

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of October 26, 2017

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Sean Thompson  
Richard Hammer  
Michael Russo  
Eric Powers

New Jersey Governor's Appointee  
Pennsylvania Department of Transportation

Thomas Huth  
James Ritzman  
James Mosca

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

Gina Burritt  
Nedia Ralston  
Diane Ellis-Marseglia  
Evan Stone

Chester County

Rich Brahler  
Michelle Kichline  
Brian O'Leary

Delaware County

John McBlain  
Linda Hill

Montgomery County

Valerie Arkoosh  
Jody Holton

Burlington County

Mark Remsa  
Carol Thomas

Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Andrew Levecchia  
(not represented)

Leslie Floyd  
Peter Rykard  
Mark Squilla  
Christopher Puchalsky

City of Camden

Angie Dixon  
Dana Redd

City of Trenton

June Morton  
Stephani Register

**Non-Voting Members**

Federal Highway Administration  
New Jersey Division

Calvin Edghill

Pennsylvania Division

Dan Walston

U.S. Department of Housing and Urban Development, Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and Economic Development

Rich Ott  
(not represented)  
(not represented)  
Tim Lidiak  
Liz Smith  
Lou Millan  
(not represented)  
Patrick Patterson  
Barbara Holcomb  
Rohan Hepkins  
Gerard Scharfenberger  
  
(not represented)

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andy Bockis  
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Will Stevens, Tom McGovern, Matt Gates, Sean Greene, Liz Compitello, Natalie Cramer, Rob Graff, Joe Flood, John Griffies, Chris Linn, Tom Keenan, Jackie Davis, Van Doan, Brett Fusco, Kwan Hui, Rick Murphy, Greg Krykewycz, Karin Morris, Shoshana Akins, Jesse Buerk, Elise Turner, Najah Jackson, and Renee Wise.

Guests

PennDOT 6-0  
CCCTMA  
NJDOT  
Dewberry  
Office of U.S. Senator Bob Casey  
Invincible City Foundation  
NJCF/Circuit Trails Coalition  
TSTC/Circuit Trails Coalition  
Residents for Regional Traffic Solutions, Inc.  
Bicycle Coalition of Greater Philadelphia

Jonathan Korus  
Bill Ragozine  
Peter Horotsky  
Lisa Peterson  
Lara Flynn  
Freddie Byarm  
Olivia Glenn  
Dana Dobson  
Sue Herman  
Leonard Bonarek

**Call to Order - Chair's Comments**

Chair Richard Hammer called the meeting to order at 10:01 a.m. and asked if there was any press in the room. Mr. Hammer thanked the City of Camden for hosting the Board Retreat last month and for the informative tour of the city. He congratulated Mayor Redd on all of the exciting developments taking place in the city.

Mayor Redd thanked Board members and alternates for their support and participation.

### **Public Comments on Agenda and Non-Agenda Items**

Public comments were stated by Olivia Glenn of the NJ Conservation Foundation and on behalf of the NJ Circuit Trails thanking DVRPC for the \$1 million in CMAQ funds for the Circuit Trails program and expressing hope that the trails will continue to be supported. Ms. Glenn noted that Environmental Justice and Indicators of Potential Disadvantage are important to consider and that furthering the regional trail network will help to advance EJ efforts.

### **Action Items**

#### **1. Minutes of Meeting of September 28, 2017**

The Board adopted the following **motion**:

**MOTION** by Ms. Burritt, seconded by Ms. Arkoosh, to approve the minutes of September 28, 2017.

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

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

##### **a. PA17-58: Waverly Road over Tacony Creek (County Bridge #275), (MPMS #103372), Montgomery County**

Montgomery County has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, Waverly Road over Tacony Creek (County Bridge #275), MPMS #103372 to the TIP for PE (\$350,000 sSTP) in FY18; FD (\$300,000 sSTP) in FY19; UTL (\$25,000 sSTP) in FY 20; ROW (\$25,000 sSTP) in FY20; and CON (\$1,300,000 sSTP) in FY21. These are additional funds to the DVRPC region made available by PennDOT to PA counties that implemented the new \$5 Registration Fee that was a component of the PA Act 89 funding structure (described further below). PennDOT has offered flexibility for this new funding mechanism by allowing the local match to be provided via the county funding provided for the County bridge project that is being advanced with the \$5 Registration Fee revenues. Montgomery County plans to advance County Bridge #150, Camp Wawa Road over East Branch of the Perkiomen Creek as their match project, funded with revenues collected from the \$5 registration fee.

Montgomery County Bridge #275, Waverly Road over Tacony Creek, is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is structurally deficient and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

PA Act 89 established a special fund within the state treasury called the “Local Use Fund.” As of January 1, 2015, a county was permitted to pass an ordinance to implement a fee of \$5 for each vehicle registered to an address located in that county. The \$5 county fee is collected by PennDOT at the time a vehicle is initially registered, at time of registration renewal, and at time of transfer of registration plate. These funds will be used by the county for transportation purposes or be allocated by the county in accordance with Section 9010(c) of the Pennsylvania Vehicle Code. In the DVRPC region, Bucks, Chester, Montgomery, and Philadelphia Counties have implemented the \$5 fee.

PennDOT has committed to make funding opportunities available to counties who have taken steps to enhance their transportation networks by passing resolutions to collect the \$5 Vehicle Registration Fee enabled by Act 89. Initially, \$2,000,000 will be reserved for each county that has passed a resolution, with a 50% local match commitment required to secure the program funding. Any remaining funds after an initial offering would be made available to the rest of those same counties again. If any funds remain after that offering, they would be used for other Local Bridge Bundling programs. This initiative supports the 6,485 locally owned bridges statewide, 2,115 of which are structurally deficient.

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

Favorable recommendation was received from the Regional Technical Committee.

One public comment was received from Leonard Fritz of Gloucester County asking if the bridge will provide pedestrian and or bike lanes to connect current or planned bike lanes or trails. A response from DVRPC followed stating that at a minimum the new bridge will replace them in kind. Bicycle lanes will be considered depending on the recommendations of Montgomery County’s forthcoming bicycle plan, Bike MontCo.

Valerie Arkoosh, Montgomery County, noted that this \$5 vehicle registration fee has been very important to Montgomery County and at present 15 of the 60 bridges in the County have been rebuilt and 35 others have had some work started as a result of this money.

The Board adopted the following **motion**:

**MOTION** by Ms. Arkoosh, seconded by Ms. Floyd, that the Board approve the following TIP action:

PA17-58, Montgomery County’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, Waverly Road over Tacony Creek (County Bridge #275), MPMS #103372 to the TIP for PE (\$350,000 sSTP) in FY18; FD (\$300,000 sSTP) in FY19; UTL (\$25,000 sSTP) in FY 20; ROW (\$25,000 sSTP) in FY20; and CON (\$1,300,000 sSTP) in FY21.

**b. PA17-59: French Creek Parkway - Phase 1, (MPMS #57659), Chester County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by removing the French Creek Parkway - Phase 1 project, MPMS #57659 from the TIP, including removal of FD (\$350,000 SXF) in FY17; UTL (\$25,000 SXF) in FY18; and CON (\$2,817,000 SXF) in FY19 for a total of \$3,192,000 SXF. This project was funded by a federal earmark.

In October 2016, FHWA approved the "No Build Alternative" for this project after completing Preliminary Engineering. The French Creek Parkway project was originally proposed to be the first phase of a roadway connection between Main Street and Taylor Alley in the Borough of Phoenixville. It was intended to support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses. The redevelopment plan for the area has subsequently changed, with residential development and residential roadways being constructed at the former steel site location. Phoenixville Borough intends to work with the developers to construct a modified version of the road as future phases of the redevelopment are completed. Therefore, the need for the French Creek Parkway project no longer exists.

Financial constraint will be maintained as this project had used specially earmarked SXF funds.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-59, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by removing the French Creek Parkway - Phase 1 project, MPMS #57659 from the TIP, including removal of FD (\$350,000 SXF) in FY17; UTL (\$25,000 SXF) in FY18; and CON (\$2,817,000 SXF) in FY19 for a total of \$3,192,000 SXF.

**3. Adoption of the Conformity Finding of the DVRPC Connections 2045 Long-Range Plan, FY 2017 Transportation Improvement Program (TIP) for Pennsylvania, and FY 2018 TIP for New Jersey**

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 2045* Long-Range Plan (Plan), FY 2017 TIP for Pennsylvania, and FY 2018 TIP for New Jersey.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
  - I. Annual PM<sub>2.5</sub> (Delaware County Nonattainment Area)
  - II. Annual and 24-hour PM<sub>2.5</sub> (the Philadelphia-Wilmington, PA-NJ-DE PM<sub>2.5</sub> Maintenance Area);
  - III. Annual and 24-hour PM<sub>2.5</sub> (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM<sub>2.5</sub> Maintenance Area) and,
  - IV. Carbon Monoxide (portions of Philadelphia, Trenton, and Burlington City).

DVRPC held a public comment period from September 1, 2017 to October 4, 2017, and hosted two public meetings on September 18, 2017 in Collingswood, New Jersey and on September 19, 2017 in Philadelphia, Pennsylvania. One comment was received on the document.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Redd, seconded by Mr. Levecchia that the Board adopt:

The conformity finding of the *Connections 2045* Long-Range Plan, FY 2017 Transportation Improvement Program for Pennsylvania, and FY 2018 TIP for New Jersey by approving Resolution B-FY18-001.

#### **4. Adoption of the *Connections 2045* Plan for Greater Philadelphia**

Brett Fusco, DVRPC Manager, Office of Long-Range Planning, explained that federal requirements mandate Metropolitan Planning Organizations (MPOs), such as DVRPC, develop a long-range transportation plan with a minimum 20-year horizon that identifies how federal transportation funding will be spent in the region. The *Connections 2045* Plan fulfills this requirement, while establishing a vision for the growth and development of the region, and serving as a blueprint for prioritizing transportation funding over the next 28 years. The Plan was developed with the input and support of DVRPC's working committees, regional planning partners, stakeholder groups, and residents.

*Connections 2045* considers transportation, land use, the environment, economic competitiveness, equity, and quality of life issues in planning for the region's long-term growth. The Plan helps to prepare the region for a forecasted increase of more than 650,000 residents (+11.5 percent) and over 370,000 jobs (+12 percent) by 2045. It considers how profoundly changing demographics may affect regional lifestyle preferences and travel trends in the coming years, when baby boomers and millennials alike will expect a range of housing and transportation options, and may gravitate toward more walkable environments. The Plan also focuses on technology and Greater Philadelphia's evolving transportation network and information economy, while exploring

other key forces that are shaping the region, such as climate change and the Digital Revolution.

Based on analysis of current trends, future forecasts, and outreach to stakeholders and the public, *Connections 2045* forms the vision around five interrelated core principles:

- Sustain the Environment
- Develop Livable Communities
- Expand the Economy
- Advance Equity and Foster Diversity
- Create an Integrated, Multimodal Transportation Network

It also identifies a series of goals and strategies to achieve each of the core principles and bring about the vision. Some key strategies include enhancing education, increasing regional cooperation and government efficiency, building smart cities, data sharing and coordination, and multimunicipal planning. The Plan contains a prioritized set of transportation infrastructure projects, based on a quantitative analysis of need, which are able to be funded with anticipated revenues over the life of the Plan. Unfortunately, due to declining transportation funding, we can only achieve a portion of this vision using anticipated revenues. *Connections 2045* examines the causes of our funding crisis and puts forth some options for addressing the shortfall to create a regional discussion on how we can achieve the vision in its totality.

Implementing the Plan is an ongoing process. *Connections 2045* concludes by highlighting activities that DVRPC and its planning partners are currently undertaking to help bring the Plan to fruition, while also identifying actions everyone can take to advance the vision. The region will need to be flexible and adaptable to potentially fast-moving future changes, while not losing sight of the greater vision of where we collectively want the region to be in 2045.

Executive Director Barry Seymour noted that 10 official comments were received during the comment period but that DVRPC also held dozens of meetings where comments were collected. A lot of outreach and engagement took place. Though DVRPC has more data there is also more uncertainty and it is important to work with everyone and coordinate on priorities.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Redd, seconded by Mr. Squilla that the Board adopt:

The *Connections 2045 Plan for Greater Philadelphia*, as the official long-range plan for the DVRPC region, by adopting Resolution B-FY18-002.

5. **Adoption of the DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey**

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation, 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 minimum 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; the PA and NJ TIPs are updated on alternating years. At this time, staff is presenting the Draft DVRPC FY2018 TIP for New Jersey with Recommended Changes for adoption by the DVRPC Board.

Work on the development of the FY2018 - 2021 TIP for NJ commenced in October of 2016. The New Jersey Subcommittee of the RTC, under the direction of DVRPC staff, has worked to develop a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, Long-Range Plan consistency, and Environmental Justice.

The Draft DVRPC FY2018 - 2021 TIP for New Jersey contains 152 projects worth \$2 billion (an average of \$506 million per year), including \$1.3 billion for 99 projects primarily addressing the highway system and almost \$723 million for 53 transit projects for the DRPA/PATCO and NJ TRANSIT.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained based on the financial resources identified by NJDOT 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 was made available for public review during a 32-day period which opened on Monday, August 14, 2017 and closed on Thursday, September 14, 2017 at 5:00 PM. Legal notices explaining the public comment process were published in *The Philadelphia Inquirer*, the *Courier-Post*, *The Times of Trenton*, *Al Dia*, and *The Philadelphia Tribune*. Media advisories were issued prior to the start of the Public Comment Period, and the Public Comment Period was announced on DVRPC's homepage at [www.dvrpc.org](http://www.dvrpc.org). An email notice was also sent to over 3,700 individuals, organizations, and DVRPC affiliated groups. In addition, DVRPC utilized social media outlets (Twitter, Instagram, and Facebook) to highlight the Draft TIP and promote the Public Comment Period. All TIP related documents were published on the Internet; copies were placed at major public libraries throughout the region; and printed documents were distributed to many stakeholders and made available at the public meeting. DVRPC held a public meeting on Wednesday, September 6th from 6 – 8 PM at the Collingswood Senior Community Center in Collingswood, New Jersey to give the public an opportunity to verbally present comments to state, county, transit, and DVRPC staff.

DVRPC's website played a vital part in our public outreach effort. A web-based online commenting application at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft) was available to make it convenient for the public with internet access to directly submit comments to DVRPC about the program. There was also a special e-mail address, [tip@dvrpc.org](mailto:tip@dvrpc.org), for anyone who preferred to send their comments via e-mail. The Draft TIP document and other related documents were placed on DVRPC's 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 meetings to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

The Public Comments Index (abridged summary of comments) and Public Comments (full content of comments) are included as part of this DVRPC Board package with specific details on comments received on the draft program during the Public Comment Period.

*Public Involvement Results:*

A total of 116 individuals from the general public with some on behalf of advocacy groups, a university, a County Freeholder, and municipalities submitted 153 written comments about the Draft TIP primarily through the web-based online commenting application followed by email as the second most popular method, and U.S. mail as the third most popular method. Since some individuals commented on more than one issue in a submitted comment, the public commented on a total of 158 issues; and DVRPC assigned each issue an "Item #" (or "Item ID") that was used to gather responses from the DVRPC member governments that are included in the attachments. Of all 158 issues received from 116 individuals, the issues are generally categorized into six types and listed below by percent of comments received per issue.

1. Supports a project (47% of comments), where most expressed support for DB #T302, Camden-Glassboro Light Rail Line, followed by other projects;
2. Requests for a new TIP project/line item/study (23% of comments);
3. Project concerns, questions, and/or suggestions (20% of comments);
4. General concerns, questions, and/or suggestions (6% of comments);
5. Requests to expand project scope (3% of comments for DB #15322, Delaware & Raritan Canal Bridges, from the NJDOT Statewide Program); and
6. Not supportive of project (1% of comments for DB #T302).

Material distributed to the Board include: Index of Comments (abridged summary of comments), Original Comments (full content of comments), and Agency Responses to Comments.

*List of Recommended Changes to the Draft TIP:*

A proposed List of Recommended Changes to the Draft DVRPC FY2018 TIP was provided for the DVRPC Board for review prior to the October 26th Board meeting. Project costs and schedules can typically change since the public release of the Draft TIP. For this reason, programming needs to adjust to these changes. Moreover, during a review of the Draft TIP, various technical changes to the Draft document may be needed before DVRPC finalizes the TIP and submits it to state and federal governments for approval. The recommended changes will not impact conformity finding.

*Conformity Finding:*

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIPs and Long-Range Plan (Plan). 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 conformity analysis of the Draft *Connections 2045* Long-Range Plan, the Draft FY2018 TIP for NJ, and the current FY2017 TIP for PA, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act. The conformity finding was presented for adoption at today’s meeting.

Mark Remsa, Burlington County, asked whether the Route 130/Route 656 project will be in the TIP. Mr. Remsa thanked DVRPC for including the Route 295/38 Interchange project in the TIP. Mr. Hammer responded that the Route 130/Route 656 project will be part of Concept Development. Mr. Hammer noted that NJDOT initially looked at the interchange at 295/Route 38 and realized that the money was not there for the project but it is being looked at again and there are some great new ideas for that interchange. Barbara Holcomb, DRPA thanked staff for all of their work on the TIP. Mr. Hammer noted that the Camden/Gloucester Light Rail Line has had \$5 million added to the already \$8.5 million for the Environmental Impact Statement. The hope is to have a record of decision in a year or so. Additionally the Walter Rand Transportation Center will have \$9.5 million dedicated to it for reconstruction and modernization which will include a pedestrian overpass.

The Regional Technical Committee delegated approval to the New Jersey Subcommittee of the RTC, pending review and acceptance of the final List of Recommended Changes to the Draft FY2018 TIP.

Mr. Seymour noted that a total of 153 written comments were received and he thanked staff for all of their work in responding to these comments.

The Board adopted the following **motion**:

**MOTION** by Ms. Floyd, seconded by Mr. Levecchia that:

Based on the New Jersey Subcommittee of the RTC's review and acceptance of the final List of Technical Changes to the Draft FY2018 TIP for New Jersey, the Board voted to adopt the FY2018-2021 Transportation Improvement Program (TIP) with Technical Changes, as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY18-003.

**6a. DVRPC FY 2018 Work Program Amendment: PennDOT, District 6 Modeling Assistance**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that this project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. This project will require an expansion of DVRPC staff to include a dedicated travel modeler who will work exclusively on PennDOT traffic studies and forecasts. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed. The funding is \$325,000 from Pennsylvania TIP MPMS #110127.

Favorable Recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Puchalsky, seconded by Ms. Kichline that the Board amend:

The FY 2018 Planning Work Program to include *PennDOT District 6 Modeling Assistance*, and also amend the FY2017 TIP for PA by adding a new project MPMS #110127.

**6b. DVRPC FY 2018 Work Program Amendment: DVRPC Freight Model Enhancement**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that this project will update and enhance the truck model components in DVRPC's regional travel forecasting model to improve freight and commercial vehicle forecasting and to support various planning projects where freight and truck movements are important considerations, including the I-95 Reconstruction. Tasks will include updating truck/freight trip generation rates, migrating to a multi-class assignment routine, and implementing a tour-based truck model. Funding will be \$500,000 from Pennsylvania TIP MPMS #92289 (Interstate Management Program).

Chris Puchalsky, City of Philadelphia, asked how the model will help inform planning, policy, or operations. Mr. Gates responded that the new model will allow us to better

forecast truck volumes on individual highway lengths. We will also be able to analyze freight movements rather than truck movements. Our intention will also be to tie this model with the national supply chain models from other regions which will let us look at other impacts like the Panama Canal widening. Initially we will use the model to look at the reconstruction of I-95 and Sector B and how the new interchanges would facilitate truck movements from I-95 to the waterfront without affecting residential neighborhoods.

Favorable Recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Puchalsky, seconded by Ms. Burritt that the Board amend:

The FY 2018 Planning Work Program to include DVRPC's *Freight Model Enhancement project*.

## **PRESENTATION ITEMS**

### **7. King of Prussia Rail Update and Draft Environmental Impact Statement Release**

Liz Smith, SEPTA, gave a presentation detailing the current status of the KOP Rail project, including an overview of new design options and the schedule for DEIS release.

Leonard Bonarek, Bicycle Coalition of Greater Philadelphia, asked if SEPTA has looked at using dynamic signage for this project. Additionally Mr. Bonarek asked if SEPTA has looked at the impact of the King of Prussia Rail on existing service and capacity.

Ms. Smith responded that SEPTA plans to work with PennDOT on the signage. With regard to capacity, there should be no harm to existing SEPTA passengers and future impacts will be analyzed. Rohan Hepkins, PATCO, asked if more train cars would be needed. Ms. Smith noted that only six additional cars would be required. Mr. Seymour asked if SEPTA needs the DVRPC Board to do anything. Ms. Smith responded that at this time the Board is not being asked to do anything but that after the SEPTA Board approves this as their LPA the DVRPC Board may be asked to show regional support.

## **DISCUSSION ITEMS**

### **8. One Minute Reports**

Elizabeth Smith, SEPTA, reported that Boulevard Direct bus service is up and running.

Dan Walston, FHWA PA, reported that Renee Sigel has moved to a new position in Washington, D.C. working for the Senior Executive Service. Currently Moises Murrero is serving as the ADA.

Calvin Edghill, FHWA NJ, thanked DVRPC for their work on the TIP and the LRP. He noted that it is nice to see dynamic planning taking place. It is nice to see millennials and ladders of opportunity included in planning. There was a summit held at Rutgers on Bike/Walk that was great. Mr. Edghill thanked DVRPC for accepting FHWA's Brian Goodson as an intern.

Angie Dixon, City of Philadelphia, thanked SEPTA for the Boulevard Direct Bus. This Saturday is the second time the Philly Free Streets program is being held. This will mostly be on North Fifth Street. The roads will be closed to traffic all day and will reopen at 5:00 p.m.

Diane Ellis-Marseglia, Bucks County, reported that with the retirement of Lynn Bush, the county has just hired a new Planning Director by the name of Evan Stone.

Michelle Kichline, Chester County, reported that the county just held its first public meeting on extending the Chester Valley Trail. The goal is to extend the Chester Valley Trail west of Downingtown and ultimately connect with the future 29-mile multi-use Enola Low Grade Trail located just outside of Atglen in Lancaster County.

Mark Remsa, Burlington County, reported that the county is continuing to work with the surrounding areas and municipalities on ways to take advantage of growth and economic expansion.

## **9. Executive Director's Report**

### **a. New Vision and Mission Statement**

Mr. Seymour noted that DVRPC recently adopted a new Vision and Mission statement which can be found in the Board packets.

### **b. DVRPC 2017 Board Retreat Feedback**

Mr. Seymour called the Board's attention to the spreadsheet of comments from the Board Retreat which can be found in the Board folders. In terms of what we do well already there were a lot of comments around facilitation and bringing diverse groups together, our analysis, the quality of our publications, managing the TIP, our regional view, and our support of regionalism. In terms of the comments on what we should be doing they were grouped into five categories. The first was increasing our marketing and outreach, second was more opportunity for Board member interaction, third was serving an advocacy role, fourth was regarding the issues in which DVRPC is engaged, and fifth was about how to make planning concepts more understandable to the general population. Staff will be looking at this feedback more closely in the future as well.

### **c. FY19 Work Program Committee Meeting**

Mr. Seymour noted that DVRPC just held a Work Program Committee meeting and a summary of the proposed projects for FY19 is in the Board packets. Staff is now working on the details and a draft Work Program will be available at the December 6 Board meeting.

d. Changing Lanes Conference

Mr. Seymour reported that in conjunction with WTS, DVRPC held a Changing Lanes Conference at the Union League on October 18. Mr. Seymour thanked Mayor Kenney and all the speakers.

e. Vibrant Ports Workshop

Mr. Seymour called the Board's attention to the Vibrant Ports Workshop which was held recently at DVRPC in conjunction with the EPA. Mr. Seymour thanked the EPA for their participation and support.

f. Board Meeting Dates for 2018

Mr. Seymour noted that the Board meeting dates for 2018 are in the Board packets. He pointed out that March's meeting will be held in conjunction with the Breaking Ground meeting and will be held at the Loews Philadelphia Hotel at 9:00 a.m.

g. NJ Ethics Training

Mr. Seymour pointed out that a reminder for NJ Board members about required Ethics Training is in the Board folders.

h. TIGER Grants

Mr. Seymour reported that DVRPC sent out six support letters for TIGER grant projects plus at least one infrastructure application project.

i. NJDOT Funding Availability

Mr. Seymour noted that funding is now available for NJDOT Local Freight Impact Fund projects for counties or municipalities for projects that improve access to ports or freight nodes, and reduce impact on local roads and communities.

j. Upcoming Meetings and Events

Mr. Seymour called the Board's attention to some upcoming meetings and events including: TCDI Livability Summit on November 3, GVF Mobility Summit on November 6, Electric Vehicles Forum on November 6, TRB, the Future of the Interstate, the next 50 years on November 7, PenTrans event on November

9, DVSGA event, The Evolving Nature of Senior Living, on November 28, and the WTS Awards Dinner with DVRPC and Mike Carroll (City of Philadelphia) on November 30.

## **10. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Public Participation Task Force
- (3) Regional Aviation Committee
- (4) Delaware Valley Goods Movement Task Force

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:14 p.m. on a **MOTION** by Ms. Floyd, seconded by Ms. Kichline.

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I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary