

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting April 28, 2022

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

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Department of Transportation  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County

Chester County

Delaware County

Montgomery County

Burlington County  
Camden County

Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

City of Camden  
City of Trenton

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban Development,  
Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation

Representative

Sean Thompson (in person)  
Mike Russo (in person)  
Jeffry Nielsen  
Jim Mosca  
Gina Burritt  
(not represented)  
Robert Harvie  
Rich Brahler  
Josh Maxwell  
Brian O'Leary  
Christine Reuther (in person)  
Thomas Shaffer (in person)  
Val Arkoosh (in person)  
Matthew Edmond  
Scott France (in person)  
Tom Stanuikynas (in person)  
Lou Cappelli (in person)  
Andrew Levecchia (in person)  
Jackie Huston  
Leslie Floyd (in person)  
(not represented)  
Mark Squilla  
Chris Puchalsky (in person)  
June Morton (in person)  
Sally Samuel

Brian Goodson  
Eugene Porochniak

(not represented)  
(not represented)  
(not represented)  
(not represented)

Jody Holton (in person)  
Lou Millan

New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development  
DVRPC Co-Counsel  
Pennsylvania Co-Counsel  
New Jersey Co-Counsel  
DVRPC Staff

(not represented)  
(not represented)  
Tonyelle Cook-Artis  
Rohan Hepkins (in person)  
Donna Rendeiro (in person)  
  
Michael Shorr (in person)  
  
Jonathan Bloom (in person)  
Tom Coleman

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, Logan Axelson, Karen Cilurso, Spencer Gober, Kristen Scudder, Gina Myers, Mike Ruane, Shawn Megill Legendre, Amy Bernknopf, and Renee Wise.  
Guests

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

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

Call to Order - Chair's Comments

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

No public comments were stated.

ACTION ITEMS

**1. Minutes of Meeting of March 24, 2022**

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Ms. Morton*, to approve the minutes of March 24, 2022.

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

## **2. Transportation Improvement Program (TIP) Actions**

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

### **a. NJ22-028: Route 130, Bridge over Big Timber Creek (DB #14426), Camden and Gloucester Counties**

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by increasing the FY22 Construction (CON) phase of the Route 130, Bridge over Big Timber Creek project (DB #14426), by \$16.4 million (M) NHPP. This action will increase the total FY22 CON cost from \$45.6 M (\$44.1 M CRRSAA-FLEX/\$1.5 M NHPP) to \$62 M (\$44.1 M CRRSAA-FLEX/\$17.9 M NHPP).

Located in Westville and Brooklawn Boroughs, the purpose of the project is to replace an existing bridge over Timber Creek that was built in 1928 and improve roadway drainage at the west Brooklawn Circle. The existing 5-span bridge will be replaced with a 3-span continuous bridge while maintaining the existing roadway and bridge profile. Additional proposed improvements along Route 130 will include: full depth reconstruction, milling and resurfacing; concrete curb/barrier along southbound New Broadway Road to retain the high tide water away from the roadway; stormwater basin to reduce flooding frequency during high tide events; retaining wall along southbound Route 130; improving outside shoulder width to 8' within project limits; and ADA compliant sidewalks and curb ramp.

Design changes that increased the project CON cost include the following elements:

- Adjustments to the length and geometry of the steel sheet pile retaining wall to accommodate utilities and reduce environmental impacts.
- Relocation of an outfall and addition of articulated concrete blocks along the embankment on the Westville side.
- Addition of turf pavers for a utility access road.
- Addition of concrete staining for all parapets and floodwalls within the project limit.
- Increased unit costs due to inflation and supply chain issues.

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

NJ22-028, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by increasing the FY22 CON phase of the Route 130, Bridge over Big Timber Creek project (DB #14426), by \$16.4 M NHPP. This action will increase the total FY22 CON cost from \$45.6 M (\$44.1 M CRRSAA-FLEX/\$1.5 M NHPP) to \$62 M (\$44.1 M CRRSAA-FLEX/\$17.9 M NHPP).

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

**b. NJ22-029: Route 40, CR 555 Intersection, Operational & Safety Improvements (DB #12383), Gloucester County**

NJDOT has requested that DVRPC amend the FY2022 TIP for New Jersey by adding the \$2.8 million (M) NHPP funded project, Route 40, CR 555 Intersection, Operational & Safety Improvements (DB #12383), back into the TIP for FY22 Construction (CON).

CON was originally programmed in FY21 of the prior FY2020 TIP, but the project missed the authorization deadline. Therefore, a TIP Amendment is required to add this project back into the TIP as it is ready to submit for federal authorization.

The purpose of this project is to address operational, physical, and safety deficiencies at the existing intersection of Route 40 and County Route 555 (Main Road) in Franklin Township. The project will include improvements to curb lines, the addition of channelization islands, and wider shoulders at the intersection. The geometric improvements will accommodate large trucks for all turning movements. A new traffic signal system and pedestrian accommodations will also be incorporated.

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 *Ms. Morton*, seconded by *Mr. Stanuikynas*, to approve TIP action:

NJ22-029, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding the \$2.8 million (M) NHPP funded project, Route 40, CR 555 Intersection, Operational & Safety Improvements (DB #12383), back into the TIP for FY22 Construction (CON).

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

**c. PA21-75: IIJA/BIL FFY 2022 Funding Allocation, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$16,380,000 of additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). \$7,346,000 STU/\$697,000 STP/\$3,838,000 TAU/\$4,499,000 BOF will be added to their respective regional Line Items. These funds are additional to the region.

The following amounts will be moved to existing or new Line Items for Construction (CON):

1. **STU Reserve Line Item (MPMS #79980):** \$7,346,000 STU in FY22.
2. **Highway Reserve Line Item - STP (MPMS #79927):** \$697,000 STP in FY22.
3. **Transportation Alternatives - Urban (TAU) Line Item (MPMS #64984):** \$3,838,000 TAU in FY22.
4. **Bridge Reserve Line Item (MPMS #79929):** \$4,499,000 BOF 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 of additional FY22 federal funding from the IIJA/BIL. \$16,380,000 (\$7,346,000 STU/\$697,000 STP/\$3,838,000 TAU/\$4,499,000 BOF) is being added to the program with this action. \$98,879,000 (\$43,794,000 NHPP/\$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ) was added in March 2022.

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.

The Board adopted the following motion:

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4/28/2022

MOTION by *Mr. Mosca*, seconded by *Ms. Arkoosh*, to approve TIP action:

PA21-75, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$16,380,000 in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). \$7,346,000 STU/\$697,000 STP/\$3,838,000 TAU/\$4,499,000 BOF will be added to their respective regional Line Items. These funds are additional to the region.

The following amounts will be moved to existing or new Line Items for Construction (CON):

1. **STU Reserve Line Item (MPMS #79980):** \$7,346,000 in FY22.
2. **Highway Reserve Line Item - STP (MPMS #79927):** \$697,000 STP in FY22.
3. **Transportation Alternatives - Urban (TAU) Line Item (MPMS #64984):** \$3,838,000 TAU in FY22.
4. **Bridge Reserve Line Item (MPMS #79929):** \$4,499,000 BOF in FY22.

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

**d. PA21-76: Capital Asset Lease Program (MPMS #59966), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by removing \$56,922,000 (\$29,804,000 Federal Section 5337/\$18,949,000 Federal Section 5307/\$7,906,000 State 1514/\$263,000 LOC) from the FY22 Capital Asset Lease (CAL) phase of the Capital Asset Lease program (MPMS #59966).

SEPTA is removing the originally programmed FTA Section 5337, FTA Section 5307, and the associated State and Local match in FY22. Due to the fiscal impacts of COVID-19, and federal relief funding, Amtrak lease costs have decreased and SEPTA is utilizing prior year funds to cover amounts owed. The funding will be utilized by other programs whose cost and schedules have changed.

The Capital Asset Lease program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following SEPTA capital assets: communications antennas, copiers, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

**e. PA21-77: Parking Improvements (MPMS #60540), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by changing the scope of the Parking Improvements program (MPMS #60540) to defer select parking expansion projects to the Long-Range Plan's Unfunded Vision Plan, and by removing \$175,133,000 (\$169,485,000 State 1514/\$5,648,000 LOC) from the Engineering/Right-of-Way/Construction (ERC) phase as follows:

- FY23: removing \$7,735,000 State 1514/\$259,000 LOC;
- FY24: removing \$4,594,000 State 1514/\$153,000 LOC;
- FY25: removing \$9,924,000 State 1514/\$330,000 LOC;
- FY26: removing \$9,678,000 State 1514/\$322,000 LOC;
- FY27: removing \$10,612,000 State 1514/\$354,000 LOC;
- FY28: removing \$22,748,000 State 1514/\$758,000 LOC;
- FY29: removing \$24,935,000 State 1514/\$831,000 LOC;
- FY30: removing \$33,620,000 State 1514/\$1,120,000 LOC;
- FY31: removing \$15,716,000 State 1514/\$524,000 LOC;
- FY32: removing \$29,923,000 State 1514/\$997,000 LOC.

Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA will re-evaluate its station parking projects. At a time in the future when ridership levels begin to increase, SEPTA will revisit the schedule for this phase of the project. SEPTA is removing the programmed State and Local funding to defer select parking expansion projects at Ardmore, Exton, Paoli, Noble, Gwynedd Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and the 69<sup>th</sup> Street Transportation Center. These projects are included in the *Connections 2050* Vision Plan (unfunded).

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 *Ms. Arkoosh*, seconded by *Mr. Squilla*, to approve TIP actions:

PA21-76, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by removing \$56,922,000 (\$29,804,000 Federal Section 5337/\$18,949,000 Federal Section 5307/\$7,906,000 State 1514/\$263,000 LOC) from the FY22 Capital Asset Lease (CAL) phase of the Capital Asset Lease program (MPMS #59966).

PA21-77, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by changing the scope of the Parking Improvements program (MPMS #60540) to defer select parking expansion projects to the Long-Range Plan's Unfunded Vision Plan, and by removing \$175,133,000 (\$169,485,000 State 1514/\$5,648,000 LOC) from the

Engineering/Right-of-Way/Construction (ERC) phase as follows:

- FY23: removing \$7,735,000 State 1514/\$259,000 LOC;
- FY24: removing \$4,594,000 State 1514/\$153,000 LOC;
- FY25: removing \$9,924,000 State 1514/\$330,000 LOC;
- FY26: removing \$9,678,000 State 1514/\$322,000 LOC;
- FY27: removing \$10,612,000 State 1514/\$354,000 LOC;
- FY28: removing \$22,748,000 State 1514/\$758,000 LOC;
- FY29: removing \$24,935,000 State 1514/\$831,000 LOC;
- FY30: removing \$33,620,000 State 1514/\$1,120,000 LOC;
- FY31: removing \$15,716,000 State 1514/\$524,000 LOC;
- FY32: removing \$29,923,000 State 1514/\$997,000 LOC.

The selected locations that SEPTA is removing from the TIP and deferring are at Ardmore, Exton, Paoli, Noble, Gwynedd Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and the 69<sup>th</sup> Street Transportation Center. These projects are included in the *Connections 2050* Vision Plan (unfunded).

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

**f. PA21-78: Communication, Signals, & Technology Improvements (MPMS #102571), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the FY22 Capital Asset Construction phase (CAP) of the Communication, Signals, & Technology Improvements program (MPMS #102571) by a total of \$9,101,000 by adding \$23,050,000 (\$8,040,000 Federal Section 5307/\$10,400,000 Federal Section 5337/\$4,461,000 State 1514/\$149,000 LOC) and removing \$13,949,000 (\$13,499,000 State 1514/\$450,000 LOC) to reflect current program needs.

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control on the Route 101/102 Trolley lines, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, Enterprise applications, and the Capital Project Management System.

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.



**g. PA21-79: Transit & Regional Rail Station Program (MPMS #77183), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$56,946,000 (\$9,600,000 Federal Section 5307/\$14,000,000 Federal Section 5337/\$32,271,000 State 1514/\$1,075,000 LOC) to the ERC phase of the Transit & Regional Rail Station Program (MPMS #77183) in FY22.

SEPTA is allocating \$30,000,000 of the additional funds provided by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to ADA station projects, and is aligning the TIP with SEPTA's FY 2022 Capital Budget, approved by the SEPTA Board Committee on March 24, 2022.

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

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.

**h. PA21-80: Bus Purchase Program (MPMS #90512), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$69,605,000 (\$49,166,000 Federal Section 5307/\$16,995,000 State 1514/\$3,444,000 LOC) to the FY22 Purchase (PUR) phase of the Bus Purchase Program (MPMS #90512), and removing \$15,273,000 (FY22: \$2,000,000 Federal Section 5339/\$10,273,000 State 1514; FY23: \$2,400,000 Federal Section 5307/\$580,000 State 1514/\$20,000 LOC) for a total addition of \$54,332,000.

This amendment increases funding to reflect current program needs. SEPTA awarded a contract to New Flyer of America in November 2021 for the purchase of 220 hybrid-electric 40-foot buses. SEPTA is increasing funds to support the project cash flow needs by obligating more funding now and placing it into a grant.

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The procurements of 35 additional battery electric buses are part of a pilot program to evaluate the viability of cost-effective "green technology" buses on SEPTA's diverse service territory. This program also provides funding for future bus procurements in FY2023 through FY2032.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to

SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

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.

**i. PA21-81: Exton Station (MPMS #93588), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$6,000,000 (\$4,800,000 Federal Section 5307/\$1,161,000 State 1514/\$39,000 LOC) to the Engineering/Right of Way/Construction (ERC) phase of the Exton Station (MPMS #93588) project in FY22.

This project, which will be advanced in phases, includes the construction of full-length high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. SEPTA is allocating additional funds provided by the IIJA to increase funding in this program and advance Phase 2, which includes the installation of bus circulation loops with bus shelters to promote multimodal connections. Phase 1, which is complete, encompassed the construction of high-level platforms with canopies and wind screens; stormwater management improvements; and a new station building. The station facilities are fully ADA compliant. New lighting, signage, security features, and passenger amenities were also provided.

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. Harvie*, seconded by *Ms. Arkoosh*, to approve TIP action:

**j. PA21-82: Regional Rail Car & Locomotive Acquisition (MPMS #60638), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a total of \$27,836,000 (adding \$16,792,000 Federal Section 5337/\$10,400,000 Federal Section 5307/\$2,516,000 State 1514/\$84,000 LOC and removing \$893,000 State 1514/\$1,063,000 LOC) to the Purchase (PUR) phase of the Regional Rail Car & Locomotive Acquisition project (MPMS #60638) in FY22.

The Regional Rail Car and Locomotive Acquisition program provides for the replacement and addition of rail cars and locomotives. It will replace vehicles and

equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. The Multi-Level Rail Car project provides for the acquisition of new multi-level push-pull passenger railcars. These cars are additions to SEPTA's current fleet of 45 push-pull railcars, which are beyond their useful life. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems. SEPTA is increasing FY22 funds to fully fund the Multi-Level Rail Car procurement. All vehicles are anticipated to be delivered in the Fall of 2023.

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.

**k. PA21-83: Bridge Program (MPMS #95402), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a total of \$14,400,000 (increasing by \$16,000,000 Federal Section 5307/\$4,839,000 State 1514/\$161,000 LOC and reducing by \$1,600,000 Federal Section 5307/\$4,838,000 State 1514/\$162,000 LOC) to the PUR phase of the Bridge Program (MPMS #95402) in FY22.

This action will align the TIP with SEPTA's FY22 Capital Budget. This program will replace or rehabilitate SEPTA's bridges as necessary to maintain a state of good repair. Rehabilitation and replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges, and associated bridge support structures. Currently programmed projects include 5 bridges on the Chestnut Hill East Regional Rail Line in Philadelphia, 7 bridges on the Chestnut Hill West Regional Rail Line in Philadelphia, the systemwide Critical Bridge Program, the Mainline-Schuylkill bridges in Philadelphia, the Stone Arch Bridges Phase 2 project in various locations, the Norristown High Speed Line over 69<sup>th</sup> Street Yard Tracks and over the Bridgeport viaduct, and the Suburban Rail Transit Critical Bridge Program.

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. Puchalsky*, seconded by *Mr. Harvie*, to approve TIP actions:

PA21-78, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the FY22 Capital Asset Construction phase (CAP) of the Communication, Signals, & Technology Improvements program (MPMS #102571) by a total of \$9,101,000 by adding \$23,050,000 (\$8,040,000 Federal Section 5307/\$10,400,000 Federal Section 5337/\$4,461,000 State 1514/\$149,000 LOC) and removing \$13,949,000 (\$13,499,000 State 1514/\$450,000 LOC) from the program to reflect current program needs.

PA21-79, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$56,946,000 (\$9,600,000 Federal Section 5307/\$14,000,000 Federal Section 5337/\$32,271,000 State 1514/\$1,075,000 LOC) to the ERC phase of the Transit & Regional Rail Station Program (MPMS #77183) in FY22.

PA21-80, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$69,605,000 (\$49,166,000 Federal Section 5307/\$16,995,000 State 1514/\$3,444,000 LOC) to the FY22 Purchase (PUR) phase of the Bus Purchase Program (MPMS #90512), and removing \$15,273,000 (FY22: \$2,000,000 Federal Section 5339/\$10,273,000 State 1514; FY23: \$2,400,000 Federal Section 5307/\$580,000 State 1514/\$20,000 LOC) for a total addition of \$54,332,000.

PA21-81, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding \$6,000,000 (\$4,800,000 Federal Section 5307/\$1,161,000 State 1514/\$39,000 LOC) to the Engineering/Right of Way/Construction (ERC) phase of the Exton Station (MPMS #93588) project in FY22.

PA21-82, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a total of \$27,836,000 (adding \$16,792,000 Federal Section 5337/\$10,400,000 Federal Section 5307/\$2,516,000 State 1514/\$84,000 LOC and removing \$893,000 State 1514/\$1,063,000 LOC) to the Purchase (PUR) phase of the Regional Rail Car & Locomotive Acquisition project (MPMS #60638) in FY22.

PA21-83, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a total of \$14,400,000 (increasing by \$16,000,000 Federal Section 5307/\$4,839,000 State 1514/\$161,000 LOC and reducing by \$1,600,000 Federal Section 5307/\$4,838,000 State 1514/\$162,000 LOC) to the PUR phase of the Bridge Program (MPMS #95402) in FY22.

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

#### **I. PA21-84: Projects of Significance Program (MPMS #115472), SEPTA**

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, the South Philadelphia Transportation Center, to the Projects of Significance Program (MPMS #115472) in the amount of \$12,250,000 (\$9,800,000 Federal Section 5339B/\$2,371,000 State 1514/\$79,000 Local) to the Engineering/Right-

of-Way/Construction (ERC) phase of FY22, and also adding \$219,632,000 (\$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$178,097,000 State 1514/\$5,935,000 LOC) to the Preliminary Engineering (PE) phase of the Projects of Significance Program (MPMS #115472) as follows:

- FY22: adding \$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$9,800,000 Federal Section 5339B/\$10,983,000 State 1514/\$366,000 LOC;
- FY23: adding \$7,735,000 State 1514/\$259,000 LOC;
- FY24: adding \$4,594,000 State 1514/\$153,000 LOC;
- FY25: adding \$9,924,000 State 1514/\$330,000 LOC;
- FY26: adding \$9,678,000 State 1514/\$322,000 LOC;
- FY27: adding \$10,612,000 State 1514/\$354,000 LOC;
- FY28: adding \$22,748,000 State 1514/\$758,000 LOC;
- FY29: adding \$24,935,000 State 1514/\$831,000 LOC;
- FY30: adding \$33,620,000 State 1514/\$1,120,000 LOC;
- FY31: adding \$15,716,000 State 1514/\$524,000 LOC;
- FY32: adding \$29,923,000 State 1514/\$997,000 LOC.

This action will align the TIP with the SEPTA Capital Budget, which was approved by the SEPTA Board on March 24, 2022. SEPTA will dedicate \$216,000,000 of the additional funding towards its Trolley Modernization project. \$12,250,000 will be used to fund the South Philadelphia Transportation Center project, and the remaining \$3,632,000 will help fund the Rail Vehicle Replacements and Bus Revolution projects.

SEPTA is proposing to advance the South Philadelphia Transportation Center by building two bus layover facilities on Pier 70 Boulevard and at the cul-de-sac of South 3rd Street. Both locations were identified by the DVRPC study, *South Philadelphia Transportation Center* (2019). These facilities will support nine bus routes in South Philadelphia, improve service, and provide for bus layover areas and welfare facilities for vehicle operators. Constructing these facilities will generate approximately \$4,000,000 in annual operation savings for SEPTA. This project is consistent with the DVRPC Long Range Plan, *Connections 2050 Plan for Greater Philadelphia*, and the region's Coordinated Human Services Transportation Plan, *Equity Through Access*. It is also supported by the Philadelphia City Planning Commission's *South District Plan* (2015) and the *Philadelphia Transit Choices* report. Construction of the proposed transportation centers will also support SEPTA's plans to develop and implement a comprehensive redesign of its bus network, which will improve the connectivity, utility and reliability of its services. In addition, this project supports the Pennsylvania Department of Transportation's (PennDOT) objectives to promote local economic vitality through encouraging transit ridership and retail activity.

SEPTA's Projects of Significance program are projects that identify key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion. These projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region. Projects of Significance include the King of Prussia Rail

project to provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia, and the Trolley Modernization project to provide for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit and Suburban Transit Routes, and associated infrastructure upgrades.

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.

Jody Holton, SEPTA, thanked DVRPC for assisting to move these actions along and thanked the Board for approval of these projects.

Christine Reuther, Delaware County, asked which are those that use the lines involved with the multilevel car service. Jody Holton, SEPTA, responded that most of these are for the express services. They are intended to serve the farther out stations but can serve the local stations as well. Rohan Hepkins, PATCO, commented that the cars are not in good condition right now and that this action would give SEPTA more flexibility and make things more uniform.

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:

PA21-84, SEPTA's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding a new project, South Philadelphia Transportation Center, to the Projects of Significance Program (MPMS #115472) in the amount of \$12,250,000 (\$9,800,000 Federal Section 5339B/\$2,371,000 State 1514/\$79,000 Local) to the Engineering/Right-of-Way/Construction (ERC) phase for FY22, and also adding \$219,632,000 (\$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$178,097,000 State 1514/\$5,935,000 LOC) to the Preliminary Engineering (PE) phase of the Projects of Significance Program (MPMS #115472) as follows:

- FY22: adding \$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$9,800,000 Federal Section 5339B/\$10,983,000 State 1514/\$366,000 LOC;
- FY23: adding \$7,735,000 State 1514/\$259,000 LOC;
- FY24: adding \$4,594,000 State 1514/\$153,000 LOC;
- FY25: adding \$9,924,000 State 1514/\$330,000 LOC;
- FY26: adding \$9,678,000 State 1514/\$322,000 LOC;
- FY27: adding \$10,612,000 State 1514/\$354,000 LOC;
- FY28: adding \$22,748,000 State 1514/\$758,000 LOC;
- FY29: adding \$24,935,000 State 1514/\$831,000 LOC;
- FY30: adding \$33,620,000 State 1514/\$1,120,000 LOC;
- FY31: adding \$15,716,000 State 1514/\$524,000 LOC;
- FY32: adding \$29,923,000 State 1514/\$997,000 LOC.

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

### **3. DVRPC FY23 Work Program Amendment: Route 34 End-of-Line Study**

Logan Axelson, DVRPC Senior Planner, Office of Transit, Bicycle, and Pedestrian Planning, explained that SEPTA continues to advance and fund its Trolley Modernization program, including amending its FY22 capital budget to include additional funds available as a result of the federal Infrastructure Investment and Jobs Act. To ensure the best use of its programmed capital dollars, SEPTA intends to complete several Trolley Modernization planning tasks on an expedited basis.

DVRPC's FY23 Work Program entry, the *Route 34 End-of-Line Study (23-63-009)*, is intended to identify a transit-supportive end-of-line location for Trolley Route 34. SEPTA has requested that DVRPC remove this study from its work program so that its tasks can be completed before the end of FY23 by SEPTA and its consultants.

SEPTA has requested that the *Route 34 End-of-Line Study* be replaced with the *Corridor Based Transit Supportive Community Development Land Use Analysis*. This proposed study's goal is to promote transit supportive land use along select SEPTA transit corridors by identifying key zoning, roadway design, and operational strategies. This change supports SEPTA's Trolley Modernization program advancement, and would serve the same project beneficiaries originally identified.

#### **Cost and Source of Funds:**

\$100,000 PA TSP Special Studies Fund

Jody Holton, SEPTA, thanked DVRPC for doing this and noted that she looks forward to the land use analysis. DVRPC Executive Director Barry Seymour thanked Mr. Axelson for his help in helping move this project along. Rohan Hepkins, PATCO, commented that he is a big supporter of trolleys and noted that as a Yeadon resident he recognizes how important they are.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Ms. Reuther*, to amend:

The FY23 Work Program to replace the existing *Route 34 End-of-Line Study (23-63-009)* with a proposed *Corridor Based Transit Supportive Community Development Land Use Analysis*.

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

#### **4. Pennsylvania TDM Base Program**

Stacy Bartels, DVRPC Manager, Office of TDM Strategy and Marketing, explained that last year the Pennsylvania TMA Policy Committee and the Regional Transportation Demand Management (TDM) Advisory Committee approved a proposal by DVRPC to revise the funding structure for TDM work in Pennsylvania. This included the following components:

1. Combining the current TMA Assistance and Mobility Alternatives Program (MAP) grants into one “TDM Base” grant; The TDM Base grant will have a 2-year project cycle.
2. Reducing the amount of that Base grant and increasing the amount for the competitive Travel Options Program (TOP) grant;
3. Changing the funding source for TDM work from CMAQ to Surface Transportation Block Grant (STBG, aka STU/STP); and
4. Transferring contract management, project oversight, and invoice review responsibilities from PennDOT Central Office directly to DVRPC.

The presentation focused on the new TDM Base grant program for FY23 and FY24, and the approved project deliverables from the current nine TDM grantees.

#### **Cost and Source of Funds:**

Total Program Cost: \$2,200,000 (\$1,760,000 STU; \$440,000 SILOC match).

Christine Reuther, Delaware County, commented that she does not know exactly what Delaware County’s TMA (DCTMA) does or how much they engage with the planning department or do outreach. Ms. Reuther wondered how much oversight there is over the DCTMA. Ms. Bartels responded that the most involved groups for the TMAs are the planning commissions. The pandemic has certainly made coordination more difficult. The Pennsylvania TMA Policy Committee also meets twice a year and they go over the work programs of each TMA. There is also now a regional TMA advisory committee to collaborate and provide guidance. DVRPC has been involved with PennDOT to go over invoices and plans and DVRPC will be providing more guidance and oversight now that the TMAs will be under DVRPC. Jim Mosca, PennDOT, thanked Stacy and DVRPC for the extensive coordination and cooperation that have happened over the last year or so with PennDOT staff and our partners at the Federal Highway Administration, and the contractors to make this transition possible. We think this new management plan will be more efficient, both from the contracting side and the effectiveness of the program. As always we are looking to improve the program as we move forward and we look forward to working with DVRPC and everyone to do that. Bob Harvie, Bucks County, asked if all TMAs and counties are aware of the funding and that some get less funding.



Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Ms. Reuther*, to approve:

The budget and program tasks for this new TDM Base program for the five county TMAs, two City TMAs, Clean Air Council and SEPTA, for the next two-year contract period (FY23 and FY24), for a two-year total of \$2,200,000 (\$1,760,000 federal STU and \$440,000 SILOC).

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

#### **5. Appointment of Nominating Committee for Fiscal Year 2023 DVRPC Board Officers**

DVRPC Executive Director Barry Seymour explained that a Nominating Committee will be selected to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2023 (July 1, 2022 through June 30, 2023). The Chair for FY 2023 must be from Pennsylvania. The committee will report these candidates at the May Board Meeting and elections will take place at the June Board Meeting.

The recommended Committee is as follows:

Sean Thompson, NJ Department of Community Affairs  
Mike Russo, NJDOT  
Leslie Floyd, Mercer County  
Gina Burritt, Pennsylvania Governor's Appointee  
Brenda Rios, Pennsylvania Governor's Policy and Planning Office  
Christine Reuther, Delaware County

The Board adopted the following motion:

MOTION by *Mr. Harvie*, seconded by *Ms. Arkoosh* that the Board:

Approve the Nominating Committee for fiscal year 2023 Board Officers.

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

#### **DISCUSSION ITEMS**

##### **6. One Minute Reports**

Tom Stanuikynas, Burlington County, reported that the New Jersey County Planning Association hosted a freight panel last month. Mr. Stanuikynas thanked DVRPC's Kristen Scudder for helping with this panel.

Lou Cappelli, Camden County, reported that follow Commissioner Jeffrey Nash just announced Parks Alive, the countywide parks improvement plan.

Jim Mosca, PennDOT, reported that the Wolf administration announced the awards for the Transportation Alternative Set Aside program. Sixty-four projects were selected statewide. In terms of the IIJA, the funding level was at \$18 million and with additional funding from that from the bill, it was increased to \$54.1 million and surface transportation block grant funding could be applied to the program. PennDOT's multimodal projects were announced and \$47.8 million for 56 multimodal projects were announced.

Robert Harvie, Bucks County, reported that the county just opened a new section of the Newtown Rail trail which connects to some trails in New Jersey and so theoretically you will be able to go from the river in Philadelphia, the Pennypack, and all the way up through Bucks, and Montgomery County. There were representatives from DVRPC at the ribbon cutting, in addition to Leslie Richards from SEPTA, and representatives from PennDOT, Bucks County, Montgomery County, and more. The county also got a roughly \$2.5 million dollar grant to push that trail even further into Bucks County and eventually connect to one of our nature centers in North Hampton Township.

Josh Maxwell, Chester County, reported that the county just had a ribbon cutting on a three mile extension to the Schuylkill River trail. Mr. Maxwell thanked stakeholders for their support for that project.

Christine Reuther, Delaware County, reported that the county is receiving \$1 million in funding through the earmarks program. This funding will be for crossing improvements in Darby Borough, which is, maybe the one place in the country where you have two active trolley lines crossing an active freight line at grade level. This has been a source of safety concerns for many years and there was a trolley hit by a freight train last December, so we are very glad to see that funding. Delaware County held its first sustainability conference last week and it was very successful. This was an opportunity to talk about everything from solid waste to electric vehicles. In connection with that the governor announced last week that Delaware County was awarded \$300,000 to help electrify our new fleet of cars, which will be serving our new health department, which is now fully certified and operational, and 300,000 to fund charging stations that will largely serve that fleet, but also in off hours it will be available for a fee to local users. It is expected to be in areas where normally a private contractor would not see the value in putting charging stations but where residents, will be able to afford vehicles and make use of them. Ms. Reuther thanked many of our partners here today, including DVRPC, PennDOT, and SEPTA for their support for a RAISE grant application that was submitted earlier this month. That grant is for \$5 million to do a total master plan for transit and transportation in Chester. This is an area that has long borne the brunt of some of our heaviest traffic and has not gotten the infrastructure that other areas have gotten. We are really looking forward to seeing how we can improve the

environment as well as the service for people going down that very important corridor. Ms. Reuther thanked everybody who submitted letters of support for this.

Val Arkoosh, Montgomery County, congratulated Delaware County on their new health department which was an extraordinarily difficult accomplishment. Ms. Arkoosh noted that as the Board already heard from Commissioner Harvey, the ribbon cutting on the northern extension of the Newtown trail took place. After looking back at my calendar, Ms. Arkoosh noted that there was a groundbreaking on October 15, 2019 for just a two and a half miles. This project got derailed because of COVID so it was really exciting to be there yesterday and see folks who have been committed to this trail work in our region for decades. The county also had another very important regional effort come to fruition in these last weeks, which is the creation of the Schuylkill Passenger Rail Authority, which is now official. This was passed by the Commissioners in Chester, Berks, and Montgomery counties. This joint authority will oversee the implementation of passenger rail between Reading and Philadelphia and our infrastructure is now in place to receive funds, to issue bonds, and all that type of work that we hope is now feasible with new IIJA funding. Tomorrow the county is breaking ground on a very important road reconstruction and expansion project for a section of Ridge Pike and eventually the whole stretch in Montgomery County will be redone; this is the first really significant step. This is for sections that are in Springfield and Whitmarsh Township and this is a county owned road and so is entirely funded by the county.

Chris Puchalsky, City of Philadelphia, reported that the City is looking at the IIJA funding and how it can be used and the capacity challenges. The mayor's budget that was released a few weeks ago recognizes these challenges and includes roughly \$100 million in new operating investments over a five year period. This includes \$20 million in FY23 to address some of these capacity needs, hiring over 100 staff in a number of departments. It is not just the ability to deliver projects, but the ability to deliver projects in a way that spreads the wealth, and generates opportunities for investment with diverse procurement and a diverse workforce.

Jody Holton, SEPTA, reported that SEPTA's draft capital budget and 12 year program were released and there are hearings on May 23 about this. This is a historic level of funding for SEPTA and for FY23 there be \$1.1 billion in our capital budget, as compared to prior years where we have gotten about \$600 or \$700 million in one year. Some of that is coming from the IIJA funding but then we also have the ability to bond our state funding which is essential for the state of good repair and critical vehicle replacement needs that we have. Over the 12 year program there is \$11.4 billion but SEPTA will still be well below peer agencies in terms of capital funding. There are also still unfunded needs in the capital program; our regional rail vehicle fleet replacement and the King of Prussia rail construction. We funded 30 percent which is the criteria for the federal grant program. We have released our draft operating budget and there will be hearings for that in May. It is a \$1.6 billion budget and this is the first time in our look ahead for five years that we will be tapping into our service stabilization fund. Based on our projections

now for revenue, we anticipate after funding runs out in about FY24 we will need to use those funds to make up that revenue gap in our budget but we are working on other solutions as well. In terms of Bus Revolution, we did release the scenarios with options for service frequency or different routing as well as the potential to use micro transit to provide more coverage in transit service areas that are lower density and might have fixed route.

Lou Millan, NJ Transit, reported that regarding transit ridership, NJ Transit is carrying about three out of four riders relative to pre-pandemic ridership, on bus, light rail, and Access Link, in the DVRPC region. The closer you are to the middle of the week, the higher the ridership. Commuter oriented services are not performing as well and that has been consistent, but the local services have had the most strength.

Rohan Hepkins, PATCO, reported that PATCO ridership is up to about 45 percent of pre-pandemic levels. Bridge traffic continues to be around 90 percent.

Tonyelle Cook-Artis, DRPA, reported that with things moving forward on opening Franklin Square Station, DRPA held and will be holding future meetings with the Chinatown CDC. There is work being done to relocate a water main line and there is lots more work to come.

Brian Goodson, FHWA NJ, reported that there is information and guidance on carbon reduction and funding for electric vehicles on FHWA's website.

Michael Shorr, PA DCED, reported that applications are open for the Greenway Trails and Recreation program and those are due by May 31. The PA DCED's multimodal program applications are due July 31 and there is a match requirement waiver for municipalities.

## **7. 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 after the RTC to discuss this. Mr. Seymour introduced Mike Boyer, DVRPC Director of Regional Planning, to further discuss the IIJA. Mr. Boyer called the Board's attention to a IIJA Municipal Resource Forum DVRPC will be conducting as a webinar on May 24 at 11 a.m. At this webinar attendees can learn about the IIJA and the numerous competitive and discretionary programs, upcoming NOFOs, DVRPC resources, and Environmental Justice initiatives. An email announcement about this will go out the first week of May.

Mr. Boyer noted that in terms of open Notice of Funding Opportunities (NOFOs), the RAISE grant (formerly Tiger/Build) applications closed on April 15. There were at least 11 applicants from the region and \$1.5 billion in awards will be announced in mid-August. The Port Infrastructure Development Program, for investments that will improve facilities that serve port facilities and address supply chain issues, application deadline closes May 16; there is \$450 million available in this round. There is opportunity available for the MEGA/INFRA/Rural Surface joint applications for 3 programs with a wide array of eligible surface transportation investments. The MEGA & Rural grants are for new and for large and non-urbanized projects and the INFRA grant is continuing with a focus on projects to improve facilities associated with goods movement. The application period closes May 23 and \$2.9 billion available in this round

In terms of Upcoming NOFOs (expected in May) the Safe Streets & Roads for All which are for investments that support safety, including developing a Comprehensive Safety Acton Plan will offer approximately \$1 billion and the federal share is 80 percent. The Discretionary Bridge Investment program offers \$12.5 billion total over five years from a variety of sources. This program allows for bridge bundling and culvert work as well. Large project grants (defined as \$100 million or more) will be \$50 million or greater but not more than 50 percent of the project cost; small project grants will be a minimum of \$2.5 million, but not more than 80 percent of the project cost. Several additional caveats is that construction must begin 18 months after funding is obligated and PE must be complete. In terms of the Broadband Program(s) more information will be included with the NOFO.

Mr. Boyer noted that letters of support and online guidance can be found on the IJJA webpage and that consistency with TIP programming requirements (i.e., in and consistent with LRP and note that the project sponsor will need to show ability to fully fund the project) is important.

**b. Economic Development District**

Mr. Seymour noted that in March 2022, DVRPC secured Economic Development District (EDD) designation from the Economic Development Administration (EDA) of the U.S. Department of Commerce. Mr. Seymour introduced Karen Cilurso, DVRPC Associate Director, Livable Communities, to explain more about this.

Ms. Cilurso noted that while EDA is the main economic development agency of the federal government and works with EDDs throughout the country to promote regional cooperation and job growth, DVRPC now is the designated liaison between EDA and our member counties and constituent communities. The primary purpose of the EDD is to implement the economic development activities and priorities set forth in the region's

Comprehensive Economic Development Strategy (CEDS). Staff activities of an EDD include:

- Coordinating and implementing economic development activities within the District;
- Carrying out economic development research, planning, implementation, and advisory functions on topics outlined in the CEDS;
- Coordinating the development and implementation of the CEDS with local, State, Federal, and private organizations; and
- Facilitating the CEDS committee on the development of the plan and identifying regional project priorities for EDA grant funding.

As the EDD, DVRPC can receive \$70K annually and is also eligible to apply for noncompetitive funds, upon invitation by EDA. Details about funding to support our new designation are forthcoming from EDA.

At the start of the 2023 Fiscal Year in July, our first task will be to begin the five-year update of the CEDS. Staff will be recalling the CEDS committee to assist with this effort. Moving forward, we hope we can work with the CEDS committee to identify regional economic development projects and prioritize funding applications. Staff will be reaching out to former members of the CEDS committee and our county partners to identify stakeholders from each county that should be represented such as economic development authorities, Workforce Investment Boards (WIBs), etc. EDA provides a variety of different competitive grant programs for construction and non-construction projects. Recent examples of successful EDA projects in our region include:

- 2019, City of Philadelphia, Navy Yard Road Expansion, \$3 million EDA/\$7.5 million match, Construction of Public Facility
- 2019, The Enterprise Center, Market Street Development Plan, \$5 million, Planning
- 2020, Burlington County \$660K and NJEDA, \$11 million, Revolving Loan Fund (RLF)
- 2021, Temple University, Digital Transformation, \$1.2 million, Planning

### **c. Certification Review**

Mr. Seymour noted that every four years we are required to go through a certification review where the federal agencies come in and examine our operations to be sure we are fully consistent and compliant with all the federal regulations. We have provided a lot of information to them that they are reviewing now and they are doing what they call a desk audit. They will be here on October 12 and 13th for a two day review. On the

morning of October 13 from 9 to 10 a.m. they would like to meet with Board members. We will send out a formal invitation for that.

#### **d. Fellowship Program**

Mr. Seymour reported that DVRPC is now entering the fifth year of a program where we offer a one year full time paid position to a new college graduate from the region. This has been a way to attract new people to the planning field, with a particular focus on underrepresented communities and populations. While it's meant to be a one year program to launch people in their career, two of the past fellows have been able to apply for vacancies that we have had and they have turned into full time employees. The new fellow would begin July 1 for that one year.

#### **e. Return to Office and Meetings**

Mr. Seymour noted that this is DVRPC's first hybrid Board meeting since the pandemic. Mr. Seymour noted how exciting it is to see folks in person and to have things feel somewhat back to normal.

#### **f. Staff Transition**

Mr. Seymour announced that after 31 years at DVRPC and 16 years as Executive Director he will begin the process of moving towards retirement. He noted that he will be meeting with the Executive Committee after this to talk about that process and how that will work. The Executive Committee is charged with identifying the candidate as the next Executive Director, but the full Board is to have input on defining the duties of that position. We want to figure out a process whereby all members of the Board can engage in thinking not just about who should replace me but what you would want in the next Executive Director and what new directions you are interested in pursuing. I am not leaving immediately and it is my intention to see things through the certification review, and if that means that I am here through October that is fine.

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) Delaware Valley Goods Movement 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 11:58 a.m. on a

MOTION by *Ms. Reuther*, 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