

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of October 25, 2018

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	Eric Powers
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	James Ritzman
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Rich Brahler
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
Camden County	Andrew Levecchia
Gloucester County	(not represented)
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Eleanor Sharpe
City of Camden	Edward Williams
	June Morton
City of Trenton	Stephani Register

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	Elizabeth Smith
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)

Pennsylvania Department of Environmental Protection	Sachin Shankar
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Michael Shorr
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel (Phone)	Megan Moyer
New Jersey Co-Counsel	Tom Coleman
<u>DVRPC Staff</u>	
Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Karin Morris, Mike Boyer, Greg Krykewycz, Rick Murphy, Shoshana Akins, Elise Turner, Paul Smith, Natalie Cramer, Van Doan, Rob Graff, Matt Gates, Kim Korejko, Josh Rocks, Elizabeth Compitello, Alison Hastings, Kevin Murphy, Amy Bernknopf, Chris King, Tom Keenan, Stacy Bartels, and Renee Wise.	
<u>Guests</u>	
Greenman-Pedersen, Inc.	Dave Kuhn
Resident, City of Chester	Reverend Glen Benson
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Dewberry	Debra Arthur
Philadelphia Regional Census Center	Lynne V. Newman
New York Regional Census Center	Patricia Greene Alston
Temple University Student	Nicholas Mulligan
Temple University Student	Sarah Banh
PennDOT District 6	Kathleen Winfree
CH Planning	Charnelle Hicks

Call to Order - Chair's Comments

Chair Nedra Ralston called the meeting to order at 10:03 a.m. Ms. Ralston asked if there was any press in the room and if anyone was recording the meeting.

DVRPC Executive Director Barry Seymour introduced Eric Powers from NJDOT and Eleanor Sharpe from the City of Philadelphia.

Public Comments on Agenda and Non-Agenda Items

Reverend Glen Benson of Delaware County commented on a non-agenda item and stated that he has lived at his residence at 1210 Kerlin Street in the City of Chester for over 32 years. Reverend Benson noted that he did attend the September 27, 2018 Board meeting but did not speak because he was not aware of the location and time change of the meeting. He thanked the DVRPC Board for adding the sound barriers to the PA TIP but noted that he does not think his house will last until the sound barriers are scheduled to be installed. Reverend Benson commented that he will continue to come to DVRPC's Board meetings to try to get some assistance with rebuilding his house.

ACTION ITEMS

1. Minutes of Meeting of September 27, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Remsa* seconded by *Ms. Arkoosh*, to approve the minutes of September 27, 2018.

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

2. Transportation Improvement Program (TIP Actions)

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

a. NJ18-045: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements), (DB #D1709), City of Camden (Camden County)

Camden County has requested that DVRPC modify the FY2018 TIP for New Jersey by delaying FY18 Preliminary Engineering (PE) to FY19, FY19 Final Design (FD) to FY20, and FY20 Construction (CON) to FY25, as well as increasing the overall cost of the project, Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements), DB #D1709, by \$4,777,000 from \$5,092,000 to \$9,869,000, accordingly: federalize and increase PE cost by \$570,000 from \$190,000 17-STATE-DVRPC to \$760,000 STBGP-STU, increase FD cost by \$1,140,000 from \$380,000 STBGP-STU to \$1,520,000 STBGP-STU, and increase the CON cost by \$3,067,000 from \$4,522,000 STBGP-STU to \$7,589,000 STBGP-STU funds. The action would also update the project title to “Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)”, description (to include a bridge replacement), and correct the abbreviation for Final Design from DES to FD. This is a recent Local Concept Development “Graduate” project. Camden County is the project sponsor.

Funding will provide for roadway improvements to Kaighn Ave. (CR 607) from Euclid St. to North Park Dr. (CR 628) and as a result of this action, a complete replacement of the Kaighn Ave. Bridge. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to The Circuit, Greater Philadelphia's multi-use trail network. Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events are due to flooding and occur between 15 and 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time, high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in

severe disrepair or continually washed out. This trail provides access to Farnham Park and The Circuit that connect users to Philadelphia and the region's trail.

Financial constraint will be maintained. All projects listed contribute to fiscal constraint.

A public comment was received from the Circuit Coalition expressing their support for this project but noting opposition for the delay in completion. Andrew Levecchia, Camden County, commented that he and the county are concerned about the delay as well and will work to expedite things.

The Board adopted the following **motion**:

MOTION by *Mr. Williams*, seconded by *Mr. Levecchia* that the Board approve:

TIP Action NJ18-045, Camden County's request that DVRPC modify the FY2018 TIP for New Jersey by delaying FY18 Preliminary Engineering (PE) to FY19, FY19 Final Design (FD) to FY20, and FY20 Construction (CON) to FY25, as well as increasing the overall cost of the project, Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements), DB #D1709, by \$4,777,000 from \$5,092,000 to \$9,869,000, accordingly: federalize and increase PE cost by \$570,000 from \$190,000 17-STATE-DVRPC to \$760,000 STBGP-STU, increase FD cost by \$1,140,000 from \$380,000 STBGP-STU to \$1,520,000 STBGP-STU, and increase the CON cost by \$3,067,000 from \$4,522,000 STBGP-STU to \$7,589,000 STBGP-STU funds. The action would also update the project title to "Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)", description (to include a bridge replacement), and correct the abbreviation for Final Design from DES to FD.

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

3. Project Selections for DVRPC's PA Municipal Bridge Retro-Reimbursement Program

Rick Murphy, DVRPC Senior Capital Program Coordinator, explained that DVRPC staff is requesting that the DVRPC Board approve the list of projects recommended for funding, as part of DVRPC's PA Municipal Bridge Retro-Reimbursement Program, and amend the FY2019 - 2022 TIP for Pennsylvania by adding nine (9) new municipal-owned bridge projects, totaling an estimate of \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local), to the Municipal Bridge Line Item (MPMS #102105) for retro-reimbursement (TIP Action PA19-02). State funds would be drawn from the Municipal Bridge Line Item (MPMS #102105) at the appropriate time for reimbursement. \$10,000,000 State 183 funds have been set-aside in MPMS #102105 over the First-Four Years (FY19-22) for this round of projects. Municipalities are required to contribute a 20 percent match.

PennDOT has the third highest number of bridges in the nation and has a high need to reduce the number of structurally deficient bridges. The number and condition of

structurally deficient (SD) bridge structures is a national issue, and the DVRPC region is severely impacted. 237 out of 752 (or 31.5 percent) of locally owned bridges that are 20 feet (20') and greater in Bucks, Chester, Delaware, and Montgomery Counties are Structurally Deficient (SD) for which PennDOT has existing data. The Municipal Bridge Retro-Reimbursement Program was established in recognition that the condition of local facilities is an enormous issue that needs to be addressed. The last round of selected projects occurred in December 2014. Nine (9) out of eleven (11) bridges have been completed and the municipalities have been reimbursed to date.

PennDOT's retro-reimbursement process differs from the traditional design-to-construction process for capital projects. Local bridge projects that follow "traditional" delivery employ federal procedures and must follow the full PennDOT project development and review process. Local bridge projects that follow a "retro-reimbursement" process follow the state liquid-fuel procedure, which streamlines reviews and delegates PennDOT reviews to the local sponsor. In the retro-reimbursement procedure, PennDOT will still perform a structural adequacy review of the structure. A municipality that follows the retro-reimbursement process will use local funds to rehabilitate or replace the bridge and then request reimbursement from PennDOT.

PennDOT will pay 80 percent of the documented costs for design, engineering, right-of-way, utility, construction (including construction inspection and construction engineering); while the municipality will be responsible for the remaining 20 percent of the cost. Funds will not be reimbursed until the project is 100 percent completed, funds from Municipal Bridge Line Item (MPMS #102105) are available, all invoices have been submitted to the appropriate agency, and a retro-reimbursement agreement has been executed between the municipality and PennDOT. Projects will be reimbursed on a "first-come, first-served" basis. If the final project cost is higher than requested amount at time of application, the municipality must work with PennDOT District 6 and DVRPC to resolve discrepancies in cost-overruns and be prepared to cover all cost increases that are above the requested amount in the application.

Nine bridges totaling an estimate of \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) have been selected for funding.

Bucks County

1. Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);
2. Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local);

Chester County

3. East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);
4. Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

Montgomery County

5. Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);
6. Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);
7. Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);
8. Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);
9. Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

Not all municipal bridges were eligible for this program. Only bridge rehabilitation or replacement that could demonstrate the following requirements were considered: bridge must be locally owned by a municipality within Bucks, Chester, Delaware, and Montgomery Counties; the bridge must have a structurally deficient status (SD); rehabilitation or replacement work must remove the SD status; the bridge deck length must be at least 20 feet; the bridge must be listed on the final, approved PA Capital Budget; the bridge must include a letter of support from the county Planning Director with the application; the municipality must be or agree to become a PennDOT ECMS & RAS Registered Business Partner; and the municipality reasonably expects to complete project by or before August 1, 2021.

There was much interest in this program when the application period was opened. A total of 18 municipal-owned, SD bridges that are at least 20 feet in length were not eligible for this program because they are not listed in a final, approved PA Capital Budget (from 1982 to 2015). As a result, PennDOT District 6 collected this list of bridges to include them as part of PennDOT's FY2018 PA Capital Budget (Bridge) submission for a future round. Bridges must be listed in the final, approved PA Capital Budget in order for municipalities to be reimbursed with State funds (\$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local)).

The Board adopted the following **motion**:

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

The list of projects recommended for funding, as part of DVRPC's PA Municipal Bridge Retro-Reimbursement Program, and amend the FY2019 - 2022 TIP for Pennsylvania by adding nine (9) new municipal-owned bridge projects, totaling an estimate of \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local), to the Municipal Bridge Line Item (MPMS #102105) for retro-reimbursement (TIP Action PA19-02). Funds will be drawn down at the appropriate time:

1. Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

2. Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)
3. East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);
4. Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);
5. Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);
6. Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);
7. Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);
8. Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);
9. Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

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

4a. DVRPC FY 2019 Work Program Amendment: Montgomery County Bridges Traffic Counts

Joshua Rocks, DVRPC Manager, Office of Travel Monitoring, explained that Montgomery County has requested that DVRPC collect vehicle classification data on 89 county owned bridges. The proposed work will cost \$17,500, and funding will come from Montgomery County.

The Board adopted the following **motion**:

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

The DVRPC FY 2019 Work Program to include *Montgomery County Bridges Traffic Counts*.

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

4b. DVRPC FY 2019 Work Program Amendment: PennDOT, District 6 Modeling Assistance

Matt Gates, DVRPC Manager, Office of Travel Trends and Forecasts, explained that this amendment modifies the existing FY2019 PennDOT modeling assistance project to allow for DVRPC to increase the staff working exclusively on PennDOT traffic forecasting and travel modeling projects from one to two. Funding will be \$100,000 in additional funds from Pennsylvania TIP MPMS #110127, for a total of \$320,000; \$256,000 in NHPP and \$64,000 in state 581 funds.

The Board adopted the following **motion**:

MOTION by *Mr. Williams, seconded by Mr. Madden* that the Board amend:

The DVRPC FY 2019 Work Program to include *PennDOT, District 6 Modeling Assistance*.

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

4c. DVRPC FY 2019 Work Program Amendment: Community Outreach and Mitigation Strategies

Rob Graff, DVRPC Manager, Office of Energy and Climate Change Initiatives, explained that DVRPC has been a Cooperating Technical Partner with the Federal Emergency Management Agency (FEMA) since 2014. In a prior grant award through this partnership, DVRPC carried out project 15-44-230, *Integrating Regional and County Comprehensive Planning with Hazard Mitigation Planning*. This new project follows up that project with direct outreach to municipalities in Bucks County and Montgomery County on the hazards presented by extreme weather to municipal operations. DVRPC will conduct a series of workshops leveraging the July 2018 Municipal Implementation Tool #31 (MIT #31) *Municipal Operations in a Changing Climate*. In addition, DVRPC will run two sessions of *The Game of Floods*, one in Bucks County and one in Montgomery County as part of FEMA-organized workshops related to county hazard mitigation planning. Funding will be a \$20,000 Cooperating Technical Partners Grant from the Federal Emergency Management Agency (FEMA). No match from DVRPC is required.

DVRPC Executive Director Barry Seymour asked Mr. Graff to explain the Game of Floods. Mr. Graff explained that The Game of Floods is a highly interactive game-based exercise to help participants understand the process of conducting vulnerability and risk assessment and think about strategies to protect public assets from current and future flooding. The game is played in a series of steps and integrated into a presentation. Attendees progress through the steps from climate science, to asset inventory, to vulnerability, risk, and adaptation planning. It is designed to engage planners, community members, emergency response personnel, and others in understanding the issues and tradeoffs associated with preparing for more frequent flooding. DVRPC will prepare game boards customized for each workshop, game pieces, and all ancillary materials to run the Game of Floods for up to 80 participants in each county. DVRPC will provide staff to lead the game exercise, and will introduce it in the context of each workshop.

The Board adopted the following **motion**:

MOTION by *Mr. Brahler, seconded by Mr. Thompson* that the Board amend:

The DVRPC FY 2019 Work Program to include *Community Outreach and Mitigation Strategies*.

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

5. Mobility Alternatives Program (MAP) Funding and Work Program for new University City District (UCD) TMA

Patty Elkis, DVRPC Director of Planning, explained that MAP is an educational and outreach program on Transportation Demand Management (TDM) options and commute alternatives, specifically targeted to employers in southeastern Pennsylvania. There are currently six MAP contractors receiving CMAQ funds for this project; the UCDTMA would bring the total to seven.

The progress and success of the MAP program (like that of the TMA Assistance grant) is monitored through PennDOT's, DVRPC's and the relevant County/City Planning Commission/Department (CPC) review of TMA/contractors' annual work programs and monthly progress reports and invoices, which demonstrate the results of work toward reducing single-occupant autos for commuting. In addition, contractors submit electronic quarterly performance reports that are data-driven; these are sent quarterly to the CPC reps and reviewed periodically at the meetings of the PA TMA Policy Committee. At the end of the FY, the data is aggregated into one programmatic annual report so the results of all efforts can be reported under CMAQ requirements.

Talks had been initiated in FY16 with the University City District regarding applying for CMAQ funds to do TDM work in its service area, which contains major universities, medical facilities and other large employers, and has a strong transit network and high bicycle usage. UCD applied to the IRS to establish a separate, tax exempt 501c3 organization as an official TMA (one of the requirements to apply for and receive CMAQ funding via MAP) and received approval in June, 2018. UCD is applying for MAP funding initially, and promptly supplied a work program for the remainder of FY19, to be initiated as soon as PennDOT can issue an order to proceed.

In FY17, PennDOT began budgeting funding for the MAP and TMA Assistance grants for two-year contract periods; FY18-19 starts the second, two-year contract period. Work Program submissions cover each fiscal year; and work programs are reviewed mid-FY19 in order to revise tasks for FY20, as needed. The UCDTMA would receive the same MAP funding as the other TMAs in the counties.

Staff and PennDOT have reviewed the UCDTMA's application and work program; they demonstrate appropriate financial standing as well as acceptable and CMAQ-eligible work scopes. The DVRPC PA TMA Policy Committee was also consulted and has approved this additional contractor and funding for FY19.

Additional funding for the MAP grant is \$67,500 (\$54,000 CMAQ and \$13,500 match). The previously approved total (including match amounts) for all MAP contractors for FY18-19 work was \$851,875; with the addition of UCDTMA the new total would be \$919,375. The same is requested for the second year of the current two-year contract with PennDOT (FY19-20).

One public comment was received from John Hall of Chester County. Mr. Hall commented on the University City District's needs and recommended pedestrian corridors like the diagonal cut through from Penn through Drexel to 30th Station, an all-weather people carrier tread from SEPTA stop to 34th street and Market, and an underground passageway from 30th Street station with escalators and a moving walkway. A response from DVRPC followed.

Eleanor Sharpe, City of Philadelphia, asked how the UCD will divvy up the three groups as part of the experiment to assess transit ridership. Ms. Elkins responded that it will be random.

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

This increase to the FY19 Mobility Alternatives Program grant for the UCDTMA and to amend the FY2019 TIP for PA (PA19-01) by increasing the FY19 PRA phase of the Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR), MPMS #110429, by \$67,500 (\$54,000 CMAQ and \$13,500 match).

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

6. Infrastructure (PM 2) and System Performance (PM 3) Transportation Performance Management Targets

Mike Boyer, DVRPC Associate Director, Comprehensive Planning, explained that a key feature of MAP-21 was the establishment of a performance-based planning and programming approach for investing in our nation's transportation infrastructure. This approach continues under the FAST Act. The objective of this approach is for State DOTs and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. This effort established a set of transportation performance measures that require State DOTs and MPOs to set performance targets. Generally, MPOs can choose to set their own targets or agree to support the statewide targets set by the State DOT. After consultation with statewide and regional planning partners, DVRPC agrees to plan and program projects so that they contribute toward the accomplishment of the respective State DOT targets for Pavement and Bridge Infrastructure, and Travel Time Reliability and Freight Reliability System Performance measures.

Andrew Levecchia, Camden County, asked whether structurally deficient just means that the standards have changed but need to be below 50 percent. Mr. Boyer responded that it depends on the bridge and sufficiency rating. Jim Mosca, PennDOT, commented that he will look into this. Adam Sternbach, NJ Governor's Authorities Unit, asked whether we are self-reporting this data or if another agency will report back. Mr. Boyer responded that we will be self-reporting and have to have the information on file. For infrastructure we will report to the state DOTs. DVRPC Executive Director Barry Seymour noted that it is really important because it is the first time we have to set numerical targets and are working under national goals. He noted that most other

regions are doing what DVRPC is doing in adopting the statewide targets and setting the standards conservatively so that they can be adjusted later if need be.

MOTION by *Mr. Madden*, seconded by *Ms. Kichline* that the Board agree:

To plan and program projects to support the respective State DOT Pavement and Bridge Infrastructure, and Travel Time Reliability and Freight Reliability System Performance Transportation Performance Management targets.

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

PRESENTATION ITEM

7. Preparing for the 2020 Census

Lynne V. Newman, Philadelphia Regional Census Center, and Patricia Greene Alston, New York Regional Census Center, explained that efforts leading up to the 2020 Census are in full swing. A high-level overview of the plan for the 2020 Census and its related programs was presented. Ms. Newman and Ms. Alston pointed out potentially hard-to-count areas of our region and advised on how to achieve a more accurate count in the various communities.

Barbara Holcomb, DRPA, asked about the duration of the jobs created for this census. Ms. Greene Alston responded that the jobs could be anywhere from three weeks to two years. Nedia Ralston, PA Governor's Policy and Planning Office, asked if the census would be contacting anyone in the counties that have a low response rate. Ms. Newman responded that with the assistance of Complete Count Committees and other tools the Census Bureau will be collaborating with low response rate counties. Eleanor Sharpe, City of Philadelphia, asked how many individuals the Census department is looking to hire in the Philadelphia region. Ms. Newman responded that it is likely that over 300,000 individuals will be hired. Ms. Ralston asked how many people have been hired thus far. Ms. Newman responded that she does not know yet but that more accurate counts will start to be available in April 2019. Valerie Arkoosh, Montgomery County, noted that Montgomery County will starting a Complete Count Committee and also asked for clarification on the citizenship question and whether it will be part of the census. Ms. Newman responded that the bureau does not know yet. Ms. Arkoosh asked what assurances can be given to individuals who participate online regarding their personal information and confidentiality. Ms. Newman responded that a lot of consideration has been given to security and ensuring everyone's personal information is safe. Kevin Madden, Delaware County, asked for suggestions on how to get people responding and involved. Ms. Newman responded that it is important to remind individuals of the programs that are provided for them like reduced lunch programs, and how they are only possible if planning is done and numbers and provided. These programs and others are funded because there is an accounting of who is here and without that funding cannot be given. Barbara Holcomb, DRPA, asked if there will be satellite offices for workers. Ms. Greene Alston responded that most of the jobs will be work from home and individuals will get assignments and report via Smart phone. Valerie Arkoosh, Montgomery County, asked when responses are requested. Ms. Newman responded

that in early March notices will be sent out and responses are requested right away. The latest that responses will be accepted is July or August of 2020. Leslie Floyd, Mercer County, asked if the first wave of response requests is by phone and internet only. Ms. Green Alston responded that the first wave is by phone and internet but that individuals can request a paper form as well.

DISCUSSION ITEM

8. One Minute Reports

Eleanor Sharpe, City of Philadelphia, reported that on October 10 Connect, the seven year transportation plan, was released.

Michelle Kichline, Chester County, reported that the county is close to the end of its Landscapes 3 Plan. There will be a public hearing on the plan on November 29.

Kevin Madden, Delaware County, reported that the county now has a new Open Space Fund and he hopes this brings in other funding. The county recently held an Energizing Your Downtown event and brought together borough managers to talk about what is working and not working in their boroughs. Speakers, including developers, and township officials, collaborated on this event and the hope is that this can become a committee.

Leslie Floyd, Mercer County, thanked DVRPC staff for coming out to talk to the municipalities about the programming, funding, data resources, and more available to them.

Peter Rykard, City of Chester, reported that the city's Open Space Master Plan has been released and there will be a public meeting on October 29 to discuss the plan.

Michael Shorr, PA DCED, reported that the Commonwealth Finance Agency will be voting on the Multimodal Fund awards on November 14.

10. Executive Director's Report

a. Work Program Development

Mr. Seymour called the Board's attention to the work program schedule in their folders. DVRPC held a meeting on October 17 to discuss projects submitted. The projects that were not selected are included in the Board packet and there is also a table showing funding sources. Staff will be working to put together project descriptions for a draft work program which will be distributed at the December Board meeting.

b. Board Retreat Follow-up

Mr. Seymour noted that comments about the Board Retreat and feedback about the event can be found in the Board folders.

c. Certification Review

Mr. Seymour reported that DVRPC underwent a quadrennial Federal Certification Review on October 11 and 12 to ensure we are meeting our federal requirements. Mr. Seymour thanked Board members for their participation in meeting with the federal agencies on October 12.

d. PA Planning Partners

Mr. Seymour thanked PennDOT for organizing the PA Planning Partners event which brought together all the RPOs and MPOs in PA to talk about planning.

e. NARC Conference

Mr. Seymour noted that he recently attended the NARC Conference in Cleveland. Over 50 different regional agencies participated and many ideas were exchanged. Des Moines, Iowa has created bicycles with cameras and vibration sensors to get more data on trails and trail conditions. Cleveland has started a program that involves utilizing a collection of materials to test tactical urban projects on a temporary basis.

f. Board Meeting Dates for 2019

Mr. Seymour called the Board's attention to the list of Board meeting dates for calendar year 2019 which are in the Board packets.

g. Patty Elkis Received APA's Annual Award for Professional Planner

Mr. Seymour reported that DVRPC's Patty Elkis was given the APA's Annual Award for Professional Planner at the PA Chapter Conference in Erie, Pennsylvania two weeks ago.

h. New Releases

Mr. Seymour noted that DVRPC has some newly released reports including: Data Bulletin 101: Residential Building Permits, Data Bulletin 102: Population Estimates, Reviving Vine: Improving Multimodal Connections on Vine street, Safe Routs to Transit – Hughes Park Station, Connections 2045 Summary Plan in Spanish.

11. Committee Reports

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force/Healthy Communities Task Force
- (3) Delaware Valley Goods Movement Task Force
- (4) Transportation Operations Task Force
- (5) Public Participation Task Force

(6) Regional Aviation Committee

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:34 a.m. on a **MOTION** by *Mr. Remsa*, seconded by *Ms. Arkoosh*

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary