

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of July 25, 2019

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	Mike Russo
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	(not represented)
Bucks County	Rich Brahler
Chester County	Brian O'Leary
Delaware County	Linda Hill
Montgomery County	Jody Holton
Burlington County	Tom Stanuikynas
Camden County	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Chris Puchalsky
City of Camden	June Morton
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration	
New Jersey Division	Sutapa Bandyopadhyay
	Brian Goodson
Pennsylvania Division	Jennifer Crobak
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	Catherine Popp-McDonough
New Jersey Transit Corporation	Blanca Quinde
New Jersey Department of Environmental Protection	Elizabeth Semple
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb

Port Authority Transit Corporation
New Jersey Office of Planning Advocacy
Pennsylvania Department of Community and
Economic Development

(not represented)
(not represented)
Aliyah Stanger

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Andy Bockis
Stephen Raymond

DVRPC Staff

Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Elizabeth Schoonmaker, Greg Krykewycz, Chris Linn, Amy Verbofsky, Karin Morris, Mike Ruane, Jackie Davis, Chris King, Katie Nash, Rick Murphy, Karen Cilurso, Shoshana Akins, Natalie Cramer, Kwan Hui, Jesse Buerk, Brett Fusco, Sonia Lee, Paul Smith, Tom Keenan, David Anderson, Glenn McNichol, Meijun Liu, Miles Owen, Najah Jackson, Shawn Megill Legendre, and Renee Wise.

Guests

PennDOT District 6
NJDOT
NJDOT
NJDOT
Dewberry Engineers
DRPA
PCPC
Chester City Resident

Kathleen Winfree
Caroline Birnsner
Elkins Green
Liana Vaccari
James Knoll
Kellie McFarlane
Greg Waldman
Reverend Glen Benson

Call to Order - Chair's Comments

Chair Sean Thompson called the meeting to order at 10:04 a.m. Mr. Thompson asked if there was any press in the room and if anyone was recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated, however, DVRPC Executive Director Barry Seymour noted that Bridget Chadwick of Montgomery County submitted comments on a non-agenda item. He noted that those comments are in the Board folders.

ACTION ITEMS

1. Minutes of Meeting of June 27, 2019

The Board adopted the following **motion**:

MOTION by *Mr. Puchalsky*, seconded by *Ms. Morton*, to approve the minutes of June 27, 2019.

Motion passed with one abstention from Mr. Stanuikynas.

2. Transportation Improvement Program (TIP) Actions

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

a. PA19-72: I-95: Pavement Preservation Northbound (MPMS #92581), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-95: Pavement Preservation Northbound project, (MPMS #92581), in the amount of \$14,304,000 (FY27: \$3,218,000 NHPP/\$358,000 State 581, FY28: \$3,218,000 NHPP/\$358,000 State 581, FY29: \$3,218,000 NHPP/\$358,000 State 581, and FY30: \$3,218,000 NHPP/\$358,000 State 581) to cover a low bid cost increase. This I-95 Pavement Preservation project is sharing the cost between the DVRPC Regional TIP (MPMS #92581 for Northbound) and the PennDOT Statewide Interstate Management Program (MPMS #103744 for Southbound). The total regional cost share is \$45,071,000 (\$40,283,000 NHPP/\$4,788,000 State 581). The total Interstate Management Program cost share is \$30,457,000 (\$27,411,000 NHPP-IM/\$3,046,000 State 581-IM). The total construction estimate for the project, including the proposed low bid cost increase, is \$75,528,000.

Due to the complex nature of the traffic control on this project, the high daily traffic volume of over 190,000 vehicles, and the critical state of the roadway, the estimated cost was not sufficient. An increase to the bid accounts for the staging of the construction, the working hour limitations, and the low-bid contractor's anticipated means and methods of construction.

The purpose of the I-95 Pavement Preservation Northbound project is to preserve the pavement and bridges along I-95 northbound and southbound from the Delaware State Line to the Philadelphia County Line. The existing bituminous surface on I-95 will be removed, and the bituminous surface on ramps will be removed down to the underlying concrete pavement, from the Delaware State Line to 2,000 feet north of PA 420. This is approximately a 9.36 mile stretch.

The remaining concrete pavement and joints will be repaired and patched. The roadway will be overlaid with stone matrix asphalt bituminous pavement. The existing shoulders will be milled and overlaid. In areas where the shoulders will be utilized for traffic during construction, the shoulders will be reconstructed to full depth. All of the existing guide rails will be removed and replaced with guide rail meeting Manual for Assessing Safety Hardware (MASH) standards. Forty-two bridge parapets will be modified to allow for the proper connection of the new MASH compliant guide rail. Several hundred feet of damaged existing concrete median barrier will be replaced. Approximately 1,700 feet of existing metal median barrier (double-faced guide rail) including 90 feet on the bridge over Bullens Lane will be removed and replaced with concrete barrier.

Two acceleration lanes onto I-95 southbound (Kerlin Street and Highland Avenue) will be lengthened utilizing existing shoulders and/or minor widening of the existing pavement. Damaged and missing traffic signs will be replaced. Rumble strips will be installed as required. Durable pavement markings and raised pavement markers will be placed. In the Welcome Center, the exit ramp will be widened and paved with new pavement markings and signing will be installed to address a safety issue with large trucks exiting the Welcome Center tracking over the existing guide rail.

There are 35 bridges within the project limits. Seven of the structures are buried culverts requiring no work. One additional buried culvert with parapets over Sun Oil Utilities will require modifications and/or replacement of the parapets to meet current MASH standards. Four bridges (I-95 NB/SB over SEPTA, I-95 NB/SB over Darby Creek, I-95 NB over AMTRAK, and I-95 SB over AMTRAK) do not require any work currently. Of the remaining 23 structures, 11 of them have their original concrete deck, 11 have been paved, and a 12th has been paved in the northbound direction only. These 23 structures will require the following work: removal of the existing bituminous surface and repayments, along with deck patching as required and resealing and/or replacement of joints, pier plate dams, modular dams, and repair of abutment spalls.

The Traffic Control Plan is Design-Build. Traffic control patterns and the construction schedule must be coordinated with the Delaware Department of Transportation (DeIDOT).

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.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Mosca*, seconded by *Mr. Rykard* that the Board adopt the following TIP action:

PA19-72, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-95: Pavement Preservation Northbound project, (MPMS #92581), in the amount of \$14,304,000 (FY27: \$3,218,000 NHPP/\$358,000 State 581, FY28: \$3,218,000 NHPP/\$358,000 State 581, FY29: \$3,218,000 NHPP/\$358,000 State 581, and FY30: \$3,218,000 NHPP/\$358,000 State 581).

**b. PA19-73: Valley Forge Granite Block Restoration (MPMS #110884),
Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the Valley Forge Granite Block Restoration (MPMS #110884) project, by programming a \$450,000 STU Construction phase in FY20.

This project involves the restoration of the existing granite block roadway surface in front of the National Memorial Arch in Valley Forge National Historic Park. This will provide an adequate riding surface and maintain the integrity of the contributing elements of Valley Forge National Historical Park as part of the National Memorial Arch. The north curb line will be shifted approximately ten feet south to eliminate an existing shoulder and provide a 12 foot wide, curbed westbound travel lane.

The current riding surface of the granite block section of Gulph Road is inadequate. The PennDOT Maintenance Unit has indicated that the continued maintenance of the existing subbase and granite block road surface is no longer viable. The National Park Service and the Pennsylvania Historical and Museum Commission require the continued use of granite block for this section of Gulph Road. The design, right-of-way and utilities phases for this project were completed under MPMS #66952.

The existing roadway transition areas between the granite block and flexible pavement would include milling and wearing course overlay for approximately 15 feet to 30 feet on the west and east sides of the granite block area. A flush concrete curb will provide the transition between the granite block and the flexible pavement as requested by the National Park Service. An existing trail connects the Memorial Arch to the rest of the Park and access will be maintained during construction.

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.

c. PA19-74: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding three PennDOT Multimodal Transportation Fund Projects in the total amount of \$4,753,000 (\$3,656,000 State 411/\$1,097,000 Local) for construction in FY19. These funds are additional to the region.

The Cowpath and Orvilla Intersection Improvements project (MPMS #112221), in the amount of \$2,495,000 (\$1,919,000 State 411/\$576,000 Local), in Hatfield Township, Montgomery County will realign 725 feet of Orvilla Road to create a four-legged intersection with Cowpath Road (PA 463) at the location of the existing western T-intersection. Southbound Orvilla Road will consist of an exclusive left, through, and right-turn lane at the intersection with Cowpath Road (PA 463). "Old" Orvilla Road will remain open to local traffic and will be realigned to create a T-intersection with the realigned Orvilla Road and end in a cul-de-sac. Sidewalks will be added along the eastern and western sides of Orvilla Road which will connect to the existing Hatfield

Township Nature Area Trails. ADA compliant pedestrian accommodations will be installed at the intersection.

The Horseshoe Trail over Pickering Creek project (MPMS #112227), in the amount of \$1,520,000 (\$1,169,000 State 411/\$351,000 Local), in West Pikeland Township, Chester County will replace the existing one lane bridge with a precast concrete structure that will have two lanes and three arches. The structure will raise the roadway, be set higher in elevation, and have a wider waterway opening in order to minimize the rain events that result in roadway closures.

The Indego Connect project (MPMS #111181), in the amount of \$738,000 (\$568,000 State 411/\$170,000 Local), in the city of Philadelphia will install bike share stations within the city of Philadelphia at five locations.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Ms. Holton*, seconded by *Mr. O'Leary* that the Board adopt the following TIP actions:

PA19-73, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the Valley Forge Granite Block Restoration (MPMS #110884) project, by programming a \$450,000 STU Construction phase in FY20.

PA19-74, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding three PennDOT Multimodal Transportation Fund Projects; the Cowpath and Orvilla Intersection Improvements project (MPMS #112221) in the amount of \$2,495,000 (\$1,919,000 State 411/\$576,000 Local); the Horseshoe Trail over Pickering Creek project (MPMS #112227) in the amount of \$1,520,000 (\$1,169,000 State 411/\$351,000 Local); and the Indego Connect project (MPMS #111181) in the amount of \$738,000 (\$568,000 State 411/\$170,000 Local) for Construction in FY19.

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

d. NJ18-089: Route 295/42, Missing Moves, Bellmawr (DB #355A), Camden and Gloucester Counties

NJDOT has requested that DVRPC amend the FY2018 TIP for New Jersey by increasing the overall construction cost of Route 295/42, Missing Moves, Bellmawr (DB #355A) by \$38,000,000 from \$160,000,000 NHPP to \$198,000,000 NHPP funds. The entire project cost from engineering and design to Right-of-Way and Utilities to Construction is over \$200 million in year-of-expenditure dollars. The cost increase reflects the project's updated cost estimate and would be consistent with the Draft FY2020 TIP for NJ.

Funds will provide two new connector ramps, one from Route 42 northbound (NB) to I-295 southbound (SB) and the other from I-295 NB to Route 42 SB, that do not currently exist in Bellmawr and Mount Ephraim Boroughs, in order to relieve an existing bottleneck at the interchange and improve traffic operations and safety throughout the project area. The new ramps will enable motorists to make movements between I-295 and Route 42. The new ramps will merge to north of Creek Road (instead of south), thus changing the entrance and exit on I-295 from Route 42. The project will also include other related highway improvements. It is listed as a Major Regional Project in DVRPC's Long-Range Plan.

I-295/I-76/Route 42 is the busiest interchange in the DVRPC NJ region. It serves as a major artery for Philadelphia commuter traffic and a connection to the southern New Jersey shore. The Missing Moves project and a related TIP project, I-295/I-76/Route 42 Direct Connection, will eliminate the dangerous merging and weaving movements on I-295 caused by the vehicles entering from Route 42 and I-76. Both projects constitute the largest highway projects in NJDOT's history for southern NJ.

Financial constraint over the federally required First-Four Years of the TIP and Statewide TIP (STIP) will be maintained.

Barbara Holcomb, DRPA, commented that this is a huge project and it will provide a much needed improvement for the region. Michael Russo, NJDOT, commented that this is an important project and it will have a regional impact.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Ms. Morton*, seconded by *Mr. Levecchia* that Board adopt the following TIP action:

NJ18-089, NJDOT's request that DVRPC amend the FY2018 TIP for New Jersey by increasing the overall construction cost of Route 295/42, Missing Moves, Bellmawr (DB #355A) by \$38,000,000 from \$160,000,000 NHPP to \$198,000,000 NHPP funds.

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

3. DVRPC Regional Trails Program Phase VII Grant Awards

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that in fall 2018 DVRPC launched Phase VII of the Regional Trails Program. Two new awards have been approved by the Pennsylvania Regional Trails Committee. These awards will support, and help complete, two projects previously prioritized by the program. One-to-one match funding is expected to be provided by the Pennsylvania Department of Conservation and Natural Resources for both projects.

1. Lower Poquessing Creek Trail A and B Feasibility Study, Philadelphia City Planning Commission – \$25,000
2. D&L Canal Trail - Bridge Street Crossing Permanent Bike and Temporary Construction easements, Pennsylvania Environmental Council – \$26,300

All funding will be provided through a capital grant to DVRPC from the William Penn Foundation.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

These two Regional Trails Program grant awards.

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

4. Adopt Update to Transportation Improvement Program (TIP) and Long-Range Plan Project Benefit Evaluation Criteria

Jesse Buerk, DVRPC Manager, Capital Project Development, and Brett Fusco, DVRPC Manager, Office of Long-Range Planning, explained that staff has been working with a subcommittee of the Regional Technical Committee to update criteria for evaluating new DVRPC Transportation Improvement Program (TIP) and Long-Range Plan (LRP) project candidates that would be added to either the PA or NJ TIP or LRP. Universal criteria were last adopted in 2013 and allow the same criteria to address both highway and transit funded projects, and can be used in both states in the DVRPC region. Using a set of criteria helps the region use resources most effectively using data driven considerations while balancing regional needs and meeting Long-Range Plan goals. Other considerations such as local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types are also factors that play into project selection. The criteria are used to evaluate all types of roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects. For specific, large-scale major regional long-range plan projects, “TIP +” factors have been developed to allow an additional level of scrutiny for adding projects to the Long-Range Plan. TIP projects which use special fund categories may have specific criteria related to the fund type (such as CMAQ or HSIP).

Criteria were improved to:

- More closely align TIP, Long-Range Plan, Congestion Management Process (CMP), Comprehensive Economic Development Strategy (CEDS), and other regional processes and objectives;
- Incorporate considerations of project scale;
- Be more quantitative than qualitative;

- Align with federal performance measures, including reliability;
- Measure person trips rather than vehicle trips;
- Improve safety strategy analysis, based on FHWA research;
- Update equity analysis to use Indicators of Potential Disadvantage and incorporate scale;
- Utilize FHWA research on effective strategies to improve air quality.

Multiple criteria were identified and discussed, and were narrowed down to seven main criteria with specific measures associated with each. A proprietary software tool called “Decision Lens” was used to weight the final selected criteria by evaluating each criterion against the other for importance. The seven main Project Evaluation Criteria are:

1. Safety – This criterion relates to the Long-Range Plan goal of creating a safer transportation system. Projects score points by implementing FHWA proven safety countermeasures or other safety strategies with specific crash reduction factors, addressing DOT identified high-crash locations and crashes in communities of concern; or implementing safety critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).
2. Facility / Asset Condition and Maintenance – This criterion relates to the Long-Range Plan goal of rebuilding and maintaining the region’s transportation infrastructure. Projects score by bringing a facility or asset into a state-of-good repair, extending the useful life of a facility or asset, or providing reduced operating/maintenance costs.
3. Equity – This criterion evaluates how the project serves underrepresented and disadvantaged communities and other population groups with additional transportation needs. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities including population assessment within the census tract; no score for projects that increase vehicle speeds above 30 mph or traffic volumes in tracts with above average or well above average IPD scores.
4. Centers and the Economy – This criterion reflects the Long-Range Plan’s core principle to create livable communities within more than 120 regional development centers and 44 freight centers. Projects score based on location in/near a Planning or Freight Center, or a high, medium-high, or medium transit score area, providing a connection between two or more centers, location in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment), location within ½ mile of a major regional visitor attraction, or for being part of a major county identified economic development project.
5. Reliability and Congestion – Increasing reliability and reducing congestion are goals in the Long-Range Plan. Projects score based on location in a Congestion Management Process (CMP) congested corridor, implementing a CMP strategy appropriate for that corridor, or being located on a road with a high Planning Time Index; or transit facility with a low on-time performance.

6. Multi-modal Use – This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project’s impact on the transportation system. Projects score based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset, and overall benefit to multimodal trip making.
7. The Environment – This criterion relates to the Long Range Plan goal of limiting transportation impacts on the natural environment. Projects score by delivering high air quality benefits (per FHWA guidance), or incorporating environmentally friendly design principles.

Brian O’Leary, Chester County, commented that in the suburbs the county is dealing with suburban sprawl and the centers are very important. With so much population and employment growth expected in the next few years it would be better to revisit these criteria sooner than every four years. DVRPC Executive Director Barry Seymour commented that the population forecasts will be reviewed and updated within that four year window. Within that four year window the Long-Range Plan will also be updated and there will be opportunities to update projects. This will continue to be an iterative process and is not the end result. Andrew Levecchia, Camden County, asked whether individual projects will be scored or if all the projects in the DVRPC region will be part of the criteria. Mr. Buerk responded that this will only be for new projects in the region not existing projects.

Jennifer Crobak, FHWA PA, commented that she is pleased to see that DVRPC is incorporating the performance measures in the TIP update and the Long-Range Plan. Federal Highway looks for three components in developing project criteria. One is incorporating the performance measures. The second is integrating the TIP and Long-Range Plan in the selection process. The third is to ensure that the process is collaborative. Ms. Crobak noted that DVRPC has successfully met these criteria and she thanked DVRPC for their efforts. Jim Mosca, PennDOT, commented that the process was positive and a lot of good information was shared in developing the criteria. He noted that it was great to have everyone at the table for the development. Barbara Holcomb, DRPA, noted that it was a long, complex process with nine meetings over the year. The RTC is supportive of the criteria and recognizes that it is a great tool. John Ward, DVRPC Deputy Director, noted that the RTC was basically the subcommittee that voted unanimously in favor of adopting the criteria so there was a lot of review and support. Mr. Seymour thanked DVRPC staff for all of their hard work on this and also thanked DVRPC’s partners for their participation and collaboration.

The Board adopted the following **motion**:

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

The updated TIP/LRP Project Benefit Evaluation Criteria.

5. Request to Open a Public Comment Period for the DRAFT FY 2019 Comprehensive Economic Development Strategy (CEDS)

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that staff requests to open a public comment period on the draft FY 2019 Comprehensive Economic Development Strategy (CEDS). *Growing Greater Philadelphia* fulfills the U.S. Economic Development Administration (EDA)'s requirement for a regional Comprehensive Economic Development Strategy (CEDS). *Growing Greater Philadelphia* covers the nine-county DVRPC region and includes background demographic, economic, and land use data; identifies regional strengths, weaknesses, opportunities, and threats; discusses economic resiliency; identifies regional economic development goals, objectives, and strategies; and identifies potential performance measures that will be tracked in future years to measure progress made toward achieving the regional goals.

The regional CEDS was developed under the guidance of a Review Committee that includes representatives of the county planning and economic development agencies, regional economic development organizations, educational institutions, and the private sector.

Andrew Levecchia, Camden County, asked if DVRPC expects to get a lot of comments. Ms. Cilurso responded that she is not sure but the document will be available online and individuals can comment in various ways. The final report is expected to be adopted in late September of this year. Brian O'Leary, Chester County, asked what is the timeline for the CEDS projects.

Ms. Cilurso responded that the EDA has new guidelines about how we want to align and choose the projects. The EDA does not require us to have this project list as part of the CEDS anymore. Eligibility will be based mostly on census tract but the factors that primarily drive project eligibility are per capita income and employment rate. DVRPC Executive Director Barry Seymour noted that DVRPC has had discussion with the EDA about being an Economic Development District (EDD) and if we do become one this will give us greater influence on the selection of projects by EDA.

MOTION by *Mr. Levecchia*, seconded by *Mr. O'Leary* that the Board authorize:

Staff to open a public comment period to gather public and agency comments on the Draft FY 2019 Comprehensive Economic Development Strategy (CEDS), *Growing Greater Philadelphia*. Staff also requests authorization to publish the draft document on the internet and distribute the draft to public libraries.

DVRPC Executive Director Barry Seymour acknowledged Elizabeth Semple, representing the NJDEP. Mr. Seymour also invited Reverend Glen Benson to present his public comments.

Reverend Benson commented that he and his wife suffered a violent break-in at his property. Due to expensive necessary security measures to deal with this break-in there

is now no money to pay for the structural engineering study that was planned for the property and that was going to be presented to the Board. Reverend Benson thanked PennDOT for maintaining the property next to his home. He noted that when he secures the funds for the engineering study he will present those findings to the Board.

PRESENTATION ITEM

6. Building Resilience to the Impacts of Climate Change in Greater Philadelphia

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that this presentation will highlight DVRPC's recent efforts to build resilience to the impacts of climate change including municipal coastal vulnerability assessments in New Jersey, a scenario-driven Story Map designed to help communities in the Pennsylvania Coastal Zone build their capacity to plan for and respond to increased future flooding, and a broad assessment of the latest resiliency tools and planning techniques that could be utilized by Greater Philadelphia communities to better plan for the impacts of climate change and extreme weather events.

Leslie Floyd, Mercer County, asked if there were any plans to do this in New Jersey. Mr. Linn responded that this could be modified to make it region-wide. DVRPC Executive Director Barry Seymour thanked Elizabeth Semple and NJDEP for sponsoring the work in Burlington County. Andrew Levecchia, Camden County, noted that if there is a major issue that impacts access to the airport in Philadelphia this work shows how that could affect the region and it could be used as a tool.

DISCUSSION ITEM

7. One Minute Reports

Brian Goodson, FHWA NJ, introduced Sutapa Bandyopadhyay, Planning & Program Development Manager at FHWA.

Barbara Holcomb, DRPA, reported that last month Rohan Hepkins, PATCO, reported that PATCO had to deal with some issues from a storm and this past Monday we were hit with another storm. PATCO is back up and 96 percent running. There have been station outages from Lindenwold to Woodcrest. Ms. Holcomb thanked transit partners for their assistance.

Catherine Popp-McDonough, SEPTA, reported that today on SEPTA's Board agenda is a 20 year solar power purchase agreement. This will provide 19 percent of the electric requirement.

Michael Russo, NJDOT, reported that NJDOT will be establishing a resiliency working group. The purpose is to look at current transportation assets and how they will be impacted.

Jim Mosca, PennDOT, reported that the financial guidance workgroup has finalized funding allocations. There will be funding challenges because of interstate funding requirements.

Mark Squilla, City of Philadelphia, reported that next weekend the city will be holding Philly Free Streets from City Hall to Broad and Erie.

Brian O'Leary, Chester County, reported that the 2020 Census of Agriculture came out and Chester County is number two in the state in agri-production. In the county the mushroom production in particular is vibrant.

8. Executive Director's Report

a. David Anderson's Retirement

Mr. Seymour noted that David Anderson will be retiring after 20 years at DVRPC. Mr. Seymour asked Board members to look at the map in the Board folders that shows all the work that David and his team have done in corridors in the region.

b. Classic Towns Program

Mr. Seymour reported that the Classic Towns Program which was started as a marketing program for some of the smaller towns in the region will be winding down. The ability of towns to do their own marketing has grown and DVRPC feels the towns no longer need the program and will instead provide technical assistance.

c. Board Retreat

Mr. Seymour called the Board's attention to the DVRPC Board Retreat which is taking place on September 26 at Grounds for Sculpture in Hamilton, New Jersey. He noted that more information is in the Board packets and that Board members and their staff will be hearing more to come.

d. Metro Caucus

Mr. Seymour reported that Commissioner Arkoosh of Montgomery County organized a metro caucus last week of the five counties in Pennsylvania. Issues around funding for transportation in Pennsylvania and local funding were discussed.

e. Non-profits Update

Mr. Seymour noted that the IRS non-profit designation for the South Eastern Pennsylvania Corporation was received. The New Jersey request was submitted but has not been received as of yet. Mr. Seymour invited Patty Elkis to report on

a possible first project on the New Jersey side. Ms. Elkis reported that an idea around healthy communities in Camden may be a possible project in the future.

f. New Releases

Mr. Seymour called the Board's attention to some new releases including: Regional Helicopter Inventory, Grade Crossing Study in Marcus Hook, ERI in Woolwich Township, Improving Safety and Stormwater along Cobbs Creek Parkway: 60th Street to 70th Street, South Philadelphia Transportation Center Concept Development Study, Mercer County Bicycle Plan, East Whiteland Train Station Feasibility Study.

g. Delaware County Nonattainment Re-designation Public Comment Period

Mr. Seymour noted that the Delaware County Nonattainment Re-designation Public Comment Period has just opened.

9. Committee Reports

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

- (1) Regional Technical Committee
- (2) Central Jersey Transportation Forum
- (3) Regional Safety Task Force/Futures Group
- (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 11:37 a.m. on a

MOTION by *Mr. Squilla*, seconded by *Ms. Floyd*.

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