

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of July 24, 2014

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  
Pennsylvania Department of Transportation

James Requa  
Thomas A. Wospil  
James Ritzman  
James Mosca  
(not represented)  
Karen Stokes  
Catherine Thurston  
Diane Ellis-Marseglia  
Lynn Bush

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

Terence Farrell  
John McBlain  
Thomas Shaffer  
Leslie Richards  
Jody Holton  
Carol Ann Thomas  
Andrew Levecchia  
Richard Westergaard  
Donna Lewis  
William Payne  
Rina Cutler  
June Morton  
Jeffrey Wilkerson

Chester County  
Delaware County

Montgomery County

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

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
  
Pennsylvania Division

Calvin Edghill

Keith Lynch  
Jonathan Crum

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	Tony Cho
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Cosmo Servidio
	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
	Brian McFadden
Port Authority Transit Corporation	Ben Cornelius
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andrew Bockis
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, John Ward, Patty Elkis, Candy Snyder, Chris Puchalsky, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jane Meconi, Sean Greene, Mike Boyer, Brett Fusco, Elise Turner, Julia Strapp, Greg Krykewycz, Amy Bernknopf, Betsy Mastaglio, Logan Axelson, Alison Hastings, Kevin Murphy, Paul Reitano, and Renee Wise.

Guests

PennDOT	Linda Guarini
PennDOT	Charles Davies
Pennoni Associates	Donald Shanis
CCCTMA	William Ragozine
TPD	John Burkhardt
Citizen	Bridget Chadwick
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Malarkey Consulting, Inc.	Ann Tomalavage
DVCTC	Lorraine Brill
PennJerdel Council	Andy Warren

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

Chair Leslie Richards called the meeting to order at 10:08 a.m. and asked if there were any press in the room or if anyone was recording the meeting. Chair Richards welcomed June Morton representing the City of Camden.

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

Public comments were stated by Bridget Chadwick, a citizen of Cheltenham Township regarding TIP action 2a (NJ13-32). She expressed concerns regarding the proposed improvements to the intersection and noted that the TIP action does not address existing bicycle and pedestrian deficiencies on the road. See attached comments for more. Additional public comments were stated by Lorraine Brill of the DVCTC who commented on agenda item 4, the *Connections 2040 Plan for Greater Philadelphia* Amended Transportation Investments. She expressed her desire that the project scope wording be amended for the Roosevelt Boulevard Line project (a copy of the comments can also be found in the *Connections 2040 Plan for Greater Philadelphia* Amended Transportation Investments Summary of Public Comments document). Executive Director Barry Seymour responded that DVRPC would coordinate with SEPTA for the rewording.

### **1. Minutes of Meeting of June 26, 2014**

A **motion** was made by Mr. Farrell, seconded by Mr. Payne, to approve the minutes of June 26, 2014.

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

Elizabeth Schoonmaker, DVRPC Capital Program Manager, presented the following TIP actions to the Board.

#### **2a. NJ14-32: Route 30, and Evesham Road Intersection Improvements, (DB #93263), Camden County**

NJDOT has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a project back into the TIP, Route 30, and Evesham Road Intersection Improvements (DB #93263), by programming \$6,805,000 NHPP funds for construction in FY14.

This project will address safety and operational deficiencies of the Route 30 and Evesham Road (CR 544) intersection in Magnolia Borough by widening US 30 to add a two-way, center left-turn lane from Ashland Avenue to Evesham Road, as well as add exclusive left-turn lanes on both directions of US 30 at the intersection. This left turn

movement will be protected by left turn signals (green arrow). On the eastern part of Evesham Road, the road will also widen to add two through lanes and an exclusive left turn lane. Similarly, the western part of Evesham Road will widen to add one through lane and an exclusive left-turn lane. The project will further include the installation of a new traffic signal, new signs, new curbs and sidewalks, as well as reconstructed pavement, drainage improvements, and the relocation of utilities.

US Route 30 is an east-west highway that carries traffic from the Ben Franklin Bridge in the west to Atlantic City in the east via the I-295 interchange. It also serves as Magnolia Borough's main street. Evesham Road (CR 544) is an important arterial road and carries a significant volume of traffic to and from the PATCO High Speed Line's Ashland Station. This intersection currently ranks 15th out of 100 intersections with the most severe accident history due to lack of any left turn lanes on US 30. It was also noted as top hot spot for crashes in DVRPC's US 30 Corridor Study, many of which were left-turn collisions.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose costs have changed.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from Leonard Fritz of Gloucester County who expressed support for this project and asked when construction is scheduled to begin. A response from the project team followed. Additional public comments were received from Joseph Russell who expressed safety concerns with this project. A response from the project team followed.

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

**MOTION** by Mr. Levecchia, seconded by Mr. Wospil, that the Board approve the following TIP action:

NJ14-32, NJDOT's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a project back into the TIP, Route 30, and Evesham Road Intersection Improvements (DB #93263), by programming \$6,805,000 NHPP funds for construction in FY14.

**2b. NJ14-33: Burlington County Centerline Safety Enhancement Project, 2014, (DB# 04314), Burlington County**

Burlington County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new project, Burlington County Centerline Safety Enhancement

Project, 2014, to the TIP in the amount of \$1,750,000 HSIP funds for construction in FY14, as a component of the Local Safety/High Risk Rural Roads Program (DB# 04314).

Funds will provide for the construction of approximately 150 miles of centerline rumble strips on Burlington County roadways throughout the county. Centerline rumble strips are raised or grooved patterns placed at the centerline of a roadway (the line between two lanes of a roadway) and alert motorists with an audible warning (rumbling sound) and a physical vibration that they are leaving their own lane. The primary purpose of centerline rumble strips is to protect cross-over crashes or head-on collisions on two-lane roadways.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose costs have changed.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from Cyndi Steiner of the New Jersey Bike & Walk Coalition, and John Boyle of the Bicycle Coalition of Greater Philadelphia, opposing the proposed TIP action because of a lack of bike lines or usable four foot shoulders on the road. A response from the project team followed.

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

**MOTION** by Ms. Thomas, seconded by Ms. Lewis, that the Board approve the following TIP action:

NJ14-33, Burlington County's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new project, Burlington County Centerline Safety Enhancement Project, 2014, to the TIP in the amount of \$1,750,000 HSIP funds for construction in FY14, as a component of the Local Safety/High Risk Rural Roads Program (DB# 04314).

### **3. Adoption of the Conformity Finding of the DVRPC Connections 2040 Long-Range Plan, FY 2014 NJ and FY 2015 PA Transportation Improvement Programs (TIPs)**

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to

determine transportation conformity of the Connections 2040 Long-Range Plan (Plan) and FY 2015 PA TIP. DVRPC is reaffirming the previous emissions analysis performed on the FY 2014 NJ TIP that was adopted in July 2013.

In June 2014, the DVRPC opened a 30-day public comment period to receive comment on the draft conformity finding of the Connections 2040 Long-Range Plan (Plan) and FY 2014 NJ and FY 2015 PA TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual and 24-hour PM2.5 (the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Nonattainment Area);
- Annual and 24-hour PM2.5 (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Nonattainment Area) and,
- Carbon Monoxide (portions of Philadelphia, Trenton, and Burlington City).

DVRPC held a public comment period from June 16, 2014 to July 18, 2014, and hosted one public meeting on June 26, 2014 in Philadelphia, Pennsylvania.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Mr. Farrell, seconded by Ms. Cutler, that the Board adopt:

The conformity finding of the Connections 2040 Long-Range Plan and FY 2014 NJ and FY2015 PA Transportation Improvement Programs by approving Resolution B-FY15-001.

#### **4. Adoption of the amended transportation investments for the Connections 2040 Plan for Greater Philadelphia**

Brett Fusco, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, 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 2040 Plan, adopted in July 2013, fulfils this requirement, and also serves as a blueprint for the future growth and development of the region.

The Plan is organized around four core planning principles:

- Manage Growth and Protect the Environment
- Create Livable Communities
- Build the Economy
- Establish a Modern Multimodal Transportation System.

The Plan vision calls for a more sustainable future that offers a superior quality of life by increasing mobility choices, preserving more open space, reinvigorating our existing communities, and reducing demand for energy. In this future, more compact, mixed use development will shorten distances between destinations, and encourage alternative forms of transportation. Less energy use will help to reduce CO2 emissions, making the region more sustainable and economically competitive. By spending less on building new infrastructure, more money can be invested in improving our existing core infrastructure.

The Plan identifies the investments we will need to make in our transportation system to achieve such a future. Due to the expansiveness and age of our transportation system, this Vision Plan leans heavily toward investments that rebuild and preserve our existing facilities. It also identifies critical projects that help our system operate more efficiently and new facilities that expand our system's capacity. Unfortunately, the Plan is required to be fiscally constrained, and due to declining transportation funding, we can only achieve a portion of that vision.

With the passage of Pennsylvania Act 89, there is an additional \$10.5 billion in transportation funding for multimodal investments in the Pennsylvania portion of the region over the life of the Plan. The amendment identifies how the additional funding will be allocated and moves additional projects into the fiscally constrained Plan. The vast majority of funding is still directed to projects that preserve and maintain existing infrastructure due to the extensive backlog of bridge, roadway pavement, and transit infrastructure needs. However, it also provides additional funding to improve the operation, and selective expansion, of the system.

DVRPC staff worked extensively with the Pennsylvania portion of the Regional Technical Committee to develop the amended transportation investments. A public comment period was held from June 16 to July 18, 2014, and a public information session was held on June 26, 2014. Comments received during the public comment period are included in the Board packet.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Mr. Farrell, seconded by Ms. Cutler, that the Board adopt:

The amended transportation investments for the Connections 2040 Plan for Greater Philadelphia, the official long-range plan for the DVRPC region by approving Resolution B-FY15-002.

**5. Adoption of the DVRPC FY2015-2018 Transportation Improvement Program (TIP) for Pennsylvania**

Elizabeth Schoonmaker, DVPRC Capital Program Manager, 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 federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the fall of 2013 on the development of the FY2015-2018 TIP for PA. For the first time, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the PA transportation program in August and September of 2013. New state funding legislation known as Act 89 was signed by Governor Corbett in December of 2013, so that available resources known as Financial Guidance for the TIP were not final until January of 2014. The Pennsylvania Subcommittee of the RTC has worked since then to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and environmental justice. While federal requirement is for a four year constrained program, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway. This year, there is no "Illustrative List" of unfunded projects since additional funds have been made available to the region and many projects that have been on hold have been moved into the 12 year programming horizon.

The Draft DVRPC FY2015-2018 TIP for PA contains over 330 projects (including the Regional Highway, Interstate, and Transit Programs) worth \$4.9 billion (an average of \$1.25 billion per year) for the 4 year federally required TIP period. There is just over \$2



billion for projects primarily addressing the non-interstate highway system, \$658 million for projects included in the Interstate Management Program for I-95 and I-76, and almost \$2.3 billion for transit projects for SEPTA and Pottstown Urban Transit.

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

The Draft TIP document has been made available for public review during a 30+-day period, which ended on June 30, 2014. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, The Courier Post, Al Dia, The Trentonian, and the Philadelphia Tribune. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC's homepage, [www.dvrpc.org](http://www.dvrpc.org) as well as through social media outlets. Notices were also sent to over 12,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders. A public meeting was held at DVRPC offices on Thursday June 26, 2014, from 4:00 PM-6:00 PM to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff.

DVRPC's website played a vital part in our public outreach effort. A web-based public commenting application at <http://www.dvrpc.org/tip/> was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

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

Over 270 comments were submitted on the program, but since people frequently comment on more than one issue at a time in a submitted comment, each issue is assigned an "Item ID" that is used to gather responses from the DVRPC region planning partner agencies and included in the attached documents. Over 360 issues/Item ID's have been identified. Included for review are 1) Index of Comments (abridged summary

of comments), 2) Comments (full content of comments – note there is a section for comments from individuals with Item ID's that begin with the letter "A", comments from planning partners with Item ID's that begin with a "B", and comments from groups/organizations/agencies with Item ID's that begin with a "C"), 3) Summary of Responses with responses provided by planning partners, and 4) A table of Recommended Changes to the Draft DVRPC FY2015 TIP for PA.

Ms. Schoonmaker also noted a new pilot project/program in the TIP, which is the Municipal Bridge Line Item for Retro-Reimbursement. A total of \$6,000,000 State Bridge funds from the Municipal Bridge Line Item (MPMS #102105) will be awarded to selected municipal bridge projects for federal fiscal years (FFY) 2016, 2017, and 2018. DVRPC will closely coordinate with the four counties (Bucks, Chester, Delaware, and Montgomery) throughout the project evaluation, recommendation, and selection process of this program. The application period is expected to open around August 1, 2014, and materials will be available on DVRPC's website for Funding Opportunities. All projects will be evaluated using the TIP Project Benefit Criteria.

Favorable recommendation was received from the Regional Technical Committee.

Chair Leslie Richards, Montgomery County, noted that because of Act 89 this vote is huge for the region and will make a significant difference in the region. Transportation projects that were on hold due to a lack of funding will be able to finally advance. She added that she is supportive of the new bridge line item that was added and that she hopes the pilot program will be successful. She thanked Elizabeth Schoonmaker and her staff for all of their hard work. John Ward, DVRPC Deputy Planning Director, thanked the Pennsylvania TIP Subcommittee, the RTC, and Elizabeth Schoonmaker and her staff for all of their work on this. Executive Director Barry Seymour thanked Elizabeth Schoonmaker and her staff on all of their work. Barbara Holcomb, DRPA, noted that as a member of the Board that sits on the Pennsylvania and the New Jersey side of the TIP process she can appreciate how much work and coordination was needed in order to make today's vote for TIP approval happen. She thanked Elizabeth and her staff for their efforts.

Sue Herman of Residents for Regional Traffic Solutions commented that in PennDOT's project description for the Stoopville Road Improvements project, four areas were listed where PennDOT is going to put in decorative crosswalks and ADA curb ramps and one was omitted in the project description. She asked that it be added back in to the project description.

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

**MOTION** by Mr. Farrell, seconded by Ms. Marseglia, that the Board

adopt:

The FY2015-2018 Transportation Improvement Program (TIP) for Pennsylvania and the Recommended Changes as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY15-003.

## **DISCUSSION ITEMS**

### **6. MAP-21 Policy Guidance on MPO Representation**

Executive Director Barry Seymour called the Board's attention to a memo in their Board folders. He reported that final Policy Guidance was recently issued by FHWA and FTA and provides alternative approaches regarding the MAP-21 provision of transit agency representation on MPO Boards. Mr. Seymour explained that there is an exemption provision for certain actions by an MPO. It states that if the MPO operates under a state law that was in effect prior to 1991, and if that state law has not been amended since that time and the MPO has not been re-designated after 1991, then they can be exempt from certain provisions. DVRPC's counsel did investigate this and the Commission can choose to be exempt from this provision. Additionally in the guidance that came out there was reference to a federal law that provides that an MPO may be restructured to meet the law's representation requirements without having to secure the approval of the governor and units of general purpose government as part of the re-designation. Counsel has researched this and determined that if DVRPC were to change the voting structure we would in fact have to go through the legislative process in both states to do this. Since 1992 the transit agencies (SEPTA, NJ Transit, and PATCO) have been a part of DVRPC's Board as participating non-voting members. At some point before October 1 DVRPC needs to respond to FTA and FHWA and let them know whether we choose to apply the exemption and retain our current membership or to change the membership which will require opening up the compact and going through the legislative process. Following the last Board meeting Mr. Seymour contacted other bi-state MPOs to find out how they are handling this issue. He reported that they either currently have transit representation on their Boards or are going to take the exemption. Mr. Seymour noted that as critical partners in the regional transportation planning process, the three primary transit agencies should be fully engaged in all relevant activities at DVRPC but at the same time pursuing legislative changes in both states could lead to negative consequences. Therefore, the following next steps are recommended:

1. Utilize the exemption provision in the Policy Guidance to notify FTA and FHWA that DVRPC will retain its current Board membership, as permitted.

2. Continue to include SEPTA, NJTransit, and PATCO as participating non-voting members of the DVRPC Board, but amend the administrative practice at the Board meetings to formally ask for any transit agency comment on a proposed Board action. This will assure that the transit agency voice is heard at the Board, and document that voice in all proceedings.

3. Continue to include SEPTA, NJTransit, and PATCO as voting members of the Regional Technical Committee (RTC) where they review and vote on recommendations for action to the DVRPC Board, as well as the Regional Transit Advisory Committee (RTAC) which review and selects transit planning activities for the DVRPC Work Program, as well as other pertinent project-level committees.

4. Begin to develop a Memorandum of Understanding between DVRPC, the three primary regional transit agencies of SEPTA, NJTransit, and PATCO, and PennDOT and NJDOT, that specifies the roles and responsibilities of each in terms of planning, programming, performance measures, and other cooperative activities.

Byron Comati, SEPTA, commented that SEPTA's perspective is that it is very difficult to open up the compact and that SEPTA agrees with the proposed action.

Tony Cho, FTA, noted that at the last meeting there was a question as to whether taking the exemption would be a permanent action or if DVRPC would need to recertify this exemption action every year. After speaking with FTA headquarters it has been determined, that DVRPC can roll the exemption action into the annual certification. There will be the opportunity to change things every year if need be. Barbara Holcomb, DRPA, commented that DRPA understands the difficulty in opening up the legislation and that DRPA would like to have an MOU between DVRPC and the transit agencies going forward. Lou Millan, NJTransit, thanked DVRPC for looking into this and evaluating the options. He noted that this issue is being examined by NJTransit's upper management and would like the opportunity to discuss it internally and come back to the Board to discuss how to improve the transit agencies' voice at the Board. Barbara Holcomb, DRPA, asked Executive Director Barry Seymour how long it would take to get the MOU developed. Mr. Seymour responded that staff would begin the process and work together with all the partners to finalize the MOU and bring it back to the Board.

## **DISCUSSION ITEMS**

### **7. One Minute Reports**

Keith Lynch, FHWA, PA, congratulated DVRPC for adopting the Conformity Determination, *Connections 2040* Plan for Greater Philadelphia Amended

Transportation Investments, and DVRPC FY 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania.

Thomas Wospil, NJDOT, reported that NJDOT would be preparing their STIP for the next programming cycle soon. The New Jersey State budget was approved on July 1 of this year and the NJDOT now has their FY15 capital program approved and is available online.

Leslie Richards, Montgomery County, thanked everyone for getting the funding in place and working hard to get the TIP ready for adoption today. She announced that the Green Avenue Bridge in Jenkintown has now reopened and has new pedestrian walkways on either side, allowing pedestrians to easily get to the SEPTA station.

Terence Farrell, Chester County, reported that Chester County recently adopted their Public Transportation Plan with the help of DVRPC staff. It gives the county a long-term plan for transportation and helps further the goals of reducing congestion and growing the economy.

Donna Lewis, Mercer County, reported that there would soon be an announcement from Frontier Airlines that they are adding new flights to new destinations from the Trenton/Mercer Airport.

Lisa Worden, PA DCED, announced that Kate Schramm of the PA Governor's Office asked her to read a letter addressed to DVRPC thanking everyone for their support of Act 89.

## **Presentations**

### **8. Mapping of Municipal Adoption of Smart Growth Tools**

Patty Elkis, DVRPC Deputy Planning Director, presented a recent effort to map the municipalities in our region that have adopted specific smart growth tools. This database can be used to track progress on adoption of tools, identify communities to offer technical assistance, inform future smart growth work, and provide incentive to municipalities to pursue tools used by their neighbors. The web map also provides links for obtaining more information.

Calvin Edghill, FHWA NJ, noted that this tool could be very useful for first responders and that it would be good to analyze this tool from a resiliency perspective.

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

#### **a. National Highway Trust Fund**

Mr. Seymour noted that the House passed a measure to extend emergency funding for the National Highway Trust Fund until May 15, 2015. The Senate is poised to take up a companion bill by early next week.

b. DVRPC 50<sup>th</sup> Anniversary Events

Mr. Seymour called the Board's attention to DVRPC's 50<sup>th</sup> anniversary in 2015. He noted that a list of ideas and activities to celebrate the anniversary is in the Board folders. He asked the Board for their thoughts and suggestions for celebrating.

c. World Class Summit and Index

Mr. Seymour reported that on July 9, the Economy League hosted nearly 350 business and civic leaders at the Pennsylvania Convention Center for the fourth annual World Class Summit. The Economy League provided an overview of the newly released 2014 World Class Index. The Index is a framework for tracking progress around the shared agenda for improving regional education and talent outcomes, boosting business growth, and making our infrastructure more effective and reliable. It establishes common indicators for local leaders, highlights collaborations leading to impact, and points to where immediate action is needed. DVRPC provided extensive guidance for the infrastructure section of the Index.

d. Comprehensive Economic Development Strategy

Mr. Seymour called the Board's attention to the Regional Comprehensive Economic Development Strategy (CEDS) which identifies regional challenges and opportunities, integrates economic development with land use and transportation planning, integrates human and physical capital planning, establishes regional goals and objectives, leverages funding to achieve regional goals, and is mandatory in order to be considered for EDA funding. For the required five-year update to the CEDS DVRPC conducted background research, held a series of "Investing in People and Places" events, met with planning and economic development professionals, and updated a list of key regional projects. A draft report will be released in August and presented to the DVRPC Board in September. The final updated CEDS document is due to the EDA by September 30, 2014.

e. FY 2016 Work Program Development

Mr. Seymour noted that DVRPC will be soliciting Work Program ideas and priorities from Board members soon even though development of the Work Program does not actually begin until September or October.

f. Plan and TIP Celebration Luncheon

Mr. Seymour reported that following today's Board meeting there will be a TIP and Long-Range Plan adoption luncheon event on the ninth floor. There will be remarks by Barry J. Schoch, PE, Secretary of Transportation, Commonwealth of Pennsylvania, recognition of The Honorable John C. Rafferty, Jr., Pennsylvania Senate, District 44, and recognition of the Honorable Nicholas A. Micozzie, Pennsylvania House of Representatives, District 163.

g. Next Board Meeting: Wednesday, September 24, 2014

Mr. Seymour reminded Board members that the next Board meeting would take place on Wednesday, September 24.

## **9. Committee Reports**

The following committee reports were distributed to the Board for review:

- (1) Regional Technical Committee
- (2) 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 11:49 a.m. on a **MOTION** by Mr. Farrell, seconded by Ms. Morton.

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](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with

DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary