

## Board Meeting Minutes

March 23, 2023 | Virtual Meeting

### ATTENDEES & REPRESENTATIVES PRESENT

New Jersey Department of Community Affairs, **Keith Henderson**  
New Jersey Department of Transportation, **Mike Russo**  
New Jersey Governor's Appointee, **Ed Potosnak**  
Pennsylvania Department of Transportation, **Larry Shifflet**  
Pennsylvania Governor's Appointee, *(not represented)*  
Pennsylvania Governor's Policy & Planning Office, **James Mosca**  
Bucks County, **Robert Harvie, Evan Stone, Rich Brahler**  
Chester County, **Josh Maxwell, Brian O'Leary**  
Delaware County, **Christine Reuther, Gina Burritt**  
Montgomery County, **Scott France, Matt Edmond**  
Burlington County, **Tom Stanuikynas**  
Camden County, **Ilene Lampitt**  
Gloucester County, *(not represented)*  
Mercer County, **Leslie Floyd**  
City of Chester, **Peter Rykard**  
City of Philadelphia, **Chris Puchalsky**  
City of Camden, **June Morton**  
City of Trenton, **Michael Kolber**

### NON-VOTING MEMBERS

Federal Highway Administration, New Jersey Division, **Jason Simmons**  
Federal Highway Administration, PA Pennsylvania Division, **Gene Porochniak**  
U.S. Department of Housing and Urban Development, Region III, *(not represented)*  
U.S. Environmental Protection Agency, Region II, *(not represented)*  
U.S. Environmental Protection Agency, Region III, *(not represented)*  
Federal Transit Administration, Region III, *(not represented)*  
Southeastern Pennsylvania Transportation Authority, **Jody Holton**  
New Jersey Transit Corporation, **Lou Millan**  
New Jersey Department of Environmental Protection, *(not represented)*  
Pennsylvania Department of Environmental Protection, **Patrick Patterson**  
Delaware River Port Authority, **Tonyelle Cook-Artis**  
Port Authority Transit Corporation, *(not represented)*  
New Jersey Office of Planning Advocacy, **Donna Rendeiro**  
Pennsylvania Department of Community and Economic Development, **Michael Shorr**

### DVRPC CO-COUNSEL

Pennsylvania Co-Counsel: **Jonathan Bloom**  
New Jersey Co-Counsel: **Thomas Coleman**

### DVRPC STAFF

Patty Elkis, Jason Crouch, Karin Morris, Greg Krykewycz, Mike Boyer, Ethan Fogg, Shawn Megill Legendre, Brett Fusco, Rick Murphy, Alison Hastings, Jesse Buerk, Paul Smith, Najah Jackson, Elise Turner, Van Doan, Kevin Murphy, Betsy Mastaglio, Sarah Moran, Andrew Svekla, Karen Cilurso, Matt Gates, Shoshana Akins, Amy Verbofsky, Amy Bernknopf, Chris Pollard, Brian Carney, Spencer Gober, Jackie Davis, Derek Lombardi, Chris Mulroy, and Renee Wise

### GUESTS



**Connecting People, Places & Prosperity in Greater Philadelphia**

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided, generally free of charge, to individuals who submit a request at least seven days prior to a public meeting. For more information, visit [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI) or call (215) 592-1800.

PennDOT, **David Alas**  
City of Philadelphia, **Martine DeCamp**  
Montgomery County, **Matt Popek**  
PPTF, **Lucas Oshman**

## CALL TO ORDER: CHAIR'S COMMENTS

Chair Christine Reuther called the meeting to order at 10:00 a.m. Chair Reuther noted that Ariella had previously scheduled a family vacation for this week before she accepted the position as Executive Director, and Patty Elkins, DVRPC's Deputy Executive Director, will be sitting in for her.

Chair Reuther brought up the subject of the King of Prussia extension not receiving federal funding, and therefore not moving forward. The project would have linked the region's three largest employment centers: Center City, University City, and King of Prussia, and would have greatly improved access for many Delaware County residents. Chair Reuther expressed disappointment as the transit line would have brought many more people through 69th Street Transportation Center, an important gateway in Upper Darby Township and Delaware County as a whole. Though disappointed, she stated that she understood it was a fiscal issue.

Scott France, Executive Director of the Montgomery County Planning Commission expressed thanks to all of the stakeholders, officials, and partners who have supported the effort to bring rail service to the King of Prussia employment center, and to acknowledge the team at SEPTA, led by Jody Holton, Anna Hooven, and Ryan Judge, among many others – including of course, Leslie Richards. He said that the disappointing status is not due from a lack of their effort, or will, and he thanked partners at DVRPC, both the staff and fellow board member organizations.

Mr. France went on to state, "Transit, more so than most other public infrastructure, really knits our region together. While we must maintain a state of good repair, the visions to expand and enhance service can also serve to expand and enhance our regional identity and opportunity. The suspension of KOP Rail affects the entire region. We are losing the opportunity to better connect some of our largest employment and market centers in the region. But we are also losing the opportunity to increase equity through enhanced job accessibility from the high-frequency SEPTA Metro Network through Delaware and Montgomery counties. The core issues of local and state funding are not resolved and will continue to threaten our standing as a major metropolitan area with a top-flight public transit system. Fortunately, members of the DVRPC understand that our long-range goals promote the entire region and provide mutual benefit. We look forward to continued partnership to maintain and bolster our public transportation system....We will continue to look ahead and seek out mobility and access improvements to King of Prussia. At the same time, I'm hopeful that this high-profile decision can someday be viewed as a turning point and the smart and creative people in this region ultimately find better solutions to support our public transportation network."

Jody Holton, Chief Planning and Strategy Officer, SEPTA, commented that it was a very difficult decision to pause the project, made on a review of the rising costs, inflation, high interest rates, along with the fact that we were not recommended for federal New Starts funding in fiscal year 2024. She said that while SEPTA is disappointed, SEPTA knows that this project would have delivered real benefits to the city and region, eased congestion on roadways, and reduced air pollution. Ms. Holton went on to state that SEPTA appreciates all the hard work of many staff and others that spent a lot of time on this project, including DVRPC staff who have done ridership modeling. Ms. Holton said that SEPTA hopes that everyone can work together as a region to continue to improve mobility in the region and in the King of Prussia area, and that throughout the region we do have to prioritize essential infrastructure work and safety and security improvements right now, as our state of good repair backlog continues to grow. SEPTA has less funding than other transit agencies of similar size and the agency needs additional funding in order to move any kind of expansion project forward in the future. Ms. Holton concluded with the thought that, while it's a disappointment, it was a great project that we all worked together on and hopefully we can do so again in the future.

Chris Puchalsky, Director of Policy and Strategic Initiatives at OTIS in the City of Philadelphia, commented that the City of Philadelphia shares the sentiments expressed by Montgomery County, Chair Reuther, and SEPTA. While the City supports the decision, it is also unfortunate. Mr. Puchalsky expressed that this is not good news for anybody, necessarily, but he does hope that this leads to elevating the discussion about regional and local funding in Southeastern Pennsylvania for transit improvements. With a backlog of projects approaching \$5 billion dollars, it is really hard to make meaningful system improvements that increase accessibility and help the system recover from the pandemic.

Patty Elkins, Deputy Executive Director at DVRPC, commented that DVRPC also appreciates all the work that's gone into this. This was an important effort to connect these three large employment centers in our region to improve access to jobs. She stated that she hopes that we can continue the conversation and discuss the tremendous transportation funding gaps in our region, and the need to be able to raise funding locally to provide matches for federally funded projects.

Chair Reuther commented that she thinks there is an opportunity, certainly, for all of us to continue talking and to work with our State legislators to elevate the focus on the need for longer term funding solutions as well as focusing on what we could do in our own jurisdictions.

## PUBLIC COMMENTS ON AGENDA AND NON-AGENDA ITEMS

No public comments were stated.

### ACTION ITEMS

#### 1. Minutes of Meeting of February 23, 2023

**ACTION:** Approval of the minutes of February 23, 2023. **MOTION** by Mr. Shifflet, seconded by Mr. Harvie. Motion passed. All votes were cast in favor of the motion.

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

Rick Murphy, DVRPC Manager, Office of TIP Development and Maintenance, presented the following TIP actions to the Board. **PRESENTATION**. Note: Actions a. through d. were grouped together for the Board vote.

- a. NJ22-109: Network Congestion Management in the Trenton Urbanized Area (DB #TBD2), Mercer County [Action Item Description](#)
- b. NJ22-110: Arena Drive (CR 620) and South Broad Street (CR 524) Multimodal Safety (DB #TBD3), Mercer County [Action Item Description](#)

##### Board Discussion:

Jason Simmons, FHWA NJ, asked Mr. Murphy for a quick update on the South Broad Street Bridge Project delay, when that might be rescheduled, and what funding is anticipated to fund that in future years. Mr. Murphy responded that as of now, it is being delayed by a year, and DVRPC will fix it in the 2024 TIP update. The project is still expected to use the urbanized area funds.

- c. NJ22-111: Calhoun Street Extension (CR 653) and Multimodal Safety Project (DB #TBD4), Mercer County [Action Item Description](#)
- d. NJ22-112: Mercer County Intersection Improvements, Various Locations (DB #TBD5), Mercer County [Action Item Description](#)

**ACTION:** Approval of the following TIP Amendments:

- Network Congestion Management in the Trenton Urbanized Area - Add new \$1.8 M STBGP-TRENTON funded LCD project in FY23
- Arena Drive (CR 620) & South Broad Street (CR 524) Multimodal Safety - Add new \$1 M STBGP-TRENTON funded LCD project in FY23
- Calhoun Street Extension (CR 653) and Multimodal Safety Project - Add new \$500,000 STBGP-TRENTON funded LCD project in FY23
- Mercer County Intersection Improvements, Various Locations - Add new \$600,000 STBGP-TRENTON funded LCD project in FY23

**MOTION** by Ms. Floyd, seconded by Mr. Potosnak. All votes were cast in favor of the motion.

- e. PA23-32: SEPTA Key (MPMS #60611), SEPTA [Action Item Description](#)

##### Board Discussion:

Peter Rykard, City of Chester, asked why seniors were removed from the system for train rides. Jody Holton, SEPTA, noted that the current fare policies for seniors are subsidized by the Lottery fund, and that seniors are free on transit; they just need to get a key card at one of our locations in the city. They can also go to their local elected officials offices and receive a senior card with valid identification and then ride for free.

Josh Maxwell, Chester County, asked if the SEPTA Key 2.0 will be able to add to a Google wallet or Apple wallet and be able to tap in with a smart device. Jody Holton, SEPTA responded that it should be easily done in the new Key system, but this is largely a software update. The back end of the system was developed 10 years ago, and, just like any other software system, it needs to be updated. "We are looking forward to having a more open architecture of that software system so that we can do Apple Pay and other things by later this year."

A [public comment](#) was submitted by Jerrett Johnson.

**ACTION:** Add design phase of new project, SEPTA Key 2.0 Fare Payment System, to the TIP by increasing the FY23 ERC Phase by \$15 M (\$12 M Section 5337/\$2.904 State 1514/\$96,000 LOC). **MOTION** by Mr. Puchalsky, seconded by Mr. Maxwell. All votes were cast in favor of the motion. Motion passed.

3. **Transportation Performance Management (TPM) Roadway Assets Condition and System Performance Targets** Mike Boyer, DVRPC Director of Regional Planning, presented on the TPM Performance Measures. [PRESENTATION, SLIDE 17](#)

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. [Action Item Description](#)

**Board Discussion:**

Mike Russo, NJDOT, thanked Mr. Boyer for effectively explaining a complex topic.

Chair Reuther noted that it was very interesting today to hear that there are legislators who think we are spending too much money on infrastructure projects, and instead believe we should be putting the state surplus of Pennsylvania into the Rainy Day Fund. She said that when she sees a report like this, and realizes that there aren't enough funds to keep all our pavement and bridges in a state of good repair, it is disheartening. She expressed hope there will be some additional thought given to this on the state funding side.

**ACTION:** Approval for DVRPC to agree to support PennDOT's and NJ DOT's statewide Roadway Assets Condition and System Performance targets and to plan and program projects that contribute toward meeting or exceeding the targets. **MOTION** by Mr. Shifflet, seconded by Mr. Russo. Motion passed. All votes were cast in favor of the motion.

4. **Update on DVRPC Regional Housing Initiative.**

Andrew Svekla, DVRPC Manager, Smart Growth, and Brian Carney, DVRPC Economic and Demographic Analyst, presented an update on DVRPC's Regional Housing Initiative. [PRESENTATION, SLIDE 29](#)

**Board Discussion:**

Chair Reuther thanked Andrew and Brian for this presentation, and noted that it is very timely from Delaware County's perspective. She said that the county has been delayed by the pandemic in moving forward its goal to focus on the whole spectrum of housing and housing security, driven by the need to address poverty. When looking at equity and housing, it can be very difficult to parse out what is related to economic conditions and what is related to race. She explained that the county is confronting issues related to zoning and exclusionary zoning both in highly built out communities, where it is sometimes easy to make that case, and in places where certain influential local leaders actively discourage subsidized housing rentals. This exacerbates the lack of housing opportunity for people who require some support in an affordable environment. Chair Reuther said that there are a lot of conversations to be had and a lot of them are very difficult, but that this presentation is a great start and an opportunity to offer some cross jurisdiction collaboration.

Ed Potosnak, NJ Governor's Appointee, asked if there was any thought given to the location of housing and environmental factors, like flooding or being in the floodplain, particularly for low income families. He said that one thing becoming more and more apparent is that areas that are more flood prone, and where the damage and the cost of recovery are higher, are often the areas where residents can least afford to be flooded, lose belongings, or have the money to invest to get back up on their feet. Mr. Potosnak asked if that was part of the housing analysis, or if it would be considered in future analysis.

Andrew Svekla, DVRPC, noted that this is something that has come up numerous times. He said that we know that overburdened communities and communities of color have borne the brunt of environmental injustices, and vulnerability to climate change and extreme weather, and that that is in the forefront of our minds though it was not incorporated into this analysis. Mr. Svekla suggested that going forward it would be compelling to show that, as it is known that with the recent hurricanes, some of the people most impacted were some of the people who could least afford it. He explained that these are part of the conversations, and that DVRPC has mapped those dedicated subsidized units across the region, and that it would be important to look at that stock of housing and the risks they face.

Brian O'Leary, Chester County, thanked Andrew and Brian for the presentation and noted that he is interested in looking at how as we reinvent some of our employment centers where there is an opportunity for housing. Mr. O'Leary noted that Chester County Planning Commission recently ran their numbers and found that their median household value last year for sales was \$466,000, an 11 percent jump over the prior year, and \$180,000 more than the regional medium. He described that people are being pushed out to the edge of the county for affordability, which affects the transportation system. Mr. O'Leary said that this 's a workforce issue, too, cutting into everything that we do.

Andrew Svekla, DVRPC, thanked Mr. O'Leary, noting all of the great work Chester County has done, and that their A Plus Housing Initiative is one of the efforts DVRPC has drawn inspiration from.

Scott France from Montgomery County, noted that Montgomery County did work with DVRPC staff on the climate change vulnerability assessment, which is a map-based tool that might hit on some of those

environmental crossover issues between housing and location and where those impacts are felt the most. He suggested that both analyses get integrated. He also suggested that the idea of finding these common areas with similar problems and situations can be beneficial in Montgomery County's Homes for All initiative.

Christine Reuther, Delaware County, noted that this is an issue for Delaware County, and Delaware County would welcome any insight on how to better focus on stabilizing neighborhoods and dispersing Whole Home Repair funds across as many housing units as possible. When determining how to best allocate scarce dollars—whether from the state, federal, or other sources—the question is what gives the better long term retention rate for affordable housing in the community.

Andrew Svekla, DVRPC, noted that the Philadelphia Housing Research Working Group, a collaborative of academics and research institutions in Philadelphia, is examining similar questions and may be able to help address these more technical issues.

## PRESENTATION ITEMS

### 5. Update on Public Participation Task Force (PPTF)

Shoshana Akins, DVRPC Senior Public Participation Planner, presented an update on the Public Participation Task Force. [PRESENTATION, SLIDE 71](#).

#### Board Discussion:

Chris Puchalsky, City of Philadelphia, noted that the presentation described one of the roles of the PPTF is to participate on committees to provide advice to committee members. He asked if the PPTF members are representing the whole PPTF, a subgroup within the region, or the public at large.

Shoshana Akins, DVRPC, noted that the PPTF members are volunteers who are volunteering their time, and clarified that DVRPC does not ask PPTF members to represent the entire region, just their own personal thoughts as a member of the PPTF. She explained that DVRPC has a training session on participating on evaluation committees, and a form that all of the members sign showing their understanding that they are representing their perspective, but without a bias. If there is a project in their neighborhood, they need to say that they live in that neighborhood, and to talk about what their bias would be.

## DISCUSSION ITEMS

### 6. One Minute Reports

Scott France, Montgomery County, reported that the Chester Valley trail opened this month and now connects the Chester Valley trail in Chester County with the Schuylkill River trail in Montgomery County. This is an amazing connective piece between Exton to Philadelphia, upwards of Green Lane, in Montgomery County. He said that the next day there would be another groundbreaking taking place in Fort Washington for the Cross County Trail, their next priority with many elements. Mr. France described that this segment is in the business park where they are doing a road diet project as well as the Cross County trail, which would expand those networks even further. He also noted that SRPRA submitted the application for the Corridor ID program and that the county looks forward to that process continuing.

Christine Reuther, Delaware County, reported that the county will be holding its second Sustainability Conference on June 8 and is being hosted by Widener University. Ms. Reuther encouraged everyone to join.

Chris Puchalsky, City of Philadelphia, reported that this past week the city learned that it was awarded a \$2 million USDOT SMART Grant for a Philadelphia region right of way project. The project seeks to address two major challenges: one is the scarcity of right of way space in Philadelphia, and the second is the scarcity of information about how to use that curb space for users. The grant will support digitizing street sidewalk, curbside space within the project area and developing an outline to communicate that information to a user. What digitizing the space means is that the regulations on every foot of curb space will be stored digitally, which unlocks lots of potential to not only communicate how to use the spaces, but also to better regulate and optimize the use of these limited curbside resources.

Mr. Puchalsky also shared that the City received a \$1.8 million Reconnecting Communities Pilot Program Grant to support the Chinatown Stitch project that is looking at a cap of the Vine Street Expressway. Public engagement is already underway, including a public survey and a visioning workshop for April 26. He explained that the first step is to really work with the community to determine what their needs and preferences are in order to determine which part of the expressway should be capped and what should go on top of that cap.

Ilene Lampitt, Camden County, reported that the county just applied for a RAISE grant for the Link Trail.

Michael Kolber, City of Trenton, reported that the city will be hosting two bicycle open houses: April 25 and May 7. DVRPC and Trenton are coordinating and organizing these events, and Mr. Kolber shared that the city is incredibly grateful for the help it is receiving for these activities. He said that the City of Trenton is hoping to promote bicycling in the city and getting feedback for our bicycle plans. He described the event as having free ice cream and all kinds of fun activities, all in the service of getting real input on bike links and bike infrastructure in

the city of Trenton. Trenton is also looking at their Vision Zero plans and trail plans at these events, and regional partners are invited to see what can be done in other localities and to provide input on bicycle infrastructure.

Jody Holton, SEPTA, reported on a positive meeting on Monday night when SEPTA presented the updated draft plan for Bus Revolution. The draft took into consideration what it heard from the first round of public outreach, including the desire for more one seat rides into Center City, fewer transfer points, and an acknowledgment of the need for improved safety on the system. SEPTA released the draft, which is available on their website. Ms. Holton went on to offer that there will be a number of public meetings coming up, and that they'll be engaging with riders directly at transit centers and bus stops throughout the region. Any questions about the website or engagement process can be directed back to Ms. Holton. This round of engagement will last through the middle of May.

Ms. Holton also announced that the Key Advantage program, their universal pass program, is now open to all employers, even those with fewer than 50 employees. SEPTA had started this program with Drexel, the University of Pennsylvania Health System and Wawa, and now participants also include FMC Corporation, Health, Verity, and ABC Senior Care. Mayor Kenny wants the City to join the program for City employees, and Ms. Holton said that they are working with the City, and SEPTA was glad to see that in the Mayor's Budget Address, as well as a potential low income zero fare program for low income folks in Philadelphia. As a final note, Ms. Holton shared that SEPTA plans to release its draft operating budget and draft capital budget for FY 24 in early April, and there will be public hearings on those budgets 30 days after release.

Lou Millan, NJ Transit, reported that NJ Transit will be part of a mobile workshop in May and noted that he would provide more information on that soon.

Donna Rendeiro, NJ Office for Planning Advocacy, reported on the effort to update the New Jersey Infrastructure Needs Assessment for the first time in 20 years. She explained that as a statutory step needed for the upcoming state development and redevelopment plan update. The Office of Planning Advocacy contracted with Rutgers to do phase one, covering transportation, water, infrastructure, and energy. Phase two will cover housing, farmland retention, open space and recreation, education, libraries, human services, and similar topics. Her office will work collaboratively with state agency partners and will reach out to the MPOs for input.

Michael Shorr, PA DCED, reported last week the CFA had their first Board meeting in a while, during which they approved the Multimodal Transportation fund program and other programs. The LSA statewide program ended up having more funding than originally anticipated, and should continue to be a new good funding stream for some projects to look at for acquisition, construction, demo, infrastructure, and vehicle purchases. It was also utilized for some planning projects in the southeast region, a bikeshare feasibility assessment, and Vision Zero plans, the latter two were both Delaware County projects. The CFA is now accepting applications for this round of multi-modal transportation funding until July 31, and the Act 13 programs are accepting applications until May 31, including for the Greenway Trails and Recreation program.

## 7. Executive Director's Report

- a. [NJ TCDI Program](#)
- b. [IJA Update](#)
- c. [Funding Navigator for Water System Improvements Update](#)
- d. [Mobility Summit](#)
- e. [CEDS Update](#)
- f. [APA Conference and DVRPC Involvement](#)
- g. [America 250 PA Convening](#)

## 8. Committee Reports

- a. [Regional Technical Committee](#)
- b. [Information Resources Exchange Group](#)

### OLD BUSINESS

None

### NEW BUSINESS

None

**ACTION:** Adjourn the Board meeting and move into the Executive session. **MOTION** by Mr. Puchalsky, seconded by Mr. Stanuikynas. Motion passed. All votes were cast in favor of the motion.