

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of July 28, 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	Larry Shifflet
New Jersey Governor's Appointee	(not represented)
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy & Planning Office	James Mosca
Bucks County	Lynn Bush
Chester County	Brian O'Leary
Delaware County	Linda Hill
Montgomery County	Jody Holton
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	Clarena Tolson
City of Trenton	(not represented)
	(not represented)

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	(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	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

DVRPC Co-Counsel
Pennsylvania Co-Counsel Andy Bockis
New Jersey Co-Counsel Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Chris Puchalsky, Patty Elkins, Elizabeth Schoonmaker, Alison Hastings, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Mary Bell, Karin Morris, Tom McGovern, Van Doan, Mike Boyer, Keith Hartington, Brett Fusco, Ryan Gallagher, Justin Neff, Betsy Mastaglio, Thom Stead, Glenn McNichol, Rob Graff, Stacy Bartels, Kevin Murphy, Carrie Sauer, Will Stevens, Shoshana Akins, Ken Peters, Dave Anderson and Renee Wise.

Guests
PennDOT 6-0 Jonathan Korus
Pennoni Associates Donald Shanis
A.D. Marable Gina Burritt
Greenman Pedersen Inc. Joe Orth
Dewberry Lauren Oholzke
Residents for Regional Traffic Solutions Sue Herman
Cheltenham Citizen Bridget Chadwick

Call to Order - Chair's Comments

Vice Chair David Kuhn called the meeting to order at 10:06 a.m. and asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Bridget Chadwick, a citizen of Cheltenham, who recommended that DVRPC include within the TIP an explanation of the GHG targets, provide a summary of the historical data, and include an assessment of the problem along with describing existing conditions, and how the proposed project will benefit all users of the road.

Action Items

1. Minutes of Meeting of June 23, 2016

The Board adopted the following **motion**:

MOTION by Ms. Holton, seconded by Mr. Mosca, to approve the minutes of June 23, 2016.

2. Transportation Improvement Program (TIP Actions)

Kwan Hui, DVRPC Senior Capital Program Coordinator, Office of Capital Programs, presented the following TIP actions to the Board:

2a. PA15-92: I-95 Columbia Avenue to Ann Street (GR1), (MPMS #79686), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2015 – 2018 TIP for Pennsylvania by increasing the Right-of-Way (ROW) phase in FY16 by \$15,554,717 (\$8,843,640 NHPP/\$4,703,077 STU/\$2,008,000 STP/Toll Credit Match) from \$361,000 NHPP funds to almost \$16 million for I-95, Columbia Avenue to Ann Street (GR1) (MPMS #79686). The cost increase is necessary to cover a court ordered ROW claim settlement and any additional costs that may arise.

The property in question is the site of the northbound ramps of the new I-95 Girard Avenue Interchange. It included a large industrial building that was part of the Cramp Shipyard complex of structures. The owner had proven in earlier litigation that he would have built residential condominiums if not for the PennDOT's acquisition of the property. The acquisition of the property was the subject of extensive negotiation and subsequent litigation. A declaration of taking was filed in 2009, but the owner filed objections to the declaration of taking, claiming PennDOT affected the beneficial use and enjoyment of the property in 2006. The court determined a de facto taking occurred in 2006 which was affirmed on appeal. The case returned to the trial court to determine damages. PennDOT's appraisal was at \$6,750,000 while the owner had two appraisals, one at \$25,000,000 and the other at \$26,500,000. At the time of condemnation, a board of viewers determined the property value was \$22,000,000. This was challenged by PennDOT and an appeal to a jury trial was made. Prior to the commencement of the trial, the parties agreed to a settlement of \$14,671,183.24, which was recommended and approved by the Court. Settlement also reduces the amount of potential delay damages and the potential costs and fees due the owner. Total settlement amount also includes all interest, legal and attorney fees.

This project has already been let for construction and is largely completed. The scope of this project includes all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road has been constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4).

Section GR1 includes structures, such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made, such as temporary intersection improvements and signal retiming. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

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.

The TIP's current conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Tolson, seconded by Ms. Holton, that the Board approve the following TIP action:

PA15-92, PennDOT's request that DVRPC amend the FY2015 – 2018 TIP for Pennsylvania by increasing the Right-of-Way (ROW) phase in FY16 by \$15,554,717 (\$8,843,640 NHPP/\$4,703,077 STU/\$2,008,000 STP/Toll Credit Match) from \$361,000 to almost \$16 million for I-95, Columbia Avenue to Ann Street (GR1) (MPMS #79686). The cost increase is necessary to cover a court ordered ROW claim settlement and any additional costs that may arise.

2b. PA15-93: Repurposing of Unobligated Earmark Balances, (Various MPMS #s), Various Counties in Pennsylvania

PennDOT has requested that DVRPC modify the FY2015 – 2018 TIP for Pennsylvania by repurposing \$46,464,121.13 worth of federal earmarks in the DVRPC PA region to projects that are ready for authorization. The repurposed earmark amounts that are identified for each project represent a total estimate only, as final amounts will be determined after all FY16 obligations have occurred for existing TIP projects. Funds that would be repurposed to a Statewide Interstate Management Program (IMP) project will return to the DVRPC Regional TIP in a subsequent action. Existing TIP and Statewide

IMP projects, including those proposed to accept the repurposed earmarks, will not have overall cost or schedule changes. No projects will be added or deleted from the PA TIP or Statewide IMP. Note: the red text in this write-up indicates what has been updated from July 25, 2016 since original distribution of this TIP Action.

Background:

Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I) provides State Department of Transportations (DOTs) the authority to repurpose (“redistribute”) federal highway project earmarks that are more than 10 years old and (1) are less than 10 percent obligated; or (2) have excess funds available to obligate after final voucher of payments have been processed and closed in the federal Fiscal Management Information System (FMIS).

Repurposed earmark funds must be applied to project locations within 50 miles of the earmark description and within the State. Projects with repurposed funds must be Surface Transportation Block Grant (STBGP) eligible. STBGP was formerly known as the Surface Transportation Program (STP) in MAP-21. Funds can be used for advance construction projects. The repurposed funds must be obligated by the end of federal FY19 (September 30, 2019), or they will lapse. In addition, the earmark funds can only be repurposed once.

State DOTs must submit the proposed earmark repurposing plan to their respective FHWA division offices in August 2016 for a September 2016 federal approval. An obligation is the federal government’s legal commitment (promise) to pay or reimburse the project sponsor for the federal share of a project’s eligible cost.

Proposal Overview: Please refer to TIP attachments to view the Proposal Overview flow chart.

Proposal: Repurpose (“Redistribute”) Earmarks to Existing TIP Projects, MPMS #s 64779, 95366, 70197, 62694, and to a Statewide IMP Project, MPMS #79903, Totaling \$46,464,121.13

At this moment, the specific dollar amounts that would be repurposed to each project listed below represent an estimate only and may change, until all FY16 obligations have occurred for existing TIP projects. Funds that would be repurposed to a Statewide IMP project will return to the DVRPC Regional TIP in a subsequent action. Existing TIP and Statewide IMP projects, including those proposed to accept the repurposed earmarks, will not have overall cost or schedule changes. No projects will be added or deleted from the PA TIP or Statewide IMP.

- **\$3,691,766.92 estimated total to County Line Road Widening, (MPMS #64779), Bucks County** – This project was let (open for bid proposals) for construction on September 17, 2015. Construction is estimated to total about \$18 million. The following earmarks will make funds available for this project: PA 162 (\$28,237.00), PA156 (\$401,824.71), PA021 (\$457,575.21), PA585 (\$400,590.00), and PA490 (\$2,403,540.00).

- **\$7,434,769.18 estimated total to US 202 over AMTRAK (MPMS #95366), Chester County** – This project is expected to let for construction in the beginning of FY17 on October 1, 2016. Construction is estimated to total \$21 million. The following earmarks will make funds available for this project: PA719 (\$698,768.00), PA575 (\$60,784.35), PA374 (\$54,360.83), PA491 (\$4,005,900.00), and a recently identified earmark from a project that has just been final vouchered (completed), PA357 (\$2,614,956.00).
- **\$14,005,773.34 estimated total to US 422, (New) Expressway Bridge over Schuylkill River (SRB), (MPMS #70197), Montgomery County** – This project was let for construction on November 5, 2015. Construction is estimated to total about \$142.5 million. The following earmarks will make funds available for this project: PA334 (\$1,602,360.00), PA444 (\$2,403,540.00), PA495 (\$1,602,360.00), PA582 (\$1,602,360.00), PA 384 (\$1,201,770.00), PA395 (\$1,226,425.60), PA520 (\$1,201,770.00), PA191 (\$393,628.60), PA513(\$458,180.00), PA356 (\$213,784.86), PA143 (\$91,456.99), PA076 (\$11,295.00), PA377 (\$134,942.34), PA453 (\$1,201,770.00), PA518 (\$640,944.00), and recently identified earmarks from projects that have just been final vouchered, PA580 (\$5,143.27) and PA301 (\$14,042.68).
- **\$5,843,435.67 estimated total to Passyunk Avenue Drawbridge over the Schuylkill River, (MPMS #62694), City of Philadelphia** – This project was let for construction on November 5, 2015. Construction is estimated to total approximately \$36.8 million. The following earmarks will make funds available for this project: PA313 (\$240,354.00), PA583 (\$2,002,950.00), PA624 (\$1,001,475.00), PA670 (\$300,703.00), PA640 (\$450,664.00), PA102 (\$334,097.46), PA103 (\$363,637.90), PA621 (\$202,136.75), PA022 (\$813,868.79), and recently identified earmarks from projects that have just been final vouchered, PA125 (\$7,080.04), PA665 (\$113,133.55), and PA625 (\$13,335.18).
- **\$15,488,376.02 estimated total to I-95: Betsy Ross Bridge Ramps Construction (BR0), (MPMS #79903), Philadelphia, which is part of I-95 Reconstruction and listed in the Statewide Interstate Management Program** – This project is a construction breakout of Section BRI, the Betsy Ross Interchange, (MPMS #47812), and was let for construction on October 31, 2014. Construction for BR0 is estimated to total about \$185 million. The following earmarks will make funds available for this project: PA245 (\$99,350.00), PA641 (\$400,590.00), PAF01 (FBD) (\$703,200.00), PA189 (\$182,592.48), PA161 (\$1,200,797.00), PA111 (\$1,045,526.58), PA065 (\$18,844.39), PA062 (\$15,820.56), PA314 (\$2,403,540.00), PA601 (\$500,738.00), PA643 (\$400,590.00), PA605 (\$3,965,900.00), PA667 (\$1,002,341.00), PA615 (\$3,004,425.00), including a recently identified earmark from a project that has just been final vouchered, PA626 (\$1,475.01), and earmarks PA671 (\$501,171.00) and PA269 (\$41,475.00) that were originally planned to be repurposed to Bucks County's County Line Road Widening (MPMS #64779) and Delaware County's PA 452, Market Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (MPMS #15406). Funds that would be repurposed to this Statewide IMP project will return to the DVRPC Regional TIP in a subsequent action.

Statewide in Pennsylvania, there are 172 earmarks that meet the repurposing criterion established by Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I) with an unobligated balance of nearly \$128 million. In the DVRPC PA region, 56 of 60 earmarks have been identified with \$46,464,121.13 to be repurposed (“redistributed”) to the projects listed above that are already underway (or will be/was advance constructed) or scheduled to be underway over the next 18 months. These 56 earmarks are on projects that have already been completed or are advancing in the project delivery process by using other funding sources, or they are earmarks on projects that have been completed (“final vouchered” and “closed” in FMIS) with excess funds remaining that can be repurposed. The additional seven earmarks that have been identified and included for repurposing would provide \$2,769,165.73 (six percent increase) of additional funds to the region than originally anticipated.

Proposal Results:

- **An estimated total of \$46,464,121.13 Federal TIP funds will be placed in the appropriate line item(s). The Federal TIP funds in the line item will then provide for current TIP projects in the DVRPC PA region, including projects that have earmarks repurposed to another project;**
- **No current TIP project overall cost or schedule will be impacted;**
- **No current TIP projects will be deleted;**
- **Ensures the risk of losing the unobligated earmark funds is minimized;**
- **Reduces paperwork and project tracking efforts.**

This proposal will release regional TIP funds from projects that have earmarks repurposed. The TIP funds that are freed will be placed in the appropriate regional TIP line item(s), e.g. STU Reserve Line Item (MPMS #79980). The amount of TIP funds that are freed will be the same amount that would be repurposed from the identified earmarks. Projects with earmarks identified for repurposing will stay completely funded by the appropriate federal fund source from the regional TIP line item(s). For example, if a TIP project has \$1 million earmark funds repurposed to another project, such as County Line Road Widening in Bucks County, the TIP project will receive \$1 million Federal TIP funds from the appropriate line item. Meanwhile, \$1 million of currently programmed TIP funds in the County Line Road Widening project will be removed from the project and returned to the appropriate line item. In other words, this proposal will not eliminate or reduce costs or delay the schedule of a TIP project that has one or more earmarks identified for repurposing. An exchange of fund source from earmark to the appropriate federal fund type (e.g. STU) would essentially occur.

Finally, this proposal will ensure that the risk of losing the unobligated earmark dollars on projects that do not get authorized within the short time frame established by FHWA is minimized, especially because earmarks can only be repurposed once, with specific dollar amounts, from their original legislative language. Paperwork and project tracking efforts will additionally be reduced.

financial constraint will be maintained. Repurposing earmark funds to existing TIP and Statewide IMP projects in the DVRPC region would provide additional funds to the region. PennDOT Fiscal Constraint Charts will be provided after all FY16 obligations have occurred for existing TIP projects and/or after FHWA approves PennDOT's proposed earmark repurposing plan that includes the identified earmarks in the DVRPC PA region.

There will be no impact on conformity determination.

Favorable recommendation was received from the Regional Technical Committee.

One public comment was received from Charles Krueger of Philadelphia noting that it is unacceptable that no earmarks were obligated for bicycle and pedestrian projects.

The Board adopted the following **motion**:

MOTION by Mr. Shifflet, seconded by Ms. Holton, that the Board approve the following TIP action:

PA15-93, PennDOT's request that DVRPC modify the FY2015 – 2018 TIP for Pennsylvania by repurposing \$46,464,121.13 worth of federal earmarks in the DVRPC PA region to projects that are ready for authorization. The repurposed earmark amounts that are identified for each project represent a total estimate only, as final amounts will be determined after all FY16 obligations have occurred for existing TIP projects. Funds that would be repurposed to a Statewide Interstate Management Program (IMP) project will return to the DVRPC Regional TIP in a subsequent action.

2c. NJ16-043: Repurposing of Unobligated Earmark Balances, (Various DB #s), Various Counties in New Jersey

NJDOT has requested that DVRPC modify the FY2016 - 2019 TIP for New Jersey by repurposing \$24,160,803.90 worth of federal earmarks in the DVRPC NJ region, per Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I), to projects that are ready for authorization. As a result of repurposing earmark funds to these projects, an estimated \$20,115,548 would be made available for existing NJDOT sponsored TIP projects in the DVRPC region. At the same time, an estimated \$4,045,255 STP-STU funds would also become available for local DVRPC projects in FY17 from the line item, DVRPC, Future Projects (DB #D026). The region has identified two local "Quick Obligation" projects, totaling \$2,891,000 STP-STU funds, for construction in FY17 (DB #s D1604 and D1605), which would be amended into the TIP and included in the line item until they are ready to break out into their individual DB #s for authorization. Existing TIP projects, including those proposed to accept the repurposed earmarks, will not have overall cost changes. No projects will be deleted from the NJ TIP; and no project schedules will be impacted.

Background:

Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I) provides State Department of Transportations (DOTs) the authority to repurpose (“redistribute”) federal highway project earmarks that are more than 10 years old and (1) are less than 10 percent obligated; or (2) have excess funds available to obligate after final voucher of payments have been processed and closed in the federal Fiscal Management Information System (FMIS). Repurposed earmark funds must be applied to project locations within 50 miles of the earmark description and within the State. Projects with repurposed funds must be Surface Transportation Block Grant (STBGP) eligible. STBGP was formerly known as the Surface Transportation Program (STP) in MAP-21. Funds can be used for advance construction projects. The repurposed funds must be obligated by the end of federal FY19 (September 30, 2019), or they will lapse. In addition, the earmark funds can only be repurposed once.

State DOTs must submit the proposed earmark repurposing plan to their respective FHWA division offices in August 2016 for a September 2016 federal approval. An obligation is the federal government’s legal commitment (promise) to pay or reimburse the project sponsor for the federal share of a project’s eligible cost.

Please refer to TIP attachments to view the Proposal Overview flow chart.

Proposal: Repurpose (“Redistribute”) Earmarks to Existing TIP Projects, DB #s 355D and D9912A, Totaling \$24,160,803.90

Existing TIP projects, including those proposed to accept the repurposed earmarks, will not have overall cost or schedule changes. No projects will be deleted from the NJ TIP.

- **\$20,115,548.60 estimated total to Route 295/42/I-76, Direct Connection, Contract 3, (DB #355D), Camden County** – This is one of several projects that is currently programmed in the TIP for the multi-year, multi-phase, NJDOT sponsored project, Route 295/42/I-76, Direct Connection, which is estimated to cost \$900 million when completed. Direct Connection is currently funded with three earmarks (NJ119, NJ246, and NJ262). \$20,115,548.60 from the following earmarks that were originally designated for projects on State routes would be made available for this project, specifically Contract 3 because it is ready to authorize construction before FY19: NJ058 (\$301,492.71), NJ262 (\$10,023,414.00), NJ203 (\$287,968.00), NJ011 (\$1,500,000.00), NJ115 (\$787,000.00), NJ129 (\$863,904.00), NJ117 (\$96,546.83), NJ041 (\$53,431.87), NJ187 (\$1,799,800.00), including NJ252 and NJ267 (\$4,401,991.19). The same amount (\$20,115,548.60) of NHPP funds that are currently programmed in Contract 3 would be reduced for existing NJDOT sponsored TIP projects in the DVRPC region.
- **\$4,045,255.30 estimated total to South Pemberton Road, CR 530, Phase 2, (DB #D9912A), Burlington County** – This is a project in the DVRPC Local

Program that is ready to authorize construction this fiscal year. Construction, when completed, is estimated to total over \$30 million. It is currently funded with two earmarks, NJ178 and NJ056; and \$4,045,255.30 from the following earmarks that were originally designated for projects on local routes would be made available for this project's FY16 construction (CON) phase: NJ049 (\$76,472.82), NJ208 (\$81,259.00), NJ143 (\$64,882.01), NJ182 (\$75,549.42), NJ126 (\$720,322.00), NJ131 (\$148,882.00), NJ132 (\$292,915.37), NJ154 (\$82,792.00), NJ293 (\$36,066.51), NJ061(\$171,543.78), NJ292 (\$1,500,000), NJ212 (\$287,968.00), NJ207 (\$162,700.67), NJ216 (\$94,451.72), and NJ068 (\$249,450.00). The project's FY17 CON amount would be reduced by the same amount of STP-STU funds that are currently programmed for this project (\$4,045,255.30) and return to the line item, DVRPC, Future Projects (DB #D026), for local DVRPC projects in FY17.

Statewide in New Jersey, there are 121 earmarks that meet the repurposing criterion established by Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I) with an unobligated balance of almost \$116 million. In the DVRPC NJ region, 26 out of 39 earmarks have been identified with \$24,160,803.90 to be placed on the construction projects listed above that are ready for obligation. These 26 earmarks are on projects that have already been completed or are advancing in the project delivery process by using other funding sources, or they are earmarks on projects that have already been completed ("final vouchered" and "closed" in FMIS) with excess funds remaining that can be repurposed.

Proposal Results:

- **An estimated total of \$20,115,548 will be made available for existing NJDOT sponsored TIP projects in the DVRPC region;**
- **An estimated total of \$4,045,255 STP-STU funds in FY17 will be made available in the DVRPC Local Program, which would allow DVRPC to amend two new FY17 "Quick Obligation" construction projects, totaling \$2,891,000 STP-STU funds, to the TIP (see below);**
- **Enables the region to solicit and recommend new local concept development and/or additional "Quick Obligation" construction projects for FY17;**
- **No current TIP project overall cost or schedule will be impacted;**
- **No current TIP projects will be deleted;**
- **Ensures the risk of losing the unobligated earmark funds is minimized;**
- **Reduces paperwork and project tracking efforts.**

As a result of repurposing earmark funds to the projects listed above, this proposal will release regional TIP funds that are currently programmed on both projects for existing NJDOT sponsored TIP projects in the DVRPC region (estimated \$20,115,548) and for local DVRPC projects in FY17 from the line item, DVRPC, Future Projects (DB #D026) (estimated \$4,045,255 STP-STU funds). The amount of TIP funds freed will be the same amount that would be repurposed from the identified earmarks. The \$4,045,255

STP-STU funds would be placed in the line item and made available for new projects to authorize in FY17. At this time, the DVRPC NJ region has identified two new “Quick Obligation” projects, totaling \$2,891,000, for FY17 Construction that would be amended (added) to the TIP, accordingly:

- **CR 561 (Haddon Avenue), Gateway Project, (DB #D1605), City of Camden – \$1,141,000 STP-STU funds for FY17 CON**
- **Tanyard Rd (CR 663), Blackwood Barnsboro Road (CR 603) to Brenner Avenue/Dancy Avenue, (DB #D1604), Gloucester County -\$1,750,000 STP-STU funds for FY17 CON**

These two new regional priorities would be included in the line item until they are ready to break out into their individual DB #s for authorization. They are non-complex projects and have been approved by the DVRPC NJ TIP Subcommittee, which is a body that includes city, county, and transit operator representatives. The TIP’s current conformity finding will not be impacted by this amendment, and both projects will be included in subsequent regional emissions analysis as required by the current conformity rule. See attached Before/After TIP project reports for further details on both new FY17 construction projects.

After accounting the new FY17 projects, the remaining \$1,154,255 STP-STU funds in the line item, DVRPC, Future Projects (DB #D026), would be made available for new local concept development and/or additional “Quick Obligation” construction projects for FY17, which DVRPC staff will work over this summer via the normal project solicitation and selection project process. If new local concept development projects will be selected, they would be funded under the FY17 DVRPC Unified Planning Work Program (UPWP) project, 17-52-020.

Finally, this proposal will ensure that the risk of losing the unobligated earmark dollars on projects that do not get authorized within the short time frame established by FHWA is minimized, especially because earmarks can only be repurposed once, with specific dollar amounts, from their original legislative language. Paperwork and project tracking efforts will additionally be reduced.

Financial constraint will be maintained. Repurposing earmark funds to existing TIP projects in the DVRPC region would provide additional funds to the region. NJDOT’s Fiscal Constraint Chart will be provided after FHWA approves NJDOT’s proposed earmark repurposing plan that includes the identified earmarks in the DVRPC NJ region.

There will be no impact on the conformity determination.

Favorable recommendation was received by the Regional Technical Committee.

One public comment was received from Joseph Russell of Collingswood asking why no earmarks were obligated for bicycle and pedestrian projects.

The Board adopted the following **motion**:

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

NJ14-043, NJDOT's request that DVRPC modify the FY2016 - 2019 TIP for New Jersey by repurposing \$24,160,803.90 worth of federal earmarks in the DVRPC NJ region, per Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I), to projects that are ready for authorization. As a result of repurposing earmark funds to these projects, an estimated \$20,115,548 would be made available for existing NJDOT sponsored TIP projects in the DVRPC region. At the same time, an estimated \$4,045,255 STP-STU funds would also become available for local DVRPC projects in FY17 from the line item, DVRPC, Future Projects (DB #D026). The region has identified two local "Quick Obligation" projects, totaling \$2,891,000 STP-STU funds, for construction in FY17 (DB #s D1604 and D1605), which would be amended into the TIP and included in the line item until they are ready to break out into their individual DB #s for authorization. The new FY17 projects are listed as follows:

(1) CR 561 (Haddon Avenue), Gateway Project, (DB #D1605), City of Camden – \$1,141,000 STP-STU funds for FY17 CON

(2) Tanyard Rd (CR 663), Blackwood Barnsboro Road (CR 603) to Brenner Avenue/Dancy Avenue, (DB #D1604), Gloucester County - \$1,750,000 STP-STU funds for FY17 CON

3. Year 2045 Population Forecasts

Mary Bell, DVRPC Manager, Office of Demographic and Economic Analysis, explained that as a part of the Commission's long-range planning activities, DVRPC is required to maintain population and employment forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. In recent months, staff has worked collaboratively with the region's county planning staffs to develop population forecasts in five-year increments through 2045.

Three alternative sets of county- and municipal-level 2045 population forecasts were developed based on the method described in the attached memorandum, and sent to the county planning staffs for review and comment. Once agreement was reached on the county- and municipal-level 2045 population forecasts, mid-year forecasts for 2020, 2025, 2030, 2035, and 2040 were calculated by DVRPC staff, based on the population growth rate predicted over each five-year increment by the Commission's age-cohort survival model. These mid-cycle forecasts were again sent to the counties for review, and their suggested revisions were incorporated to produce the final set of 2045 forecasts.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Levecchia, seconded by Mr. O’Leary, that the Board adopt:

The 2045 county- and municipal-level population forecasts in five-year increments, as presented.

4. Amendment to include the I-76 Integrated Corridor Management Program in the Connections 2040 Plan for Greater Philadelphia

Brett Fusco, DVRPC Assistant Manager, Office of Long-Range Planning, explained that in July 2013, the Delaware Valley Regional Planning Commission Board adopted the Connections 2040 Plan for Greater Philadelphia as the region's comprehensive long-range plan. Connections 2040 provides a vision for the region's future that seeks to encourage development in existing centers, preserve open space and natural resources, build a strong economy, and modernize the transportation system. Connections 2040 also identifies strategies to attain the vision, including a fiscally-constrained set of transportation investments that may need to be periodically updated to insure consistency with regional priorities.

The I-76 Integrated Corridor Management Program will provide for the active management of transportation and demand by providing improvements on I-76 and supporting arterials between the Pennsylvania Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions by implementing the following:

- Systems and devices for variable speed limits and queue detection – Speeds will be dynamically changed based on road, traffic, and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present.
- Dynamic lane assignments, shoulder, and junction control improvements – The shoulders will be dynamically controlled as travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use as travel lanes will be provided on I-76 in both eastbound and westbound directions from the Pennsylvania Turnpike to I-476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to junction controls for I-76 westbound from City Avenue (US 1).
- Adaptive ramp metering to be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The limits are from the Pennsylvania Turnpike to US 1.

- Systems and devices for continuous monitoring of the transportation network by video or other detectors to aid in traffic incident management coordination and primary/secondary crash reduction, increasing throughput, reducing speed differential in traffic flow, and increasing trip reliability. The limits are the Pennsylvania Turnpike to US 1 and it includes US 202, US 422, US 1, and access roads.
- A responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority is included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US 1).
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor, including dynamic messaging on DMS to motorists of available parking at stations and travel times of alternate modes.

The estimated cost for this project is \$125 million. Including the I-76 Integrated Corridor Management Program in the Connections 2040 Plan will not impact the funding or timing of any project currently in the Plan and will maintain the Plan's overall fiscal constraint.

In order to receive federal transportation funding, transportation projects must be included in the region's long-range plan. Plan amendments should demonstrate consistency with the goals and policy recommendations of the Plan and this project is consistent with the future vision and goals set forth in the Connections 2040 Plan, specifically in regards to the land use vision and goals, investing in designated Plan Centers, creating a safer transportation system, improving mobility and accessibility, reducing congestion, improving transportation operations, and limiting the transportation system's impact on the natural environment. This project will maintain the Plan's fiscal constraint and was included in the most recent transportation conformity determination for the region.

Public comment was sought on the proposed amendment to the Connections 2040 Plan between May 27 and June 27, 2016. While several public comments were received during this period none related to the specific project proposal. There was a public meeting and information session on June 21 that was held in DVRPC's offices in Philadelphia, PA.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The Connections 2040 Plan for Greater Philadelphia, the region's Long-Range Plan, to include the I-76 Integrated Corridor Management Program in the fiscally-constrained set of projects.

5. Adoption of the Conformity Finding of the DVRPC Connections 2040 Long-Range Plan and FY 2017 Transportation Improvement Programs (TIP) for Pennsylvania

Sean Greene, DVRPC Manager, Air Quality Programs, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the Connections 2040 Long-Range Plan (Plan) and FY 2017 TIP for Pennsylvania. Since there were no changes to regionally significant and air quality non-exempt projects in the New Jersey portion of the region, this conformity finding only includes the Pennsylvania counties of the DVRPC planning area.

In June 2016, the DVRPC opened a 30-day public comment period to receive comment on the draft conformity finding of the Connections 2040 Long-Range Plan (Plan) FY 2017 TIP for Pennsylvania. This conformity finding covers:

- Ozone (Pennsylvania portion of the region);
- Annual PM2.5 (Delaware County Nonattainment Area)
- Annual and 24-hour PM2.5 (the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Maintenance Area) and,
- Carbon Monoxide (portions of Philadelphia).

DVRPC held a public comment period from June 3, 2016 to July 5, 2016, and hosted one public meeting on June 20, 2016 in Philadelphia, Pennsylvania.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The conformity finding of the Connections 2040 Long-Range Plan and FY2017 Transportation Improvement Program for Pennsylvania by approving Resolution B-FY17-001.

6. Adoption of the DVRPC FY2017-2020 Transportation Improvement Program (TIP) for Pennsylvania and Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP)

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Planning, explained that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the fall of 2015 on the development of the FY2017-2020 TIP for PA. For the second time, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the PA transportation program in April and May of 2015. New federal funding legislation known as the Fixing America's Surface Transportation Act (FAST Act) was signed by the President in December of 2015, so that available resources known as Financial Guidance for the TIP were not final until the end of December 2015. The Pennsylvania Subcommittee of the RTC has worked since then to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. While federal requirement is for a four year constrained program, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway.

The Draft DVRPC FY2017-2020 TIP for PA contains over 370 projects (including the Regional Highway, Interstate, and Transit Programs) worth \$5.3 billion (an average of \$1.32 billion per year) for the 4 year federally required TIP period. There is just under \$2 billion for projects primarily addressing the non-interstate highway system, \$578 million for projects included in the Interstate Management Program for I-95 and I-76, and \$2.8 billion for transit projects for SEPTA, Pottstown Area Rapid Transit (PART), and PennDOT's Bureau of Public Transit.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

Public Involvement:

The Draft TIP document has been made available for public review during a 30+ day period which ended on June 27, 2016. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, The Courier Post, Al Dia, The Trentonian, and the Philadelphia Tribune. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC's homepage, www.dvrpc.org as well as through social media outlets. Notices

were also sent to over 12,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders. A public meeting was held at the DVRPC offices on Tuesday, June 21, 2016, from 4:00 PM-6:00 PM to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff.

DVRPC's website played a vital part in our public outreach effort. An enhanced web-based public commenting application at www.dvrpc.org/tip/ was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program. The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

Over 190 comments were submitted on the program, but since people frequently comment on more than one issue at a time in a submitted comment, each issue is assigned an "Item ID" that is used to gather responses from the DVRPC region planning partner agencies and included in the attached documents. Over 50 different issues have been identified, which include over 1,960 Item IDs. Included for review are 1) Index of Comments (abridged summary of comments), 2) Comments (full content of comments – note there is a section for comments from individuals with Item ID's, and comments from groups/organizations/agencies with Item ID's), 3) Summary of Responses with responses provided by planning partners received to date, and 4) A table of Recommended Changes to the Draft DVRPC FY2017 TIP for PA. Additional comments received after the comment period were also provided to the Board members at the meeting.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan "conform" to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the

state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC's Draft conformity analysis of the Connections 2040 Plan for Greater Philadelphia long-range-plan, and the Draft FY2017 TIP for PA was made available for public comment through July 5, 2016.

Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP):

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while most other changes require review and a formal action by the DVRPC Board and appear on the agendas during the monthly cycle of DVRPC meetings. All changes will continue to be provided to both the RTC and the Board in the monthly "TIP Packages."

The DVRPC Board will be asked to approve an updated MOU for procedures for amending and modifying the TIP. The Draft MOU document has sections proposed for revision highlighted in yellow. Note that revisions to the document are generally described below and have been categorized as an "Update" which does not make a substantive change to current procedure but might update how something is stated, or "Change" which does reflect a change to current procedure:

- Update – Add FAST Act language as appropriate
- Update and Change - Clarifications on what constitutes an "Amendment" requiring formal review by RTC and/or DVRPC Board:
 - Update - A project cost decrease of \$5 million will be termed an "Amendment" to be consistent with the PennDOT/FHWA/FTA MOU. This cost threshold that triggers RTC and Board action is the same as has been in place for 12 years, but FHWA terms this as an "Amendment" instead of a "Modification requiring Board Action."
 - Change – Betterment projects costing between \$5,000,000 and above will now be considered amendments requiring formal action.
 - Change - "Federalizing" (adding federal funds to a 100% state funded project) will no longer be an amendment requiring formal action when there is no cost or scope change in an existing project. State funded projects have been treated similarly to federal funded projects in the DVRPC region for 12 years and are included in the DVRPC TIP.
 - Update – A project cost decrease of less than \$5 million will be termed an "Administrative Modification" to be consistent with the

PennDOT/FHWA/FTA MOU. This cost threshold that does not trigger RTC and Board action is the same as has been in place for 12 years, but will now be more expressly stated.

- Update – Clarified language that removing programmed funds under \$5,000,000 from an already obligated project does not constitute a deletion requiring formal Board action. This is not different than practice, but states process more clearly.
- Update – Clarified language that removing programmed funds of \$5,000,000 or more from an already obligated project does constitute formal Board action.
- Update – Language to clearly state that all new project additions to the DVRPC TIP even if funded by statewide managed programs will be treated as amendments requiring formal action by the DVRPC Board.
- Change – removed the section describing the “Transition Projects List.” FHWA no longer allows this.

Favorable recommendation was received by the Regional Technical Committee.

One public comment was received from Bridget Chadwick, a citizen of Cheltenham, who recommended that DVRPC include within the TIP an explanation of the GHG targets, provide a summary of the historical data, and include an assessment of the problem along with describing existing conditions, and how the proposed project will benefit all users of the road.

The Board adopted the following **motion**:

MOTION by Ms. Holton, seconded by Mr. O’Leary, that the Board adopt:

FY2017-2020 Transportation Improvement Program (TIP) for Pennsylvania along with any Recommended Changes as the region's official selection of transportation projects for federal funding, and approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications by passing the appropriate Resolution.

7. DVRPC Competitive CMAQ Program for Pennsylvania (2016) Recommended Projects

Sean Greene, DVRPC Manager, Air Quality Programs, explained that the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program established to fund projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania (FY17–20) set aside funding for a regional Competitive CMAQ Program to identify and fund eligible projects to be advanced starting in FY17. The DVRPC Competitive CMAQ Program (2016) provided \$20 million CMAQ funds for projects in Pennsylvania.

Twenty-seven (27) project applications, seeking \$55.5 million in CMAQ funds, were submitted for consideration. The projects were evaluated by the Pennsylvania CMAQ

Subcommittee using the selection criteria posted in the DVRPC 2016 Competitive CMAQ Program Guidance (www.dvrpc.org/cmaq). The CMAQ Subcommittee has recommended that 17 projects, totaling \$20.9 million, be approved for funding. An additional \$1 million in CMAQ funding, has been applied to an eligible trail project from this applicant pool. This funding was set aside in the Regional TAP Program Line item for circuit trails that are CMAQ eligible and was not awarded in the Regional TAP program.

Upon DVRPC Board approval, the recommended projects will be added to the CMAQ Local Initiative line item in the FY 2017 TIP for Pennsylvania (MPMS #48421), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or long-range-plan conformity determination. A project level analysis has been completed for each recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The list of recommended projects to be funded as part of the DVRPC Competitive CMAQ Program (2016). Further, this action will amend the FY 2017 TIP for PA (FY17-20) to include the list of 17 projects in MPMS #48201 (Local CMAQ Initiatives). Projects will be drawn from the line item at the appropriate time.

8. Work Program Amendment: PA 420 Operations Analysis

Keith Hartington, DVRPC Senior Transportation Planner, Office of Transportation and Corridor Studies, explained that the Pennsylvania Department of Transportation (PennDOT) is in the preliminary stage of the S.R. 420 Section DWD Wanamaker Avenue over Darby Creek Project. The dual-span bridges over Darby Creek, located on the border of Tinicum Township and Prospect Park Borough, Delaware County, are scheduled to be replaced and are currently undergoing PennDOT’s Project Development Process. .

As part of this project (MPMS #92323), PennDOT has requested that DVRPC conduct a traffic operations analysis to evaluate the feasibility of reducing PA 420, from two travel lanes to one, from US 13 to the parking lot entrance of the John Heinz National Wildlife Refuge in the southbound direction. If appropriate, this lane reduction would also provide an opportunity to allow for a multi-use trail to connect the local communities to the John Heinz National Wildlife Refuge and ultimately to the Circuit.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The Work Program Amendment entitled “PA 420 Operations Analysis.”

9. Proposed USDOT Rules for MPO Coordination and Planning Area Reform

John Ward, DVRPC Deputy Executive Director, explained that the U.S. Department of Transportation has recently issued a Notice of Proposed Rulemaking for revisions to the transportation planning regulations which could significantly affect how DVRPC works with adjoining regions and prepares its long-range plan, TIP and performance measures. The proposed rules and their implications were presented.

Executive Director Barry Seymour noted that DVRPC will be submitting comments to the USDOT expressing concern over this new rulemaking. He encouraged Board members to also submit comments expressing that the proposal is just not workable in a complex region such as Greater Philadelphia.

Mark Squilla, City of Philadelphia, commented that this one size fits all approach to planning does not work in our region. Jody Holton, Montgomery County, noted that metropolitan planning in our region is already collaborative without needing to change planning regulations.

DISCUSSION ITEMS

10. One Minute Reports

Larry Shifflet, PennDOT, reported that PennDOT recently held a photo contest and that DVRPC’s Kwan Hui won the award. The photo will appear on PennDOT’s 12 year program and website.

Lynn Bush, Bucks County, reported that last week former Bucks County Planning Commission Director Bob Moore passed away.

Andrew Levecchia, Camden County, reported that the City of Camden received a TIGER Grant for \$16.2 million for roadway and infrastructure improvements throughout the downtown area and the north Camden section of the city.

Mark Squilla, City of Philadelphia, reported that the USDOT’s design challenge was successful in Philadelphia and had over 100 participants. Councilman Squilla also thanked everyone for their coordination with the DNC.

Brian O’Leary, Chester County, reported that the county is finishing up their Enhancing the Transit Environment Study. Mr. O’Leary thanked DVRPC for the grant for this study and SEPTA for their assistance.

Byron Comati, SEPTA, reported that SEPTA has had some problems with surface transportation during the DNC. Security, demonstrations, and too many private vehicles have led to these problems. The Silverliner V fleet is decommissioned due to cracks and SEPTA is looking for solutions. NJ Transit and Amtrak have been helpful at this time and it will take some time for SEPTA to figure things out.

Dave Kuhn, NJDOT, reported that New Jersey's trust fund funded projects are still shut down.

11. Executive Director's Report

a. CMAQ Press Event

Mr. Seymour reported that DVRPC will be holding a CMAQ press event on August 5 at 10 am at the Navy Yard. Councilman Squilla, Commissioner Arkoosh, and SEPTA's Jeff Knueppel will all be in attendance to talk about the CMAQ projects.

b. USDOT Roundtable

Mr. Seymour noted that he was in Washington DC two weeks ago to discuss MPO empowerment. There was a lot of talk about regional councils and planning and Secretary Fox asked for input about what the USDOT might be doing that impedes planning for MPOs. Mr. Seymour expressed that the new federal rulemaking for MPOs was concerning.

c. Integrating Health Into Comprehensive Planning

Mr. Seymour called the Board's attention to an event taking place at DVRPC on August 2. The event will focus on how to integrate health into comprehensive planning. Mr. Seymour encouraged Board members and alternates to attend.

d. Highway Safety Plan

Mr. Seymour noted that there is funding available for highway safety improvement projects in New Jersey. Mr. Seymour encouraged New Jersey Board members to pursue these funding opportunities.

e. DCED Multimodal Projects

Mr. Seymour reported that the DCED announced the funding of 36 multimodal projects in Pennsylvania. This current round closes on July 31.

f. SEPTA Electric Bus Demonstration

Mr. Seymour announced that following today's Board meeting SEPTA will be holding an electric bus demonstration.

12. Committee Reports

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

- (1) Regional Technical Committee (RTC)
- (2) Public Participation Task Force (PPTF)
- (3) Delaware Valley Goods Movement Task Force (DVGMTF)

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:08 p.m. on a **MOTION** by Mr. Levecchia, seconded by Mr. Mosca.

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