (CON): \$1,300,000 for East College Avenue over Pennsylvania Canal and \$1,000,000 for Old Bethlehem Pike over Three Mile Run.

These are additional funds to the region. Act 13 is State funding from the Marcellus Shale Impact Fee, which is used to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

East College Avenue over Pennsylvania Canal (CB #55) (Act 13), (MPMS #103606):

The East College Bridge (CB #55) was built in 1973 and is a two-lane single span prestressed concrete adjacent composite box beam bridge with bituminous wearing surface. The overall structure length is 76 feet. The deck consists of a reinforced concrete deck with an asphalt wearing surface. The substructure consists of stone masonry abutments and wingwalls. Roadway width along the bridge is approximately 20 feet. The bridge has substandard safety features at the bridge approaches.

CB #55 is classified as “poor” due to the condition of the substructure. The stream channel also exhibits areas of advanced scour exposing the abutment. Due to the advanced deterioration of the structural elements, the County intends to remove and replace the superstructure and rehabilitate the substructure in a context sensitive manner. In addition, safety upgrades to the bridge railing and guide rail will be performed. Scour mitigation measures will also be installed.

Old Bethlehem Pike over Three Mile Run (CB #258) (Act 13), (MPMS #103617):

The Old Bethlehem Pike Bridge was built in 1955 and is a two-lane single span prestressed concrete adjacent non-composite box beam bridge with bituminous wearing surface. The overall structure length is 28 feet. The substructure consists of reinforced concrete abutments and wingwalls. Roadway width along the bridge is approximately 35 feet, while the approach roadway is 24 feet. The bridge has substandard safety features at the bridge approaches. CB #258 is classified as “poor” due to condition of the superstructure and substructure. The bridge is currently weight restricted for 35 tons with 40-ton combinations. The stream channel exhibits areas of minor to moderate scour along the stream banks and along the substructure. Due to the advanced deterioration of the superstructure and substructure elements, the County intends to remove and replace the superstructure and rehabilitate the substructure units in a context sensitive manner. In addition, safety upgrades to the bridge railing and guide rail will be performed. Scour mitigation measures will also be installed.

Financial constraint will be maintained as 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. Harvie*, seconded by *Ms. Arkoosh*, to approve TIP action:

PA21-70, Bucks County's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding two new bridge projects to the TIP totaling \$2,900,000 from Bucks County's Act 13 allocation: East College Avenue over Pennsylvania Canal (CB #55) (Act 13), (MPMS #103606) for \$1,600,000 total and Old Bethlehem Pike over Three Mile Run (CB #258) (Act 13), (MPMS #103617) for \$1,300,000 total. Funds will be programmed as follows:

- FY22 Preliminary Engineering (PE): \$150,000 per bridge
- FY22 Final Design (FD): \$100,000 per bridge
- FY23 Right-of-Way (ROW): \$25,000 per bridge
- FY23 Utility (UTL): \$25,000 per bridge
- FY23 Construction (CON): \$1,300,000 for East College Avenue over Pennsylvania Canal and \$1,000,000 for Old Bethlehem Pike over Three Mile Run.

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

g. PA21-71: ADA Ramps Center City Philadelphia (MPMS #112463) and 2022-23 ADA Ramps Philadelphia (MPMS #115905), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding two new projects to the TIP totaling \$500,000 (\$400,000 STP/\$100,000 State 581) for FY22 Preliminary Engineering (PE): ADA Ramps Center City Philadelphia (MPMS #112463) for \$400,000 (\$320,000 STP/\$80,000 State 581) and 2022-23 ADA Ramps Philadelphia (MPMS #115905) for \$100,000 (\$80,000 STP/\$20,000 State 581).

ADA Ramps Center City Philadelphia (MPMS #112463) will provide for the repair or reconstruction of damaged and/or deteriorated ADA curb ramps. Approximately 107 ADA ramps on Market, Chestnut, and Walnut Streets from Front Street to 7th Street in the Historic District of the City of Philadelphia will be addressed by the project.

2022-23 ADA Ramps Philadelphia (MPMS #115905) will improve ADA facilities along several main roadways in the City of Philadelphia, including Chestnut and Walnut Streets (SR 0003), Fifth Street (SR 2003), and Spring Garden Street (SR 2006). A total of 258 ramps have been identified as having ADA barriers.

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. Squilla*, seconded by *Mr. Harvie*, to approve TIP action:

PA21-71, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding two new projects to the TIP totaling \$500,000 (\$400,000 STP/\$100,000 State 581) for FY22 Preliminary Engineering (PE): ADA Ramps Center City Philadelphia (MPMS #112463) for \$400,000 (\$320,000 STP/\$80,000 State 581) and 2022-23 ADA Ramps Philadelphia (MPMS #115905) for \$100,000 (\$80,000 STP/\$20,000 State 581).

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

h. PA21-72: IIJA/BIL FFY 2022 Funding Allocation, (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$98,879,000 in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). \$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ will be added to their respective regional Line Items, while \$43,794,000 NHPP will be used as part of a cost increase associated with the following action PA21-73. These funds are all additional funds to the region.

The following amounts will be moved to existing or new Line Items, and in one case to a specific project for a cost increase:

1. IIJA/BIL FFY 2022 Funding Allocations (MPMS #117996): \$43,794,000 NHPP which will subsequently be used as part of a cost increase detailed in TIP Action PA21-73.
2. Bridge Investment Program Line Item (MPMS #117997): \$41,313,000 BRIP in FY22.
3. Regional Safety Initiatives Line Item (MPMS #57927): \$7,050,000 HSIP in FY22.
4. Bridge Reserve Line Item (MPMS #79929): \$6,222,000 BOF in FY22.
5. CMAQ Line Item (MPMS #84318): \$500,000 CAQ in FY22.

On November 15, 2021, the President of the United States signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in the nation's infrastructure and economy in United States history. It provides \$550 billion nationally over federal fiscal years 2022 through 2026 for new Federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience, and broadband. On December 15, 2021, FHWA announced the apportionment of Federal-aid highway program funds authorized by the IIJA for

NHPP, HSIP, and CMAQ funds. On January 14, 2022, FHWA announced Bridge Formula Program Implementation Guidance and Apportionment information for the Bridge Improvement Program (BRIP) and a portion of Bridge Off-System (BOF) funding.

The DVRPC region will receive \$115,259,000 in additional FY22 federal funding from the IIJA/BIL. \$98,879,000 (\$43,794,000 NHPP/\$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ) is being added to the program with this action. The remaining additional funds for STP, BOF, TAP/TAU, and STU will be addressed in the near future, once amounts for these fund codes are finalized by FHWA and PennDOT.

PennDOT, as well as the rest of the country, is still awaiting further information from FHWA on program eligibility for the new formula PROTECT and Carbon Reduction programs. These formula funds will be added to the TIP at the appropriate time.

Financial constraint will be maintained as 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. Harvie*, seconded by *Ms. Reuther*, to approve TIP action:

PA21-72, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$98,879,000 in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). \$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ will be added to their respective regional Line Items, while \$43,794,000 NHPP will be used as part of a cost increase associated with the following action PA21-73. These funds are all additional funds to the region.

The following amounts will be moved to existing or new Line Items, and in one case to a specific project for a cost increase:

1. IIJA/BIL FFY 2022 Funding Allocations (MPMS #117996): \$43,794,000 NHPP which will subsequently be used as part of a cost increase detailed in TIP Action PA21-73.
2. Bridge Investment Program Line Item (MPMS #117997): \$41,313,000 BRIP in FY22.
3. Regional Safety Initiatives Line Item (MPMS #57927): \$7,050,000 HSIP in FY22.
4. Bridge Reserve Line Item (MPMS #79929): \$6,222,000 BOF in FY22.

CMAQ Line Item (MPMS #84318): \$500,000 CAQ in FY22.

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

- i. PA21-73: I-95 Central Access Philadelphia (CAP) / Waterfront Access (MPMS #106264), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania

by increasing the Construction (CON) phase of the I-95 Central Access Philadelphia (CAP) / Waterfront Access project (MPMS #106264) by \$94,000,000 (FY22: \$2,758,000 BRIP/\$43,794,000 NHPP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP/Toll Credit) and adding a breakout project, Penn's Landing Project Development – Local (MPMS #117341) for CON in FY22, funded with \$105,000,000 (\$60,000,000 Local/\$45,000,000 Private) from the FY22 CON phase of MPMS #106264. The local and private funding for MPMS #117341 will be reprogrammed as follows: (\$80,000,000 Local/\$25,000,000 Private).

The CON phase for MPMS #106264 is increasing from \$132,306,000 (FY21: \$5,000,000 NHPP/Toll Credit; FY22: \$17,000,000 SPIKE-STP/Toll Credit; FY23: \$24,500,000 SPIKE-STP/\$5,000,000 STU/Toll Credit; FY24: \$20,000,000 SPIKE-STP/\$17,000,000 CMAQ/\$2,000,000 STU/Toll Credit; FY25: \$10,000,000 SPIKE-STP/\$9,903,000 STU/Toll Credit; FY26: \$10,000,000 SPIKE-STP/\$7,967,000 STU/\$3,936,000 STP/Toll Credit) to \$226,306,000 (FY21: \$5,000,000 NHPP/toll credit; FY22: \$2,758,000 BRIP/\$17,000,000 SPIKE-STP/\$43,794,000 NHPP/Toll Credit; FY23: \$24,500,000 SPIKE-STP/\$5,000,000 STU/Toll Credit; FY24: \$20,000,000 SPIKE-STP/\$17,000,000 CMAQ/\$2,000,000 STU/Toll Credit; FY25: \$10,000,000 SPIKE-STP/\$9,903,000 STU/Toll Credit; FY26: \$10,000,000 SPIKE-STP/\$7,967,000 STU/\$3,936,000 STP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP). The current total construction cost estimate for both CON phases of the project (MPMS #106264 and #117341) is \$331,306,000.

The funding source for \$46,552,000 of the \$94,000,000 increase is the additional \$43,794,000 NHPP and \$2,758,000 BRIP funding the DVRPC region is receiving in FY22 as a result of the federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). The source for the remaining \$47,448,000 (\$34,949,000 STU/\$12,499,000 STP/Toll Credit) in FY29 is the City of Philadelphia's Citywide 3R 110 resurfacing (CW 110) project (MPMS #112500). As a result of this shift, the CON phase for the CW 110 project is being removed from the Later Fiscal Years (LFY) of the current Twelve-Year Plan (TYP); however, the full CON funding is being carried on the Draft FY2023 TIP that is currently under development. This is not considered a formal action within the guidelines of the Statewide and Regional MOUs.

Project Background:

The I-95 Central Access Philadelphia (CAP) / Waterfront Access project will construct an innovative complex including a cap structure, viaduct, road, and trail structures intended to re-establish a strong connection between central Philadelphia and its

waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. An embankment supported by retaining walls will extend the green spaces located on the structure to the Delaware River waterfront. The project includes contains five major components:

1. Replacing/expanding the existing structure near Penn's Landing and constructing a new, extended structure which will span I-95 and Christopher Columbus Boulevard between Chestnut Street and Walnut Street for pedestrian and vehicular use, as well as accommodating bicycle use along Chestnut and Walnut Streets. The current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut street span Columbus Boulevard.
2. Extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing.
3. Reconstructing the viaduct connection between Chestnut Street and Market Street at Penn's Landing, coordinated with the private development on the property east of Columbus Boulevard between Market and Chestnut.
4. Constructing a section of the Delaware River Trail along Christopher Columbus Boulevard.
5. Repairs of existing underwater concrete piles in the Penn's Landing area including supplementing with new piles as necessary.

Another essential aspect of the project is the creation and development of public spaces atop the bridge/cap structure, which are not eligible for federal and state transportation funding. To better facilitate the separation of these funds and scopes of work, the construction phase will be completed under two sequential contracts.

I-95 Central Access Philadelphia (CAP) / Waterfront Access (MPMS #106264):

The first construction contract consists of the foundation, substructure, and superstructure, and other items eligible for federal and state transportation funding.

The Penn's Landing Study, initiated under the FY2015 - 2018 TIP, included a conceptual bridge design with an estimated cost of approximately \$167,070,000 for construction. As the project advanced through design, a number of complex issues led to the need for additional funding. Increased construction costs are primarily associated with:

- Increased costs for construction materials, including steel;
- Retaining walls required along the north and south sides of the park;
- The need for deeper foundations for all structures due to poor soil conditions;

- Relocation of utilities along the perimeter of the CAP fill area, the South Street pedestrian bridge, and along Front Street. Improvements are needed to protect the existing twin combined sewer outfall that runs under the park on fill.
- Improvements to I-95 pavement and barriers required for pier installation. In addition, I-95 through the project limits will receive upgraded pavement markings and overhead signage to improve safety, particularly the weaving movements to and from I-676 and the Exit 20 off-ramp.
- A new automated lane control system with variable speed limits on northbound I-95 to safely slow and stop traffic in the event of an emergency closure under the CAP structure and to facilitate detours.
- Lighting and trail improvements under the CAP structure to enhance the safety for pedestrians and bicyclists.
- Additional costs to relocate and restore the Scottish and Irish memorials within the new park, a commitment made during the outreach phase.
- A larger, multi-story public space pavilion building footprint to provide utility rooms for the park in the lower level, freeing up space within the park to accommodate the memorials.
- The addition of an external elevator along the south Walnut walkway retaining wall to provide topside access to the park, facilitate connections for transit passengers, and comply with Americans with Disabilities Act (ADA) requirements.

Penn's Landing Project Development – Local project (MPMS #117341):

\$105,000,000 (\$60,000,000 Local/\$45,000,000 Private) is proposed to be removed from the I-95 Central Access Philadelphia (CAP) / Waterfront Access project (MPMS #106264) and applied to Penn's Landing Project Development – Local (MPMS #117341) as a breakout project and reprogrammed as follows: (\$80,000,000 Local/\$25,000,000 Private).

The second CON contract (MPMS #117341) will be funded locally and privately and will be let under an open bid by the nonprofit Delaware River Waterfront Corporation (DRWC). This breakout project will construct the items that are essential for the functioning of the public spaces but that are not eligible for federal and state transportation funding.

PennDOT will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and the DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the Office of the City Solicitor.

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed, as well as additional funds to the region via new federal legislation. 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. Squilla*, seconded by *Ms. Floyd*, to approve TIP action:

PA21-73, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the I-95 Central Access Philadelphia (CAP) / Waterfront Access project (MPMS #106264) by \$94,000,000 (FY22: \$2,758,000 BRIP/\$43,794,000 NHPP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP/Toll Credit) and adding a new breakout project, Penn's Landing Project Development – Local (MPMS #117341) for CON in FY22, funded with \$105,000,000 (\$60,000,000 Local/\$45,000,000 Private) from the FY22 CON phase of MPMS #106264. The local and private funding for MPMS #117341 will be reprogrammed as follows: (\$80,000,000 Local/\$25,000,000 Private).

The CON phase for MPMS #106264 is increasing from \$132,306,000 (FY21: \$5,000,000 NHPP/Toll Credit; FY22: \$17,000,000 SPIKE-STP/Toll Credit; FY23: \$24,500,000 SPIKE-STP/\$5,000,000 STU/Toll Credit; FY24: \$20,000,000 SPIKE-STP/\$17,000,000 CMAQ/\$2,000,000 STU/Toll Credit; FY25: \$10,000,000 SPIKE-STP/\$9,903,000 STU/Toll Credit; FY26: \$10,000,000 SPIKE-STP/\$7,967,000 STU/\$3,936,000 STP/Toll Credit) to \$226,306,000 (FY21: \$5,000,000 NHPP/toll credit; FY22: \$2,758,000 BRIP/\$17,000,000 SPIKE-STP/\$43,794,000 NHPP/Toll Credit; FY23: \$24,500,000 SPIKE-STP/\$5,000,000 STU/Toll Credit; FY24: \$20,000,000 SPIKE-STP/\$17,000,000 CMAQ/\$2,000,000 STU/Toll Credit; FY25: \$10,000,000 SPIKE-STP/\$9,903,000 STU/Toll Credit; FY26: \$10,000,000 SPIKE-STP/\$7,967,000 STU/\$3,936,000 STP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP). The current total construction cost estimate for both CON phases of the project (MPMS #106264 and #117341) is \$331,306,000.

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

j. Route 29, Cass Street to Calhoun Street, Drainage (DB #07319B), City of Trenton

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by increasing the Construction (CON) phase of the Route 29, Cass Street to Calhoun Street, Drainage project (DB# 07319B) in FY22 by \$17.57 million (M) NHPP from \$12.22 M NHPP to \$29.79 M NHPP. This action will increase the overall CON cost from \$24.22 M NHPP (FY22: \$12.22 M; FY23: \$12 M) to \$41.79 M NHPP (FY22 \$29.79 M; FY23: \$12 M).

This project is ready to meet the State FY22 CON authorization deadline and intends to advertise, bid, and award by June 2022. Construction costs have increased due to the following elements: installation of 15 backflow prevention valves; stormwater drainage inlets and culverts; shoulder widening; three water quality manufactured treatment devices; and replacement of 590 feet of existing deteriorated floodwall along the Delaware River for a total of 705 feet of new floodwall/bulkhead. In addition, a change in design will relocate the new flood wall, with longer required length due to river geometry, closer to the Delaware River to create parkland and will repair sections of existing flood walls. The project lies within a heavily developed area within Trenton's Capital District and is subject to Executive Order 40 (NJ State Capital Partnership to Help Aid Trenton's Revitalization). Flooding and drainage problems have been reported along Route 29 in Trenton. The project will address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the Route 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15-year and 50-year floods in the river's main channel.

Financial constraint will be maintained as funding for the cost increase will be provided by releases from prior year unobligated balances.

C. Andre Daniels read comments from Jeffrey Wilkerson, City of Trenton, regarding this TIP action. While the City understands the need for this drainage project, however, it would impede Trenton's residents' access to the waterfront. The City of Trenton is seeking a longer-term design change and solution for this roadway. Mr. Wilkerson's comments are attached here.

Christine Reuther, Delaware County, commented that in Delaware County we have similar concerns that affect the city of Chester.

Leslie Floyd, Mercer County, commented that she agrees with the concerns of the city of Trenton about Route 29 and there should be a wholistic look at this.

Mike Russo, NJDOT, commented that he understands the city of Trenton's concerns about this but that NJDOT has an obligation to maintain infrastructure and this project has been in the works as a drainage project since 2013. NJDOT met with the city of Trenton yesterday and will continue dialogue with Trenton on future needs, but it is necessary to move forward with this project at this time.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ22-027, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by increasing the Construction (CON) phase of the Route 29, Cass Street to Calhoun

Street, Drainage project (DB# 07319B) in FY22 by \$17.57 million (M) NHPP from \$12.22 M NHPP to \$29.79 M NHPP. This action will increase the overall CON cost from \$24.22 M NHPP (FY22: \$12.22 M; FY23: \$12 M) to \$41.79 M NHPP (FY22 \$29.79 M; FY23: \$12 M).

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

PRESENTATION ITEMS

3. Bringing an Automated Shuttle to Philadelphia

Dan Corey, AECOM, explained that winning one of the initial DVRPC Travel Options Program (TOP) CMAQ grants in 2021, a consortium of PIDC, Perrone Robotics, PennDOT, AECOM, Drexel University and DVRPC are leading the way to bring Philadelphia and Pennsylvania the first Level 4 Automated Shuttle. The status of the shuttle project at the Navy Yard was reviewed.

4. Expo: Experimental Pop-ups Program Update

Logan Axelson and Cassidy Boulan, DVPRC, provided updates on pilot projects from around the region. Expo supports communities to pilot tactical urbanism projects, temporary transportation and placemaking improvements. Expo pilot projects and next steps for tactical urbanism in Greater Philadelphia were presented.

DISCUSSION ITEMS

5. One Minute Reports

Mike Russo, NJDOT, reported that NJDOT is working on the development of FY23 capital program. This draft does reflect the anticipated additional funding provided under the IIJA. As usual the workflow for the program will be approved by the New Jersey legislature and implemented July 1. Once approved we will then work with DVRPC and our partners to ensure that everything is on track.

Lou Cappelli, Camden County, reported that the Route 70 reconstruction is underway.

Larry Shifflet, PennDOT, reported that PennDOT is working through our FY23 transportation update which incorporates the IIJA funding.

Robert Harvie, Bucks County, thanked DVRPC for approving the two projects in Bucks County today.

Josh Maxwell, Chester County, reported that the county will be participating in a ribbon cutting for the Schuylkill River Trail on April 22. The funds come from various sources. We developed an economic development strategic plan which will help our farmers remain competitive.

Christine Reuther, Delaware County, reported that the county is continuing to add to their electric fleet and installing charging stations. The county did approve bringing in a consultant to assist with a RAISE grant application to look at infrastructure in the City of Chester and the impacts from I-95.

Val Arkoosh, Montgomery County, reported that the county joined with Chester and Berks counties to support the advertisement of a new joint authority between the three counties that would oversee the effort to restore passenger rail between Reading and Philadelphia with additional stops at a minimum in Pottstown, Phoenixville and Norristown. Each county will be holding its own public hearing on the incorporation of the proposed Schuylkill River Passenger Rail Authority and those town halls will be between April 20 and April 27. Thanks in large part to the Biden administration's commitment to infrastructure, and congress' bipartisan passage of the IIJA, if this rail authority is approved by all three counties and incorporated in April, the formal process to build this route into Amtrak's and the Federal Railroad Administration's expansion plans using dedicated IIJA funds, will be underway and off to a strong start. We look forward to continued work with our friends in Chester and Berks counties and the region to expand our public transit reach.

Jody Holton, SEPTA, reported that APTA is hosting the High Speed Rail Conference from March 30 to April 1. PennDOT's Secretary, Leslie Richards, and the Mayor will be speaking there. SEPTA's Key Advantage program is launching and we will have a six month pilot program in which we work with Drexel, Penn Medicine, and Wawa and they will distribute go anywhere passes to their employees for them to use the SEPTA system. We anticipate more employers will want to join going forward.

Lou Millan, NJ Transit, reported that regarding transit ridership, NJ Transit's commuter rail ridership is at 48 percent. Light rail is carrying about two out of three riders compared to pre-COVID levels. The Riverline, buses, and Access Link are all at about 73 percent.

Rohan Hepkins, PATCO, reported that PATCO is approaching 50 percent on ridership and the gas prices are helping drive that.

Brian Goodson, FHWA NJ, reported that the Secretary for Transportation published a combined notice of funding opportunity for the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). More information can be found on the website.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the office is developing the second draft guidance for municipalities on siting warehouses. We have received a lot of information and suggestions and we hope to get it out quickly.

Michael Shorr, PA DCED, reported that the multimodal program through the DCED is accepting applications until July 31 and the match requirement for municipalities is being waived.

6. Executive Director's Report

a. IIJA Updates

Mr. Seymour reported that the Commission is doing what we can to share information, competitive grant applications, and support your individual applications. We have internal team meetings regularly, and are having pre-meetings before the RTC to discuss this. Mr. Seymour introduced Mike Boyer, DVRPC Director of Regional Planning, to further discuss the IIJA. Mr. Boyer explained that we continue to hold an IIJA Working Group meeting prior to the RTC that is open to others beside RTC members, to share information about the bill. We have expanded our IIJA webpage (dvrpc.org/IIJA) to include information on additional non-transportation funding areas, including clean water, drinking water, broadband, energy, and brownfields funding programs. Big news this past month was the passage of the FY22 omnibus spending bill, and we should see additional funding on its way. It included additional appropriations in some areas and the bridge program was one prominent recipient, however, we also learned that funding for the Active Transportation Infrastructure Investment Program was not included in the omnibus appropriations act. As a result, we are not going to see any funding for this program until at least the start of federal FY23. We will continue to look at the spending bill for other impacts.

Mr. Boyer reported last month on the RAISE grants (formerly BUILD or TIGER) applications that are due April 14th. This round has \$1.5 Billion available. We have heard from several partners in the region that are interested in applying, including the City of Philadelphia, Delaware County with the City of Chester, Mercer County, Camden County, SEPTA, DRPA and East Whiteland Township. Mr. Boyer reminded Board members to let us know as soon as possible if you are requesting a letter of support so that we can get that turned around. Mr. Boyer also previously reported on the Port Infrastructure Development Program with \$450 Million available for freight and supply chain investments. That program closes May 16. There is one new NOFO that was just released yesterday and it is a big one both in terms of size of the program(s) and the size of project. It is a joint NOFO for the MEGA, INFRA, and Rural Surface grant programs. Applicants can be considered for 1, 2, or all 3 programs. MEGA is the new National Infrastructure Project Assistance program for large projects (either over \$100 million or over \$500 million). INFRA is the Infrastructure for Rebuilding America discretionary grant program that has been in existence for multimodal freight and highway projects. The Rural grants are new and are for projects or areas that are outside an urbanized area.

Funds for the Mega, INFRA, and Rural Surface funding opportunities will be awarded on a competitive basis for surface transportation projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, public transportation, marine highway, and freight projects, – that have significant national or regional impact, or improve and expand the surface transportation infrastructure in rural areas. Up to \$1 billion will be made available for the MEGA program, up to \$1.55 billion will be made available for the INFRA program, and up to \$300 million will be made available for the Rural funding opportunities program. Applications must be submitted by May 23.

Mr. Boyer reported that DVPRC also meets bi-weekly with our internal IJJA team. One prominent item we are working on is providing assistance to municipalities that may not have a lot of resources or capacity to apply for competitive grants. We are working on developing a webinar to provide assistance to municipalities, including the identification of resources for them. Our next internal team meeting is tomorrow and Mr. Boyer noted that he hopes to be able to provide more information at next month's Board meeting.

Mr. Boyer encouraged Board members to reach out and noted that Sean Greene is our point person for this.

b. Earmark Funding in the DVRPC Region

Mr. Seymour reported that last year we wrote about 50 letters of support when the House was debating an infrastructure bill. The recent funding bill that Mr. Boyer mentioned earlier did include earmarks and includes 47 projects in our region totaling over \$42 million in earmark projects. They cut across a lot of different agencies and a lot of different programs. There were some transportation projects that were approved in this spending bill, including: The Tacony/Holmesburg trail design and construction in the City of Philadelphia, the Newtown Rail Trail in Bucks County, the Darby Township Main Street Crossing in Delaware County, EV charging stations in Chester County, the Coatesville transit project in Chester County, and a study to reestablish rail service between Reading and Philadelphia.

c. New Releases

Mr. Seymour noted some new releases including: Cultivating Camden: A Status Report, High Street Corridor Study, Downingtown Area Transportation Study, Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual, Connections 2050 Major Regional Projects web map, Phoenixville Rail Extension, MIT-Cultivating a Homegrown Economy, and AccessScore web map,

d. Return to Office and Meetings

Mr. Seymour called the Board's attention to the fact that DVRPC will be holding the April 28 Board meeting as an in-person/hybrid meeting. DVRPC Board members are welcome and encouraged to attend in person and a virtual option will be available as well.

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

- (1) Regional Technical Committee
- (2) Healthy Communities Task Force and RCEDF
- (3) Information Resources Exchange Group
- (4) Public Participation 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 11:51 a.m. on a

MOTION by *Mr. Squilla*, seconded by *Ms. Floyd*, to adjourn the Board meeting and move into the Executive Committee meeting.

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary