

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 23, 2016

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	David Kuhn
Pennsylvania Department of Transportation	James Mosca
New Jersey Governor's Appointee	Chris Howard
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Lynn Bush
Chester County	Brian O'Leary
Delaware County	Linda Hill
Montgomery County	Valerie Arkoosh
Burlington County	Carol Thomas
Camden County	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Latifah Griffin
City of Philadelphia	Mark Squilla
City of Camden	Dana Redd
City of Trenton	Ed Williams
	Diana Rogers

Non-Voting Members

Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	Richard Ott
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	Katie Berrillo
Southeastern Pennsylvania Transportation Authority	Byron Comati
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	(not represented)
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	Gerard Scharfenberger
Pennsylvania Department of Community and Economic Development	Aliyah Furman

<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Megan Albright
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Chris Puchalsky, Elizabeth Schoonmaker, Alison Hastings, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Mary Bell, Tom McGovern, Van Doan, Zoe Neaderland, Elise Turner, Shawn Megill-Legendre, Shoshana Akins, Chris Pollard, Chris King, Chris Linn, Karen Cilurso, Ken Peters, Dave Anderson and Renee Wise.

<u>Guests</u>	
PennDOT 6-0	Jonathan Korus
Pennoni Associates	Donald Shanis
Gloucester County	David Lubelski
CH Planning	Charnelle Hicks
New Jersey Conservation Foundation	Olivia Glenn

Call to Order - Chair's Comments

Chair Dana Redd called the meeting to order at 10:08 a.m. and asked if there was any press in the room. Ms. Redd thanked the Board for the opportunity to serve as Chair and thanked DVRPC for all of their assistance.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Olivia Glenn of the New Jersey Conservation Foundation in support of the Board's action on the New Jersey Regional Trails Grant program projects.

Action Items

1. Minutes of Meeting of May 26, 2016

The Board adopted the following **motion**:

MOTION by Ms. Thomas, seconded by Mr. Kuhn, to approve the minutes of May 26, 2016.

2. Transportation Improvement Program (TIP Actions)

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation, presented the following TIP actions to the Board:

2a. PA15-90: SEPTA Bus Purchase Program, (MPMS #90512), SEPTA

SEPTA has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the SEPTA Bus Purchase Program (MPMS #90512) by \$23,857,000 (\$2,585,000 Federal Section 5312/\$20,586,000 State 1514/\$686,000 Local) in FY16 for the purchase of equipment (PUR) phase. Federal funds in the amount of \$2,585,075 are additional to the region. The project description will also be updated.

SEPTA applied for and has been awarded a Federal Transit Administration (FTA) grant for Section 5312 Low or No Emission Vehicle Deployment program. SEPTA has received \$2,585,075 in FTA funds to support a \$23,857,075 project. This is a competitive grant that will support the purchase of 25 forty-foot zero-emission all-electric buses and related equipment, e.g. charging stations at the bus depot and along the bus routes. These all-electric buses will be deployed on SEPTA Bus Routes 29 and 79 in South Philadelphia. The \$2,585,075 will fund the difference in cost between a diesel-hybrid electric vehicle and an all-electric vehicle.

DVRPC produced a white paper in mid-2015 that highlighted the advantages of the all-electric bus technology in the context of SEPTA Bus Routes 29 and 79 in South Philadelphia. The paper demonstrated a strong business case for shifting to another vehicle technology and SEPTA states it was instrumental in framing the grant application. SEPTA also considers this a good example of strategic planning, business case rationalization and teamwork from SEPTA and DVRPC.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and by additional funding to the region. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

One public comment was received in support of this project from Dennis Winters of the Clean Air Council.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Arkoosh, seconded by Mr. Levecchia, that the Board approve the following TIP action:

PA15-90, SEPTA's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the SEPTA Bus Purchase Program (MPMS #90512) by \$23,857,000

(\$2,585,000 Federal Section 5312/\$20,586,000 State 1514/\$686,000 Local) in FY16 for the purchase of equipment (PUR) phase. Federal funds in the amount of \$2,585,075 are additional to the region. The project description will also be updated.

2b. NJ16-039: Rt. 206, Bridges over Stony Brook, (DB #16354), Mercer County

NJDOT has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a \$24,550,000 graduate Study and Development project, Rt. 206, Bridges over Stony Brook, (DB #16354), into the TIP. The project will require a \$2,500,000 State funded Final Design (DES) phase in FY16 and a \$22,050,000 State funded Construction (CON) phase in FY17. In order to minimize traffic impacts and reduce the construction duration of both structures, this project will combine two projects that were in the Study and Development Program in FY16 and advance them to DES and CON: "Route 206, Bridge over Stony Brook Flood Channel" (DB #14421) and "Route 206, Bridge over Stony Brook, Emergency Repair" (DB #16354).

Funds will provide for the DES and CON of Route 206 over Stony Brook (structure #1129-155) and Route 206 over Stony Brook Flood Channel (structure #1129-154) in Princeton. Route 206 over Stony Brook (structure #1129-155) is 224-years old, the oldest bridge in New Jersey, and will be rehabilitated to strengthen the arches and reconstruct the spandrel walls and parapets. In late February 2016, this bridge was closed to traffic for emergency repairs due to parapet and spandrel wall failure. Upon a more in-depth inspection, areas with missing and deteriorating mortar joints were found throughout the spandrel walls and wing walls. Since its reopening, the bridge now has a posted weight limit of 20 tons with a truck detour in place. Route 206 is part of the New Jersey Access Network, which is a NJDOT designated travel route for 102-inch wide standard trucks and double-trailer truck combinations.

The other structure, Route 206 over Stony Brook Flood Channel (structure #1129-154), will be replaced. No roadway widening will occur. Minor re-profiling of the road, drainage improvements, and minor utility work are anticipated. The bridge sufficiency rating was downgraded from 49.7 in 2012 to 29.5 in 2014, thus reflecting the accelerating deterioration of the bridge condition. The deck is in serious, intolerable condition; the superstructure is in poor condition; and the bridge is showing signs of scour (the removal of sediment from around bridge abutments or piers that can potentially compromise the structure's integrity).

Financial constraint will be maintained.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Floyd, seconded by Mr. Kuhn, that the Board approve the following TIP action:

NJ16-039, NJDOT's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a \$24,550,000 graduate Study and Development project, Rt. 206, Bridges over Stony Brook, (DB #16354), into the TIP. The project will require a \$2,500,000 State funded Final Design (DES) phase in FY16 and a \$22,050,000 State funded Construction (CON) phase in FY17. This project will combine two projects that were in the Study and Development Program in FY16 and advance them to DES and CON: "Route 206, Bridge over Stony Brook Flood Channel" (DB #14421) and "Route 206, Bridge over Stony Brook, Emergency Repair" (DB #16354).

2c. NJ16-042: River LINE Tier 4 Engine Retrofit Project, (DB #T701), NJ TRANSIT

NJ TRANSIT has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new, multi-year, \$14 million CMAQ funded River LINE Tier 4 Engine Retrofit Project into the TIP, accordingly: \$7,500,000 CMAQ funds for Capital Acquisition (CAP) in FY16 and \$6,500,000 CMAQ funds for CAP in FY17. With the support of NJDOT, the \$14 million CMAQ funds will be flexed (transferred) from FHWA to FTA.

Funds will provide for the retrofit of all 20 River LINE self-propelled diesel cars by replacing their original Tier 1 diesel engines with new Tier 4 engines. The proposed engine replacements are expected to result in significant emissions reduction and is a lower cost alternative to vehicle replacement. River LINE's existing vehicle fleet consists of all Tier 1 engines that have been in service since its March 2004 opening. Tier 1 standards were adopted by the EPA in 1994 and were the first federal standards for new non-road (or off-road) diesel engines. Since then, emissions standards have become more stringent. The Tier 4 emission standards introduced substantial reductions of nitrogen oxide (NOx) and Particulate Matter (PM) as well as more stringent Hydrocarbon (HC) limits. Hence, the new Tier 4 engines for the River LINE will meet current emission standards.

The River LINE is NJ TRANSIT's only diesel light rail line and is a 34-mile (55 km) light rail service operating between Trenton and Camden in New Jersey. It is used by over 2.8 million passengers a year.

Financial constraint will be maintained as these are additional funds to the DVRPC region.

One public comment was received in support of this project from Dennis Winters of the Clean Air Council.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Thomas, seconded by Mr. Levecchia, that the Board approve the following TIP action:

NJ16-042, NJ TRANSIT's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new, multi-year, \$14 million CMAQ funded River LINE Tier 4 Engine Retrofit Project into the TIP, accordingly: \$7,500,000 CMAQ funds for Capital Acquisition (CAP) in FY16 and \$6,500,000 CMAQ funds for CAP in FY17. With the support of NJDOT, the \$14 million CMAQ funds will be flexed (transferred) from FHWA to FTA.

3. Work Program Amendment: Installation and Operation of Additional Permanent Bicycle and Pedestrian Counters on the D&L Canal Trail and Schuylkill River Trail

Shawn Megill- Legendre, DVRPC Senior Research Analyst, Office of Energy and Climate Change Initiatives, explained that DVRPC currently operates a network of 12 permanent bicycle and pedestrian counters on Circuit Trails throughout the Greater Philadelphia region. These counters provide data on use by mode (cyclist vs. pedestrian) and by direction on an ongoing basis. In addition to providing data on use at 12 specific locations, the permanent counters allow DVRPC to develop regionally-specific seasonal adjustment factors which can be applied to short term counts in order to estimate Annual Average Daily Bicycles and Annual Average Daily Pedestrians. Acquisition of the original equipment and a portion of operational costs were paid for by the William Penn Foundation.

The Pennsylvania Environmental Council approached DVRPC with an offer of funding to support acquisition and a portion of operational costs for an additional three counters: two to be located on the D&L Canal Trail in Bucks County and one on the Schuylkill River Trail in Montgomery County. These counters will add to the network that DVRPC uses to set seasonal adjustment factors as well as provide additional trail use data.

Work program tasks will include the acquisition of three additional permanent bicycle and pedestrian counters and their installation, operation, and maintenance.

One public comment was received in support of this project from Dennis Winters of the Clean Air Council and one public comment in support of this project was received from John Boyle of the Bicycle Coalition of Greater Philadelphia.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Bush, seconded by Mr. Mosca, that the Board approve:

The Work Program Amendment entitled "Installation and Operation of Additional Permanent Bicycle and Pedestrian Counters on the D&L Canal Trail and the Schuylkill

River Trail” and authorize DVRPC to accept a \$19,250 grant from the Pennsylvania Environmental Council to support the same.

4. FY 2017 Project Selection for the Transportation and Community Development Initiative (TCDI) Program

Karen Cilurso, DVRPC Manager of Community Revitalization, Office of Smart Growth, explained that the Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support growth in the individual municipalities of the Delaware Valley through initiatives that implement the region’s long-range plan, Connections 2040 Plan for Greater Philadelphia. Central to this effort is to ensure greater quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of a soft cap of \$100,000 for single municipal projects and \$175,000 for multi-municipal projects to local municipalities and counties to undertake planning and early stage design initiatives for projects or programs that improve the efficiency or enhance the regional transportation system and implement the goals of Connections 2040, the region’s long range plan.

For FY2017, there was \$1.2 million available for Pennsylvania projects and \$600,000 available for New Jersey projects. DVRPC received 57 new project applications; 41 in Pennsylvania and 16 in New Jersey. The funding requests totaled \$3.685 million in Pennsylvania and \$1.277 million in New Jersey. The TCDI Review Committee(s) representing the DVRPC counties, state agencies, non-profit organizations, transit agencies, public participation task force, departments of transportation, and academic institutions reviewed the projects and selected funding priorities for the FY 2017 round.

One public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia asking if there will be bicycle and pedestrian considerations for the Route 130 projects. A response from the project manager followed, indicating that would be considered.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Squilla, seconded by Mr. O’Leary, that the Board approve:

The list of recommended FY 2017 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

5. DVRPC Regional Trails Program New Jersey Grant Awards

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that the following Circuit trail projects were developed in conjunction with their respective county planning partners and local sponsors. Funding has been proposed to construct or design the following projects through DVRPC's Regional Trails Program with support from the William Penn Foundation. Pending approval, grants will be issued for the following projects:

1. Trenton Wellness Loop (construction), D&R Greenways Land Trust – \$195,000
2. D&R Canal–Delaware River Heritage Trail Gap (design), D&R Greenways Land Trust – \$110,000
3. Rancocas Creek Greenway (design), Burlington County – \$300,000
4. Cooper River Trail, Pub Connector (design), Camden County – \$37,820
5. Gloucester Township Bike Path (design), Camden County – \$217,000
6. Harrison Trail (design), Gloucester County – \$400,000

Executive Director Barry Seymour noted that 83 public comments were received in support of this action and that they can be found in the Board packets.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The six Regional Trails Program Grant awards.

6. Third Amendment to the New Jersey Memorandum of Understanding for Exchange of Program Funds for Federal Fiscal Year 2014 Through 2018

Kwan Hui, DVRPC Senior Capital Program Coordinator, Office of Capital Programs, explained that this action is a request for recommendation of adoption of the third annual amendment to a Memorandum of Understanding (MOU) in order to address the level of federal and state transportation funds to be exchanged among New Jersey agencies for FY17. The MOU was originally adopted by the DVRPC Board in September 2013 among New Jersey Transit Corporation (NJ TRANSIT), the New Jersey Department of Transportation (NJDOT), and the three metropolitan planning organizations (MPOs) in New Jersey: the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). This exchange of program funds is subject to State Transportation Trust Fund (TTF) renewal and State appropriation for the DVRPC FY2016 NJ Transportation Improvement Program (TIP) and NJDOT's FY2016 Statewide Transportation Improvement Program (STIP).

Statewide in FY17, \$89.5 million of federal Surface Transportation Program (STP) sub-allocated funding would be made available for NJ TRANSIT's use. An equivalent amount of \$89.5 million State Transportation Trust Funds would be made available to the MPOs, accordingly: \$11.5 million for DVRPC, \$70.5 million for NJTPA, and \$7.5 million for SJTPO. Surface Transportation Program sub-allocated funding (STP-STU) are federal funds dedicated for MPO assignment and are now known as the Surface Transportation Block Grant Program (STBGP) under the FAST Act. NJDOT has requested that the STP-STU fund code from MAP-21 continue in FY17 for DVRPC's STBGP sub-allocated funding.

The original MOU provided the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ Transportation Improvement Programs (TIPs) for New Jersey MPOs and NJDOT's State Transportation Improvement Program (STIP). These funds would be made available annually during federal fiscal years 2014 through 2018 for NJ TRANSIT's use. In return, an equal amount of State Transportation Trust Funds would be made available for MPO assignment. It will also not result in any net loss or gain of funds for any agency.

In the DVRPC region, the amount exchanged may vary slightly from one year to the next depending on the exact amount of STP sub-allocation (STP-STU) and the annual State TTF appropriation. It will also be dependent on evaluation of which funding type (federal or state) is most appropriate for a given MPO project. Projects in the DVRPC region that must remain federal or state funded have necessitated a fluctuation of the annual DVRPC fund exchange amount over the last few years. Some of the projects that were historically funded with federal STP-STU will advance with State TTF rather than federal funds, though review and requirements for the local program will remain the same as the federally funded MPO/Local Aid process.

The entire MPO sub-allocation of STBGP funds (STP-STU) would not be included in this Program Funds Exchange for the DVRPC region. The region would retain an estimated \$9.7 million of federal STP-STU funds for appropriate use in FY17, as there are some projects that would be best implemented using federal funds. Anticipated State TTF and federal STP-STU programming for local projects in the DVRPC region is reflected in the DVRPC FY2016 NJ TIP and in NJDOT's FY2016 STIP. State TTF funded projects in DVRPC's Local Program are denoted by the code, STATE-DVRPC, and the two-digits before the code indicate the year that the funds are expected to be or were appropriated. For example, the fund code, 17-STATE-DVRPC, indicates State TTF funds will be appropriated in FY17.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Howard, that the Board adopt:

The Third Amendment to the Memorandum of Understanding among New Jersey Transit Corporation (NJ TRANSIT), the New Jersey Department of Transportation (NJDOT), the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPA) for Exchange of Program Funds to reflect FY17 levels of exchange funding.

7. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process

John Ward, DVRPC Deputy Executive Director, explained that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed TIP to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable requirements.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.
4. The TIP is financially constrained and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques.
5. Congestion Management Process requirements for non-attainment Transportation Management Areas have been met.
6. A performance-based planning approach to transportation decision making is being integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets.
7. The FAST Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: improving resiliency and reliability of the transportation system and reducing stormwater impacts of surface transportation as well as enhancing travel

and tourism. DVRPC will work with its partners to consider these new factors in the planning process.

8. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.
9. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
10. Environmental justice for low income and minority populations is being addressed
11. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs.
12. The Americans with Disabilities Act and US DOT regulations entitled Transportation for Individuals with Disabilities have been met.
13. Regarding transit agency representation on MPO policy boards, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d)(4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item .
14. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Levecchia, that the Board adopt:

Resolution No. FY16-005 certifying that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation.

8. Election of Fiscal Year 2017 Board Officers

Elections took place for the Fiscal Year 2017 DVRPC Board Officers. A recommended slate of officers was proposed by the Nominating Committee. No nominations were offered from the floor.

On a **motion** by Mr. Mosca, seconded by Mr. O'Leary, the Board unanimously approved the Fiscal Year 2017 DVRPC Board Officers:

Commissioner Valerie Arkoosh (Alternate, Jody Holton, Montgomery County) was elected Chair.

David Kuhn, New Jersey Department of Transportation (Alternate, Thomas Wospil, New Jersey Department of Transportation) was elected Vice Chair.

Freeholder Director Louis Cappelli (Alternate, Andrew Levecchia, Camden County) was elected Secretary.

Pennsylvania State Representative, Nedra Ralston, Pennsylvania Governor's Policy and Planning Office, was elected Treasurer.

Barry Seymour, DVRPC Executive Director, noted that all officers will also serve on the Executive Committee.

DISCUSSION ITEMS

5. One Minute Reports

Byron Comati, SEPTA, reported that SEPTA's Key fare system is about halfway through its early testing. Mr. Comati noted that he will report back to the Board in the next few months regarding the system and its progress.

Dave Kuhn, NJDOT, reported that there are two State Transportation Trust Fund bills moving through the legislature. One deals with revenue and the other deals with how to spend the money. The Trust Fund bill proposes a rail/freight grant program increase and a local aid increase. The local bridge program would increase as well and a local freight impact fund would be created. Additionally a Policy Review Board and a Capital Program Approval Committee would need to review and report on funding decisions.

Jim Mosca, PennDOT, reported that next week PennDOT will be holding the annual planning partners conference in Harrisburg.

Aliyah Furman, PA DCED, reported that the Greenway Trails and Recreation program application deadline is June 30 and the Multimodal Fund applications are due July 1.

Lynn Bush, Bucks County, noted that as a result of the TCDI grants Bucks County was able to re-envision the area along Butler Avenue as well as a project to rework the Cross Keys area to allow for more development.

Valerie Arkoosh, Montgomery County, thanked the Board for their nomination to serve as chair of the DVRPC Board. With the coming Democratic National Convention (DNC) the county is excited to welcome 21 state delegations or ancillary groups that will be staying in the county and will be generating approximately \$17 million in hotel stays.

9. Executive Director's Report

- a. July Board Meeting

Mr. Seymour noted that the July Board meeting would be taking place during the DNC but that there will be no change to the July Board meeting date or time.

b. Metropolitan Planning Rules

Mr. Seymour called the Board's attention to the new Metropolitan Planning Rules that were recently released. Mr. Seymour highlighted a few items, including the purpose of a metropolitan transportation planning organization, and some of the changes to the rules. Mr. Seymour noted that a handout detailing the rules is in the Board packet.

c. Repurposing Old Earmarks

Mr. Seymour reported that as a result of FAST ACT there is a requirement that old earmarks be repurposed. The unobligated earmarks must be re-obligated by September 29. PennDOT and NJDOT have identified these earmarks and where they can be used. Some of these projects will be coming to the Board hopefully in July.

d. NJ County Planners Association

Mr. Seymour noted that he recently attended the NJ County Planners Association meeting, where he presented on the future of regional planning. Some of the opportunities in the future will be a look at things like stormwater management and regional equity. Additionally DVRPC will continue to work with new partners, both public and private and work to facilitate and collaborate. There is an opportunity to shift boundaries and work with other counties and entities. There will also be more of an emphasis on solutions and implementation.

e. PA TIP, Plan and Conformity Public Meeting

Mr. Seymour reported that DVRPC held a TIP, Plan, and conformity public meeting at DVRPC's offices on June 21 at 4:00 pm.

f. TCDI Press Event

Mr. Seymour announced that there will be a TCDI press event on July 7 at the Walter Rand Transportation Center with Mayor Dana Redd, Freeholder Director Lou Cappelli, and Councilman Mark Squilla. He encouraged Board members to attend.

g. Upcoming Committee or Task Force Meetings

Mr. Seymour reported that there will be a Delaware Valley Goods Movement Task Force meeting on July 13, and a Public Participation Task Force Meeting on July 26.

h. New Releases

Mr. Seymour noted that DVRPC has some new releases including: Rating the Region, 2040 Regional Airport System Plan, Trenton Downtown Bicycle and Pedestrian Plan, and Central Jersey Transportation Forum Planned Projects Status Report.

9. Committee Reports

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

(1) Regional Technical Committee (RTC)

John Ward, DVRPC Deputy Executive Director, noted that at the last RTC meeting Ed Williams (City of Camden) completed his term as Chair and that Tom Shaffer (Delaware County) was elected Chair.

(2) Transportation Operations Task Force (TOTF)

Chris King, DVRPC Principal Planner, Office of Transportation Operations, reported that the last TOTF meeting was a joint meeting with FHWA and PennDOT and focused on shoulder use and how to coordinate with emergency responders.

(3) Public Participation Task Force (PPTF)

Shoshana Akins, DVRPC Public Participation Planner, Office of Communications and Engagement, reported that at the last PPTF meeting the group discussed land use planning and public health.

(4) Information Resources Exchange Group (IREG)

Chris Pollard, DVRPC Manager, Geospatial Application Development, GIS, reported that at the last meeting the group heard presentations on drones and on autonomous vehicles.

(5) Central Jersey Transportation Forum (CJTF)

Zoe Neaderland, DVRPC Manager, Office of Transportation Safety and Congestion Management, noted that the CJTF is currently doing a report on best practices on smart growth.

(6) Regional Community and Economic Development Forum (RCEDF)

Mary Bell, DVRPC Manager, Demographic and Economic Analysis, reported that at the last RCEDF meeting the group discussed the state of the region and future forces.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:40 a.m. on a **MOTION** by Mr. Mosca, seconded by Ms. Arkoosh.

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) 238-2871 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary